



VEHICLE RESERVATION SYSTEM OVERVIEW

Washington State Ferries

2011

2012

2013

2014

2015

2016

2017

Phase 1

Phase 2

Phase 3

What Happens in Each Phase:

Phase 1 - Design and Testing

- System design and testing
- Reservations available to all customers on Port Townsend-Coupeville and Anacortes-Sidney routes
- Reservations for commercial account customers on San Juan Islands routes
- New website for making, changing, and canceling reservations
- Pilot a premier account program for frequent customers

Phase 2 - San Juan Islands

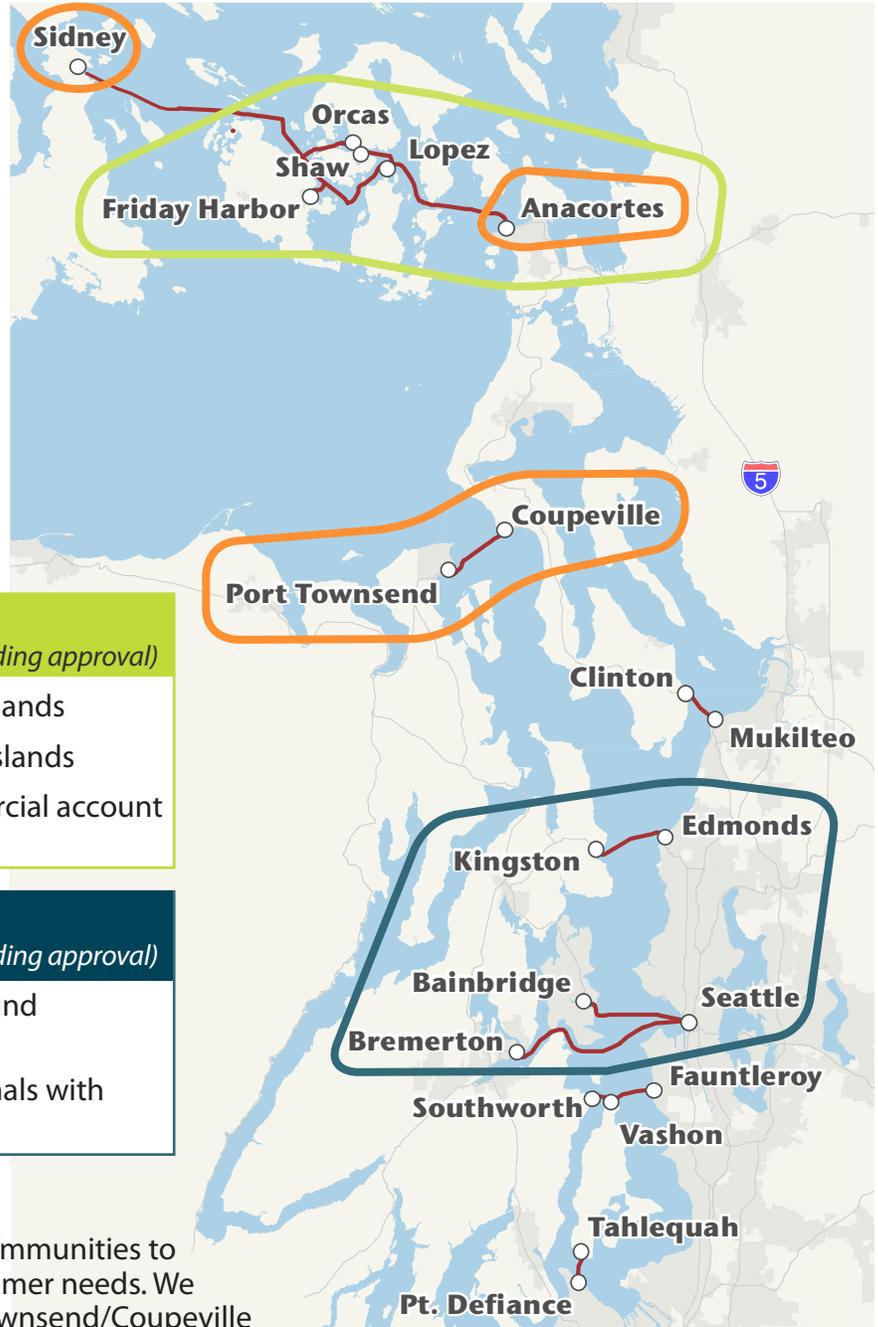
(upon successful Phase 1 implementation & funding approval)

- Reservations extended to San Juan Islands
- Terminal improvements in San Juan Islands
- System-wide reservations for commercial account customers

Phase 3 - Central Sound

(upon successful Phase 2 implementation & funding approval)

- Reservations extended to Central Sound commuter routes
- New signage at and leading to terminals with sailing status information



Community Partnerships:

WSF is committed to working with ferry communities to ensure the reservation system meets customer needs. We have formed partnerships with the Port Townsend/Coupeville and Edmonds/Kingston routes. Additional groups will be formed as the project moves forward. For more information, visit <http://www.wsdot.wa.gov/ferries/planning/vehiclereservations.htm#partnerships>.

