
SENATE BILL 6932

State of Washington 60th Legislature 2008 Regular Session

By Senators Haugen, Swecker, Spanel, Jacobsen, Marr, Kilmer, Rockefeller, and Shin

Read first time 02/06/08. Referred to Committee on Transportation.

1 AN ACT Relating to ferry vessel and terminal planning; amending RCW
2 47.60.375 and 47.60.345; and adding new sections to chapter 47.60 RCW.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 NEW SECTION. **Sec. 1.** A new section is added to chapter 47.60 RCW
5 to read as follows:

6 The department shall develop and maintain a vessel rebuild and
7 replacement plan that, at a minimum:

8 (1) Includes projected retirement dates for all vessels,
9 distinguishing between active and inactive vessels;

10 (2) Includes projected rebuild dates for all vessels;

11 (3) Includes timelines for vessel replacement, including business
12 decisions, design, procurement, and construction; and

13 (4) Includes a summary of the condition of all vessels,
14 distinguishing between active and inactive vessels.

15 **Sec. 2.** RCW 47.60.375 and 2007 c 512 s 13 are each amended to read
16 as follows:

17 (1) The capital plan must adhere to the following:

18 (~~(1)~~) (a) A current ridership demand forecast;

1 ~~((2))~~ (b) Vehicle level of service standards as described in RCW
2 47.06.140;
3 ~~((3))~~ (c) Operational strategies as described in RCW 47.60.327;
4 and
5 ~~((4))~~ (d) Terminal design standards as described in RCW
6 47.60.365.

7 (2) The capital plan must include the following:

8 (a) A current vessel preservation plan;

9 (b) A current systemwide vessel rebuild and replacement plan;

10 (c) A current vessel deployment plan; and

11 (d) A current terminal preservation plan.

12 **Sec. 3.** RCW 47.60.345 and 2007 c 512 s 10 are each amended to read
13 as follows:

14 (1) The department shall maintain a life-cycle cost model on
15 capital assets such that:

16 (a) Available industry standards are used for estimating the life
17 of an asset, and department-adopted standard life cycles derived from
18 the experience of similar public and private entities are used when
19 industry standards are not available;

20 (b) Standard estimated life is adjusted for asset condition when
21 inspections are made;

22 (c) It does not include utilities or other systems that are not
23 replaced on a standard life cycle; and

24 (d) It does not include assets not yet built.

25 (2) All assets in the life-cycle cost model must be inspected and
26 updated in the life-cycle cost model for asset condition at least every
27 three years.

28 (3) The life-cycle cost model shall be used when estimating future
29 ~~((system))~~ terminal and vessel preservation needs.

30 (4) The life-cycle cost model shall be the basis for developing the
31 budget request for terminal and vessel preservation funding.

32 NEW SECTION. **Sec. 4.** A new section is added to chapter 47.60 RCW
33 to read as follows:

34 (1) The department shall develop and maintain a vessel maintenance
35 and preservation program that meets or exceeds all federal requirements
36 and, at a minimum:

1 (a) Includes a bilge and void maintenance program;
2 (b) Includes a visual inspection/audio gauging steel preservation
3 program; and
4 (c) Uses a lowest life-cycle cost method.
5 (2) The vessel maintenance and preservation program must maximize
6 cost efficiency by, at a minimum:
7 (a) Reducing planned out-of-service time to the greatest extent
8 possible; and
9 (b) Striving to eliminate planned peak season out-of-service
10 periods.
11 (3) When construction is underway for the replacement of a vessel,
12 the vessel that is scheduled for retirement is exempt from the
13 requirement in subsection (1)(c) of this section.
14 (4) The department shall include a plain language status report on
15 the maintenance and preservation vessel program with each budget
16 submittal to the office of financial management. This report must
17 include, at a minimum:
18 (a) A description of the maintenance and preservation of each
19 vessel in the fleet;
20 (b) A highlight and explanation of any significant deviation from
21 the norm;
22 (c) A highlight and explanation of any significant deviation from
23 the vessel preservation plan required under RCW 47.60.375;
24 (d) A highlight and explanation of decisions not to invest in
25 vessels; and
26 (e) A highlight and explanation of decisions to invest early in
27 vessels.

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