For more information please contact:

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Washington State
Department of Transportation

Fall 2011

Kwa-di Tabil Class (64-Car) Ferries - Complete October 2011

Status - November 2011

- WSF accepted delivery of the Kennewick from builder Vigor Industrial on Oct. 31, three months ahead of schedule.
- The Salish is providing service on the Port Townsend/Coupeville route until January, when the Kennewick will take over (exact date to be determined).
- The Chetzemoka is undergoing maintenance and other work at Dakota Creek Industries' shipyard in Anacortes through early November. The Chetzemoka will replace the Rhododendron on the Point Defiance/Tahlequah route in January (exact date to be determined).

Overview

WSDOT Ferries Division (WSF) contracted with Vigor Industrial to build three new Kwa-di Tabil (pronounced kwah DEE tah-bayle) class (64-car) ferries. The vessel design is based on the Island Home, a ferry operating in Massachusetts between Woods Hole and Martha's Vineyard and Nantucket.

Why is WSDOT building new 64-car ferries?

WSF is moving forward to build new ferries to replace the retired Steel Electric Class vessels and the 64 year-old Rhododendron. Nine of WSF's 23 auto-passenger ferries are between 40 and 65 years old and must be replaced in the next 20 years.

The End Result

The Chetzemoka restored service with a state-owned vessel to the Port Townsend/Coupeville route in November 2010.

The Salish joined the Chetzemoka on the Port Townsend/Coupeville route in July 2011. The Salish is currently the sole vessel serving the route.

The Kennewick will enter service in January 2012 as the sole vessel serving the Port Townsend/Coupeville route. The Chetzemoka will replace the 1947-built Rhododendron on the Point Defiance/Tahlequah route. The Salish will be in standby status until the 2012 peak season, when it will join the Kennewick on the Port Townsend/Coupeville route.

Project Benefits

Building new vessels improves the safety and efficiency of WSF's fleet, to ensure safe, reliable service to our customers.

What is the project timeline?

- **December 2007** – Released Port Townsend/Keystone Vessel Planning Study
- **Feb. 9, 2008** – The Steilacoom II, a 50-car ferry leased from Pierce County, began service on Port Townsend/Keystone route
- **February 2008** - WSF captains and engineers visited Massachusetts to see Island Home in operation
- **April 2008** – Announced WSF would build two 64-car ferries

- **Spring/summer 2008** - Modified Island Home design for operation on the Port Townsend/Keystone route
- **July 2008** – Legislature’s Joint Transportation Committee consultant John Boylston reviewed 64-car ferry design
- **Sept. 10, 2008** – Advertised for bids for one or two 64-car ferries
- **Nov. 13, 2008** – Opened bid (one bid received)
- **Dec. 1, 2008** – Awarded \$65.5M contract to Todd for one 64-car ferry
- **Jan 5, 2009** – Issued Notice to Proceed to Todd
- **Aug. 7, 2009** – Advertised for bids for second and third 64-car ferries
- **Oct. 8, 2009** – Opened bid (one bid received)
- **Oct. 13, 2009** - Awarded \$114.1M contract to Todd for second and third 64-car ferries
- **Oct. 20, 2009** - Washington State Transportation Commission named first 64-car ferry *Chetzemoka*
- **Nov. 9, 2009** - Issued Notice to Proceed to Todd for second and third 64-car ferries
- **Jan. 15, 2010** - Announced new vessel class name: Kwa-di Tabil
- **March 2, 2010** - *Chetzemoka* placed in the water for the first time
- **April 3, 2010** - *Chetzemoka* moved from Todd Pacific Shipyards to Everett Shipyard
- **July 13, 2010** - Washington State Transportation Commission named second and third Kwa-di Tabil ferries: *Salish* and *Kennewick*
- **Sept. 15, 2010** – Todd delivered *Chetzemoka* to WSF
- **Nov. 14, 2010** - Gov. Gregoire christened the *Chetzemoka*; inaugural sailing
- **Nov. 15, 2010** - *Chetzemoka* began service at Port Townsend/Coupeville
- **Dec. 23, 2010** - *Salish* placed in the water for the first time
- **Jan. 4, 2011** - Sen. Mary Margaret Haugen christened *Salish*
- **Feb. 7, 2011** - *Salish* moved from Todd Pacific Shipyards to Everett Shipyard
- **May 12, 2011** – Vigor (Todd) delivered *Salish* to WSF
- **May 20, 2011** - *Kennewick* placed in the water for the first time
- **May 27, 2011** - Rep. Judy Clibborn christened *Kennewick*
- **June 4, 2011** - *Kennewick* moved from Vigor Shipyards to Everett Shipyard
- **July 1, 2011** - *Salish* began service at Port Townsend/Coupeville
- **Oct. 31, 2011** - Delivery of *Kennewick*
- Several weeks of crew training and sea trials on *Kennewick*
- **January 2012:** *Kennewick* begins service on the Port Townsend/Coupeville route, *Chetzemoka* replaces *Rhododendron* on the Point Defiance/Tahlequah route, *Salish* goes into standby status until peak season

Financial Information

WSF has a total budget of \$213.2 million for the three Kwa-di Tabil ferries through the 2011-2013 biennium. As of Oct. 31, 2011, the three-vessel project is \$6.7 million below budget.

How can I get more information?

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marta.coursey@wsdot.wa.gov

144-Car Ferries

Status - November 2011

- On Nov. 1, WSF signed a contract change order with Vigor Industrial and its US Fab shipbuilding division to begin construction.
- The new ferry is scheduled to take about 27 months to complete.

Overview

WSF has a contract with Vigor Industrial's US Fab Division for design and construction of one or two 144-car ferries.

Why is WSDOT preparing to build new 144-car ferries?

WSF is moving forward to build new ferries to replace its aging fleet. Nine of WSF's 21 auto-passenger ferries are between 40 and 65 years old and must be replaced in the next 20 years. The new 144-car vessel design will be based on the Issaquah class, which has proved the most versatile vessel in our fleet and has the most utility throughout the system.

The End Result

Building new ferries will improve the safety and efficiency of WSF's fleet and will allow us to put a ferry on standby so that we can maintain service in case of unforeseen circumstances.

Project Benefits

Benefits from the new ferries will cascade throughout the system as older vessels are replaced. Building new ferries provides the opportunity to:

- **Increase passenger comfort** with better heating and ventilation, more internal seating and flexible seating configurations.
- **Nominally increase capacity at minimal additional cost.** This allows us to prepare for future population growth or increased peak period ridership during the 60-year expected life span of the ferry.
- **Improve vessel design** with room for a few more cars and trucks, and wider lanes for more efficient loading and improved passenger access to vehicles
- **Improve safety** with new emergency evacuation systems, advanced fire suppression, and two elevators for better accessibility.
- **Improved ADA access** with two compliant ADA elevators, and wider stair towers with a more gradual slope.
- **Minimize environmental impact** with cleaner burning engines, low-emissions fuels, reduced risk of fuel spills, a hull design that reduces wake and quieter machinery.
- **Reduce operating costs** with better fuel efficiency.

What is the project timeline?

- **December 2007** – WSF awarded design-build contract
- **December 2008** - Todd and Martinac submitted technical proposal to WSF

- **January 2010** - WSF and Todd signed agreement to begin detailed design drawings (This agreement is part of the December 2007 contract.)
- **Spring 2011** - Legislature funded construction of one 144-car ferry.
- **June 2011** - Detailed design for production drawings complete
- **November 2011** - Price and schedule negotiations complete.
- **Early 2012** - Construction begins on first ferry.
- **Early 2014** - New 144-car ferry in service.

Financial Information

WSF has a total budget of \$147 million for the 144-car ferry program. Cost of constructing the first 144-car ferry is \$115 million and the total cost of the vessel is \$147 million, which includes design, owner-furnished equipment, construction management, final outfitting and contingencies. Currently there is no funding to replace the Klahowya and Tillikum, the two remaining vessels in the Evergreen State Class.

How can I get more information?

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Liquefied Natural Gas (LNG)

Fall 2011 Community Meetings

What is Liquefied Natural Gas?

Liquefied natural gas or LNG is natural gas that has been converted temporarily to liquid form for ease of storage or transport.

WSF Fuel expenditures

- The ferry fleet burns over 17 million gallons of fuel each year
- Fuel is the fastest growing operating expense
- The fuel budget is \$51.7 million more per year than it was 12 years ago
- Fuel was 10% of the operating budget in 2000; now it is 29%
- See fuel price graph on reverse

Why is WSF exploring LNG?

- To save money -- the delivered price of LNG to the vessel by tank truck has been quoted as \$1.05 to \$1.32 per gallon. As of late summer 2011, the price of ultra low sulfur diesel was \$3.37 per gallon. The fuel cost savings is approximately 40-50% at today's pricing.
- To reduce emissions -- the emissions reductions from a Tier 2 diesel propulsion engine to a natural gas engine are:
 - Nitrous oxides – At least 90% reduction
 - Particulate matter – Approximately 100% reduction
 - Sulfur oxides – Approximately 100% reduction
 - Carbon dioxide – Approximately 20% reduction

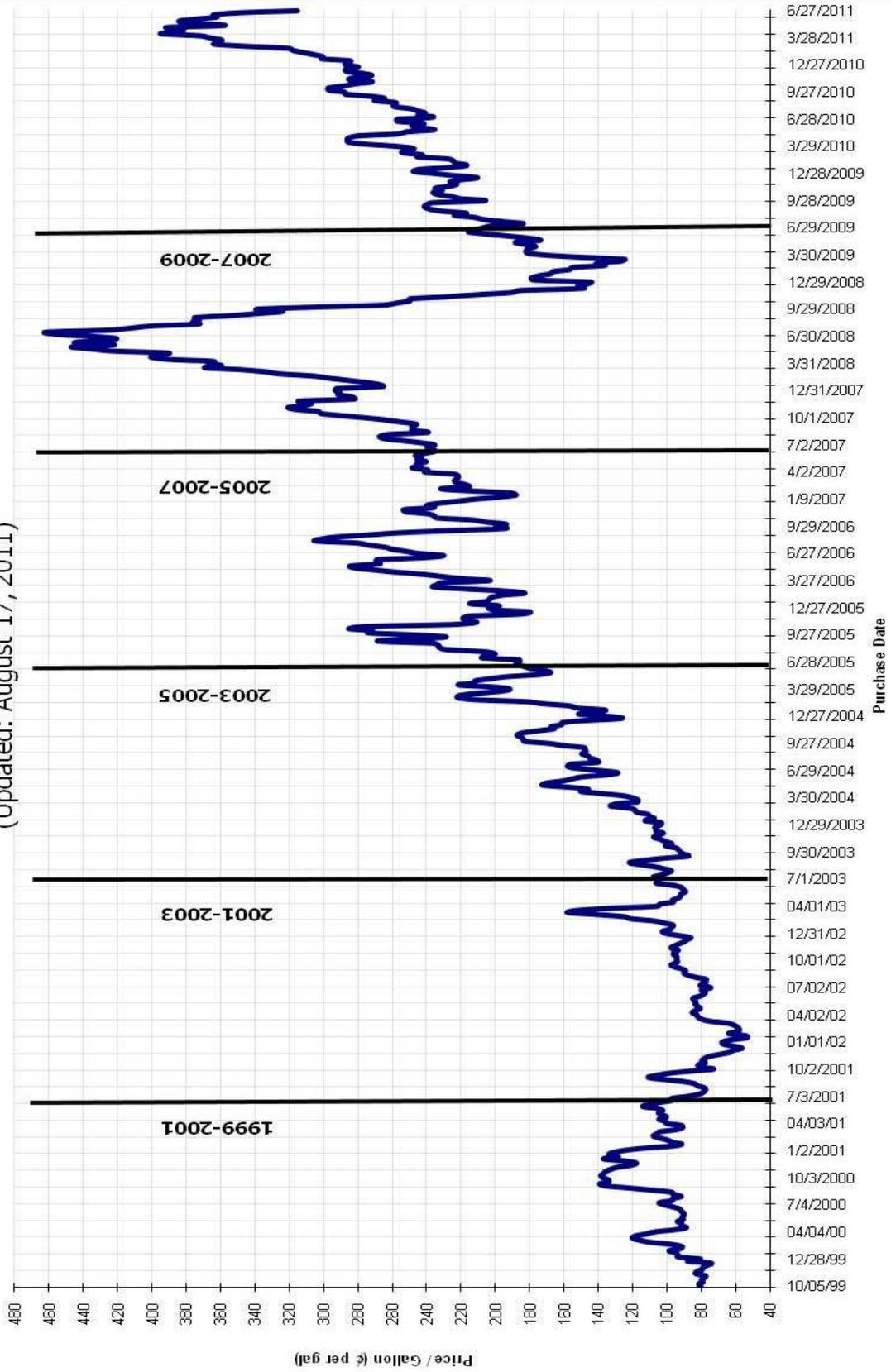
What is WSF proposing?

WSF has proposed to the U.S. Coast Guard to retrofit the propulsion system with new engines on the six, Issaquah Class vessels and re-design the new, 144-car ferry.

WSF BIENNIAL

FUEL PRICES HISTORY

1999-2001 (starting in Oct. 99) thru 2009-2011
(Updated: August 17, 2011)



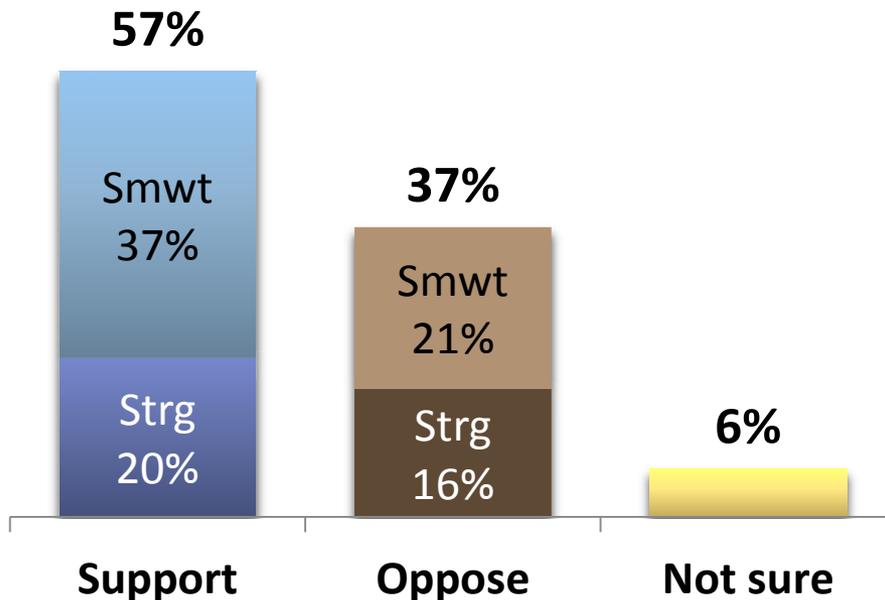
1. *Most residents do not see the transportation system's needs or funding situation as immediately critical, however they still feel it is urgent to maintain an effective transportation system now and in the future.*
2. *Even though most residents are not convinced that the immediate need is critical, a strong majority are still willing to consider raising “some transportation taxes & fees.” However, only 3 of the 9 specific revenue sources tested – electric vehicle fee, emissions fee, and tolling – receive majority support as ways to fund increased transportation investment.*
3. *Information about the urgency of the need is not effective in increasing support for new revenue. Describing the benefits of increased investment does increase support.*
4. *Residents across the state place a high importance on maintenance and preservation and there are also clear regional priorities - e.g. transit, year round roads, ferries.*
5. *Tolling has majority support across the state – including Variable Tolls and Express Toll Lanes – and a majority favor using toll revenue to fund improvements within a travel corridor rather than just on the specific facility.*
6. *Increased state funding for transit and passenger rail has strong support in most of the state.*
7. *There is strong support for state funding of the ferry system, although initial support is primarily driven by strong numbers in the areas that rely on the ferry system.*

State Funding for Ferries

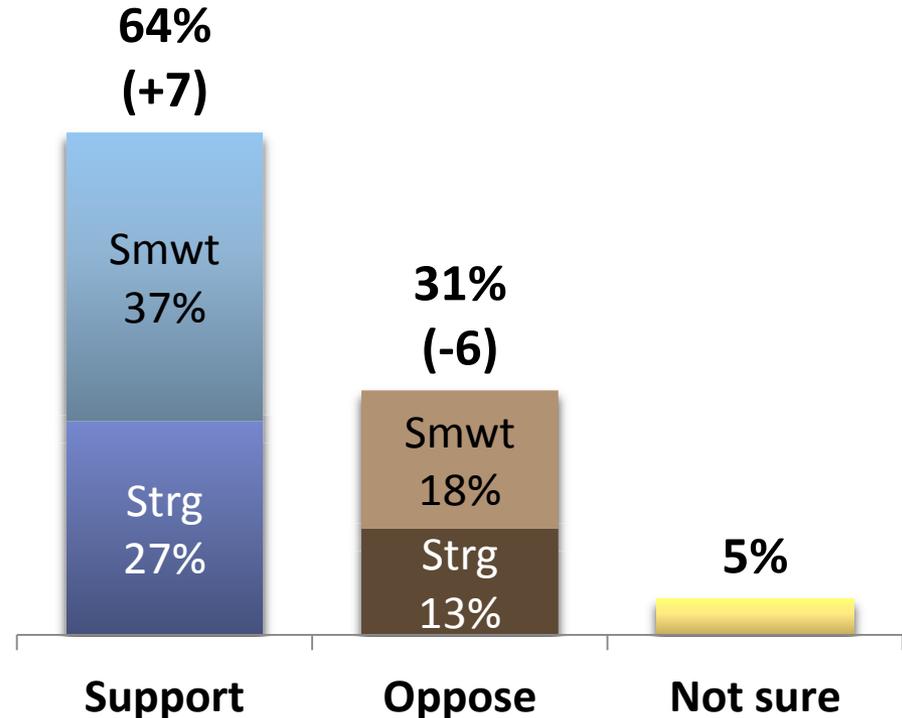
Q53. State gas tax revenues also help fund the Washington State Ferry system. Do you support or oppose using state transportation funds to help maintain and operate the Washington State Ferry system?

Q54. Washington State ferries carry 23 million passengers a year and are part of the state highway system just like bridges or highways. Ferry users pay about 70% of the ferry's operational costs and state tax revenues provide the other 30%. The state also fully funds the capital needs of the ferry system, such as buying new boats and making ferry terminal improvements. Knowing this, do you support or oppose using state funds to help maintain and operate the WA State Ferry system?

Q53. Initial Support



Q54. Informed Support





Washington State Legislature Joint Transportation Committee Fare Media Study

Fall 2011 Community Meetings

The 2011 legislature directed the Joint Transportation Committee (JTC) to conduct a study of WSF's fares that recommends the most appropriate fare media for use with the reservation system, the implementation of demand management pricing and interoperability with other payment methods. The specific items to be investigated are:

- **Interoperability** – degree to which systems accept fare media of other systems
- **Fare Media** – the products that are accepted for payment
- **Fare Structure** – the structure and policies setting the fares and to whom they are charged

Two groups have been created to inform the study – a Policy Workgroup consisting of members of the legislature, the Transportation Commission, Governor's office, plus one member each from WSF and the Ferry Advisory Committee on Tariff (FAC-T). Providing technical assistance is a Staff Workgroup consisting of staff from the legislature, OFM, WSF and Transportation Commission. The consultant team hired by the JTC is lead by the Cedar River Group, teamed with Berk Consulting and the IBI Group.

Issues looked at so far include an assessment of WSF's current fare structure, ridership and customer trends. The different types of fare media WSF and WSDOT use are being evaluated in the context of interoperability. Upcoming work will include looking at the fare structure and how it relates to method of payment.

It is anticipated that this study will be completed by January 2012 and presented to the legislature. More information can be found at:

www.leg.wa.gov/JTC/Pages/FerriesFareMediaStudy.aspx



CONNECTING WASHINGTON TASK FORCE

Why did Governor Gregoire form the Connecting Washington Task Force?

Effective transportation is critical to maintaining our economy, environment and quality of life. However, funding for Washington's transportation system is insufficient over the long term. The system needs a 10-year sustainable investment strategy that ties system needs and priorities to new revenue.

The last two transportation revenue packages funded 421 projects across the state. To date, the Department of Transportation has completed 300 of these projects, over 90 percent on-time and within budget. These investments have proven results. Between 2008 and 2009, fatal accidents on Washington's roadways decreased by 6 percent. Between 2007 and 2009 travel delays were reduced by 21 percent. However, after the 2013–15 biennium, more than 90 percent of the proceeds from the last two transportation revenue packages will cover just debt service on the projects funded.

No maintenance or preservation funds were provided in the revenue packages for the new lane miles created from these projects. Without new revenue, state and local roads will deteriorate. In addition, major projects like the SR 520 bridge, the Columbia River Crossing and the US 395 North Spokane corridor will remain unfinished and new, high-priority projects will not be launched.

Funds transferred to the state ferry system in recent years to cover capital shortfalls will no longer be available. Without money to preserve vessels and terminals, the ability to continue ferry service will be at risk. This transportation revenue shortfall also puts support for transit, special-needs transportation and passenger rail in jeopardy.

At the same time, the needs of a growing population and a recovering economy will continue to put strains on our roads, rails and bridges. In this recession, transit agencies' budgets also have been battered just as people need public transportation the most. And, as a leader in exports and trade, Washington must maintain the transportation infrastructure of its ports.

To develop a solution to this critical problem, Governor Gregoire formed the Connecting Washington Task Force.

Task Force Charge

The Connecting Washington Task Force is charged with developing a financially sustainable 10-year funding strategy for the state's transportation system and presenting it to the 2012 Legislature. The task force will:

1. Develop principles for investments, categories of investment, and priorities for those categories. The task force will provide examples of key investments for each category that are consistent with the developed principles, but will not develop a specific project list.
2. Develop principles for revenues to fund investments and identify fund sources consistent with those principles.

3. Present the facts about the transportation funding crisis — and the risks of inaction — to stakeholders, public officials and the citizens of Washington. The task force members' professional networks, the media, public meetings and the continued work of this task force are essential channels for delivering this information.

Task Force Members

Gov. Chris Gregoire, Chair
Bob Adams, Vice President, Guy F. Atkinson Construction
Rep. Mike Armstrong, Ranking Minority Member, House Transportation Committee
Leo Bowman, Benton County Commissioner
Terry Brewer, Executive Director, Grant County Economic Development Council
Rodney Brown, Board Chair, Washington Environmental Council
Bill Bryant, Port of Seattle Commissioner
Rep. Judy Clibborn, Chair, House Transportation Committee
Richard Ford, Chair, Transportation Commission
Mike Fredrickson, Port of Walla Walla Commissioner
Charlotte Garrido, Kitsap County Commissioner
Paula Hammond, Secretary, Department of Transportation
Sen. Mary Margaret Haugen, Chair, Senate Transportation Committee
Fred Jarrett, Deputy King County Executive
Jeff Johnson, President, Washington State Labor Council
Sen. Curtis King, Ranking Minority Member, Senate Transportation Committee
Alex McGregor, President, The McGregor Company
Don Meyer, Port of Tacoma Commissioner
E. Susan Meyer, CEO, Spokane Transit/Incoming President of the Washington Transit Association
David Myers, Executive Secretary, Washington State Building and Construction Trades Council
Kirk Nelson, President and CEO, AAA Washington
Laura Peterson, Vice President of State and Local Government Relations, Northwest Region, The Boeing Company
Tom Rasmussen, Seattle City Councilmember
Paul Roberts, Everett City Councilmember
Nick Rocchi, Managing Director Pacific Northwest District, Federal Express
Tim Schauer, Chair-Elect, Greater Vancouver Chamber of Commerce
Mel Sheldon, Chairman, The Tulalip Tribes
DeLee Shoemaker, State Government Affairs Director, Microsoft Corporation
Tom Trulove, Mayor of Cheney
Stan Vander Pol, President and CEO, Peninsula Truck Lines
Barbara Wright, Board Member, Transportation Choices Coalition

Task Force Meeting Dates

Meeting #1 – July 19, Seattle, 12:00 p.m. to 4:00 p.m., Puget Sound Regional Council
Meeting #2 – September 9, 9:00 a.m. – 3:30 p.m., Columbia Room, Legislative Building, Olympia
Meeting #3 – October 4, location and time to be determined
Meeting #4 – November 15, Olympia, time to be determined
Meeting #5 – November 29, Olympia, time to be determined

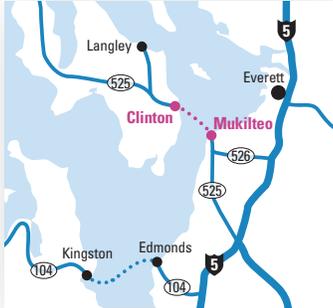
Transfer Sources are Depleted

Ending Balances for Major Transportation Accounts • September 2011 Forecast					
WSDOT Financial Plan - September 25, 2011	2011-13	2013-15	2015-17	2017-19	2019-21
Motor Vehicle Account Estimated Ending Balance	27.78	19.65	(97.61)	(124.64)	(113.79)
Multimodal Account Estimated Ending Balance	6.14	4.23	(56.17)	6.23	94.31
Puget Sound Ferry Operations Account Estimated Ending Balance	8.44	(59.61)	(141.98)	(222.81)	(290.35)
Subtotal	42.36	(35.73)	(295.76)	(341.22)	(309.83)
Puget Sound Capital Construction Account Estimated Ending Balance	2.13	(268.14)	(535.26)	(809.45)	(1,012.57)
Transportation 2003 (Nickel) Account Estimated Ending Balance	3.92	8.92	(8.89)	(27.08)	(46.06)
Transportation Partnership Account Estimated Ending Balance	9.85	0.01	0.61	0.75	(8.64)



Mukilteo Multimodal Project

Why is Washington State Ferries considering upgrading or relocating the Mukilteo Ferry Terminal?



The Mukilteo/Clinton ferry route is part of State Route (SR) 525, the major transportation corridor connecting Whidbey Island to the Seattle-Everett metropolitan area. It is WSF's second busiest route for vehicle traffic and has the third largest annual ridership. The existing Mukilteo ferry terminal is aging and needs major repairs to improve safety, reliability and multimodal connections.

What's happening now?

Washington State Ferries (WSF) and the Federal Transit Administration (FTA) are preparing an Environmental Impact Statement (EIS) for the project in compliance with the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA). Over the past year, WSF and FTA evaluated the environmental impacts of the proposed alternatives and prepared a Draft EIS. In January 2012, WSF will release the Draft EIS for a 45-day public review and comment period. To encourage public input on the project alternatives and associated environmental effects, WSF will host public hearings in February 2012.

Why is this project needed?



Mukilteo Multimodal Terminal Deficiencies

Mukilteo/Clinton Ferry Route Characteristics

- 2-boat service
- 15 minute crossing
- Sailings every 30 minutes
- 2 million vehicles per year; 4 million total riders per year



The Mukilteo Ferry Terminal was Built in 1952

What are the project benefits?

The new terminal would:

- Improve ferry operations, including the efficiency of vehicle and walk-on passenger loading and unloading
- Improve safety for passengers
- Offer better and safer access for pedestrians and bicycles and convenient transit connections
- Improve multimodal connections

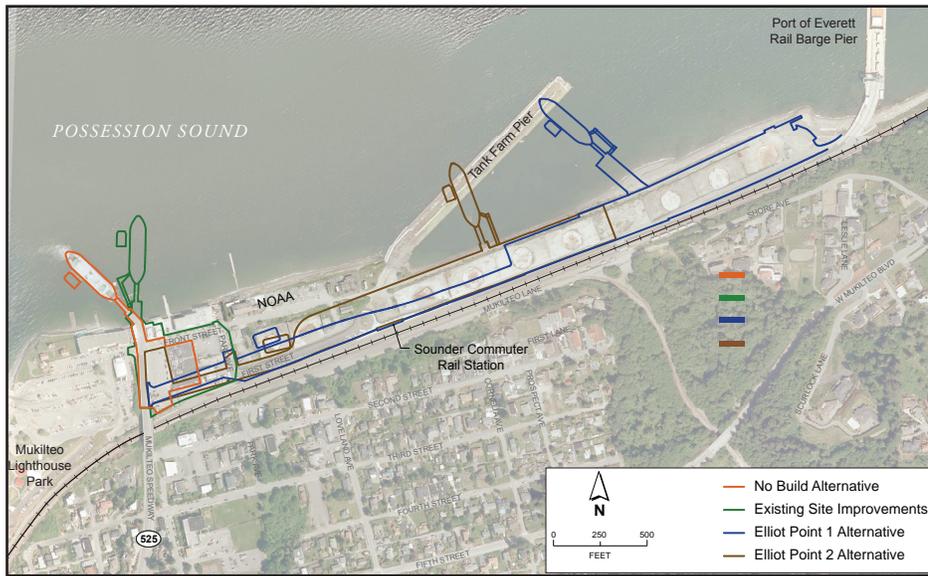


What is a Draft EIS?

A Draft EIS evaluates and documents the environmental effects of proposed project alternatives, and outlines potential mitigation measures. It evaluates the alternatives based on how well they meet the purpose and need of the project.

What is being considered?

WSF is currently evaluating four project alternatives; two rebuild the terminal at the existing site and two relocate the terminal to the tank farm property.



What are the next steps?

Over the next year, WSF will identify a preferred alternative and prepare a Final EIS. In Winter 2013, WSF will release a Final EIS, which will document and respond to all comments received during the Draft EIS comment period.

How is this project funded?

WSF has secured approximately \$63 million in funding for the project from state and federal sources. At this time the estimated cost of the full project are greater than current funding, and therefore the project may be phased.

For more information:

Visit

www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal

Contact

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Project Timeline

2004

- NEPA Environmental Assessment (EA)
- EA public scoping meetings and comment period

2006

- Determine environmental impacts require further analysis in an Environmental Impact Statement (EIS)
- FTA issues a notice of intent (NOI) to prepare an EIS (February 2006)
- NEPA EIS scoping process
- EIS public scoping meetings

2007

- Washington State Legislature puts Mukilteo Multimodal Project on hold

2007 - 2009

- Study cultural resources and conduct geotechnical investigations
- Revise concepts to address public comments, minimize effects to sensitive resources, and meet seismic standards

February 2010

- WSF and FTA reinstate NEPA/SEPA EIS process

Spring 2010

- Revise the project purpose and need statement

Fall 2010

- Conduct NEPA EIS scoping process and comment period
- Hold public scoping meetings

Spring-Fall 2011

- Prepare Draft EIS

January/February 2012

- Draft EIS public hearings and comment period

Summer 2012

- Prepare Final EIS

Winter 2013

- Publish Final EIS

Spring 2013

- Issue Record of Decision (ROD)
- Begin project design

2015

- Construction

2019

- Project complete

WSF Emergency Service Plan - December 2, 2011

Scenario #1 - 64-car Vessel Available

Route/Season	Normal Vessels	Replacement - if 64-car available*	Rider/Revenue Impacts	Schedule Impacts
Anacortes/San Juans	144	87 from interisland	Rider delay/revenue loss	Difficult to keep schedule**
SUMMER	144	87 from interisland	Rider delay/revenue loss	Difficult to keep schedule**
	144	87 from interisland	Rider delay/revenue loss	Difficult to keep schedule**
Interisland	87	64-car from Tahlequah or layup	Rider delay/min revenue loss	Difficult to keep schedule
SUMMER				
Sidney BC	124	144 Elwha if available		
SUMMER		No service if Elwha n/a	Rider detour/revenue loss	No service
Anacortes/San Juans	144	87 from interisland	Rider delay/revenue loss	Difficult to keep schedule**
FALL/WINTER/SPRING	144	87 from interisland	Rider delay/revenue loss	Difficult to keep schedule**
Interisland	87	64-car from PT #2 or layup	Minor rider delay	
FALL/WINTER/SPRING				
Sidney BC	124	No service if Elwha n/a	Rider detour/revenue loss	No service
FALL/SPRING				

*From Port Townsend #2 position in peak season or from standby in off peak season

**If 90-car Sealth is available in lieu of 87-car Evergreen class, schedule impacts are eliminated.

NOTES: No vessels are moved for the first day after a breakdown.

This scenario only in place until the first new 144-car vessel is delivered in February 2014.

WSF Emergency Service Plan - December 2, 2011

Scenario #2 - Hiyu available, no 64-car

Route/Season	Normal Vessels	Replacement - if Hiyu available	Rider/Revenue Impacts	Schedule Impacts
Anacortes/San Juans	144	87 from interisland	Rider delay/revenue loss	Difficult to keep schedule**
SUMMER	144	87 from interisland	Rider delay/revenue loss	Difficult to keep schedule**
	144	87 from interisland	Rider delay/revenue loss	Difficult to keep schedule**
Interisland	87	64 Chetz from Tahlequah*	Rider delay/min revenue loss	Difficult to keep schedule
SUMMER				
Sidney BC	124	144 Elwha if available		
SUMMER		No service if Elwha n/a	Rider detour/revenue loss	No service
Anacortes/San Juans	144	87 from interisland	Rider delay/revenue loss	Difficult to keep schedule**
FALL/WINTER/SPRING	144	87 from interisland	Rider delay/revenue loss	Difficult to keep schedule**
Interisland	87	34 Hiyu substitute	Rider delay/min revenue loss	Difficult to keep schedule
FALL/WINTER/SPRING				
Sidney BC	124	No service if Elwha n/a	Rider detour/revenue loss	No service
FALL/SPRING				

*Assumes no 64-car vessel available from standby

**If 90-car Sealth is available in lieu of 87-car Evergreen class, schedule impacts are eliminated.

NOTES: No vessels are moved for the first day after a breakdown.

This scenario only in place until the first new 144-car vessel is delivered in February 2014.

