

SKAGIT COUNTY
PUBLIC WORKS DEPARTMENT
Ferry Operations Division

2016 Ferry Fare Revenue Target Report



Skagit County Public Works Department
2016 Ferry Fare Revenue Target Report

The following report is prepared for submittal to the Board of Skagit County Commissioners pursuant to R20100050, amended by Resolution R20110382, which establishes the Guemes Island ferry fare revenue target methodology. This report is the seventh such evaluation conducted since the enabling Resolution, R20100050, was adopted on February 16th, 2010.

Beginning January 1, 2010, counties that operate ferries were required to submit annual reports to the Washington State Department of Transportation (WSDOT) on a calendar year basis instead of the state fiscal year ending June 30th. The Skagit County Public Works Department reviewed the impact of this change in the WSDOT reporting timeline and implemented Resolution R20100050, amended by Resolution R20110382.

The ferry fare revenue target methodology, provided for in Attachment “B” of Resolution R20100050, amended by Resolution R20110382, is to utilize data from January 1 to December 31 of each evaluation period. The ferry fare revenue target is to be calculated as follows:

“The five (5) calendar year average of ferry operating and maintenance costs as computed in the prior annual deficit reimbursement reports submitted to the State. For purposes of this resolution, capital expenditures are not included in the ferry operating and maintenance costs and shall be defined as all capital expenditures defined in WAC 136-400-030 and other capital costs including financing and depreciation expenses applied to the replacement, expansion, or creation of ferry system physical elements, less the five (5) year average of the state motor vehicle fuel tax received by the County for operation and maintenance of the ferry system, less the five (5) year average of the State Ferry Deficit Reimbursement received by the County, the total of the above multiplied by 65%.”

Table 1 states the ferry fare revenue target utilizing figures from 2011 through 2015.

TABLE 1: 2016 REVENUE TARGET CALCULATION						
FARE REVENUE TARGET METHODOLOGY: R20100050, amended by R20110382						
Fiscal Year	2011	2012	2013	2014	2015	5-Year Ave
Operation & Maintenance Expenditures	\$1,378,232	\$1,786,750	\$1,617,612	\$2,504,800	\$2,623,854	\$1,982,250
Attributable State Motor Vehicle Fuel Tax (MVFT)	(\$119,969)	(\$154,610)	(\$160,843)	(\$138,592)	(\$138,411)	(\$142,485)
WSDOT Ferry Deficit Reimbursement Payment	(\$98,490)	(\$116,337)	(\$89,216)	(\$118,156)	(\$349,260)	(\$154,292)
Adjusted O&M Expenditure	\$1,159,773	\$1,515,803	\$1,367,553	\$2,248,052	\$2,136,183	\$1,685,473
Fare Recovery Requirement						65%
2016 Ferry Fare Revenue Target						\$1,095,557

The operation and maintenance expenditures (O&M expenditures) in Table 1 are significantly less in 2011 than in other years due to the ferry dock rehabilitation project. During this project the ferry was shut down for two months, and the ferry staff labor was charged to the project. Additionally, the ferry was not hauled out in 2011 and 2013 resulting in a cost savings of approximately \$200,000 each of those years. In 2014 and 2015 costs increased due to maintenance work performed during the annual haul out. The WSDOT ferry deficit reimbursement payment was significantly more in 2015 due to an amendment to RCW 47.56.725 signed by the Governor on May 11, 2015, effective

July 24, 2015. Prior to this amendment to the RCW; the total amount to be reimbursed to Pierce, Skagit and Whatcom counties collectively would not exceed one million dollars per biennium. Effective July 24, 2015, the total amount to be reimbursed to Pierce, Skagit and Whatcom counties collectively shall not exceed one million eight hundred thousand dollars in the 2015 - 2017 biennium.

RCW 47.56.725

County ferries—Deficit reimbursements—Capital improvement funds.

(1) The department is hereby authorized to enter into a continuing agreement with Pierce, Skagit, and Whatcom counties pursuant to which the department shall, from time to time, direct the distribution to each of the counties the amounts authorized in subsection (2) of this section in accordance with RCW [46.68.090](#).

(2) The department is authorized to include in each agreement a provision for the distribution of funds to each county to reimburse the county for fifty percent of the deficit incurred during each previous fiscal year in the operation and maintenance of the ferry system owned and operated by the county. The total amount to be reimbursed to Pierce, Skagit, and Whatcom counties collectively shall not exceed one million eight hundred thousand dollars in the 2015-2017 biennium. For subsequent biennia, the amount authorized in this section must increase by the fiscal growth factor as defined in RCW [43.135.025](#). Each county agreement shall contain a requirement that the county shall maintain tolls on its ferries at least equal to published fares in place on January 1, 2015, excluding surcharges.

(3) The annual fiscal year operating and maintenance deficit, if any, shall be determined by Pierce, Skagit, and Whatcom counties subject to review and approval of the department. The annual fiscal year operating and maintenance deficit is defined as the total of operations and maintenance expenditures less the sum of ferry toll revenues and that portion of fuel tax revenue distributions which are attributable to the county ferry as determined by the department. Distribution of the amounts authorized by subsection (2) of this section by the state treasurer shall be directed by the department upon the receipt of properly executed vouchers from each county.

(4) The County Road Administration Board may evaluate requests by Pierce, Skagit, Wahkiakum, and Whatcom counties for county ferry capital improvement funds. The board shall evaluate the requests and, if approved by a majority of the board, submit the requests to the legislature for funding out of the amounts available under RCW [46.68.090](#)(2)(h). Any county making a request under this subsection shall first seek funding through the public works trust fund, or any other available revenue source, where appropriate.

Since 2010 through 2014, the five (5) year average WSDOT deficit reimbursement payment to Skagit County was \$106,411. It is anticipated that starting in 2015, the deficit reimbursement payment could be between \$300,000 and \$350,000 per year.

Table 2 shows the 2015 fare box revenue and the surplus from the revenue target that occurred in 2015 utilizing the current fare recovery methodology. The 2015 fare box revenue of \$1,006,793 exceeded the revenue target of \$996,788. The surplus from the revenue target for 2015 was \$10,005.

TABLE 2: 2015 REVENUE TARGET	
Ferry Fare Revenue Target	\$996,788
Fare Box Revenue	\$1,006,793
Surplus/(Shortfall) From Revenue Target	\$10,005

Summarized in Table 3 is the total road fund subsidy for 2015. The road fund subsidy is calculated utilizing 2015 O&M expenditures, less the motor vehicle fuel tax (MVFT), less the WSDOT deficit reimbursement and less the fare box revenue. As shown, the total road fund subsidy for 2015 was \$1,129,390.

TABLE 3: 2015 ROAD FUND SUBSIDY	
O&M Expenditures	\$2,623,854
WSDOT Deficit Reimbursement	(\$349,260)
Motor Vehicle Fuel Tax (MVFT)	(\$138,411)
Subtotal	\$2,136,183
Fare Box Revenue	(\$1,006,793)
Road Fund Subsidy	\$1,129,390

Table 4 shows the fare box revenue for the years 2011 through 2015.

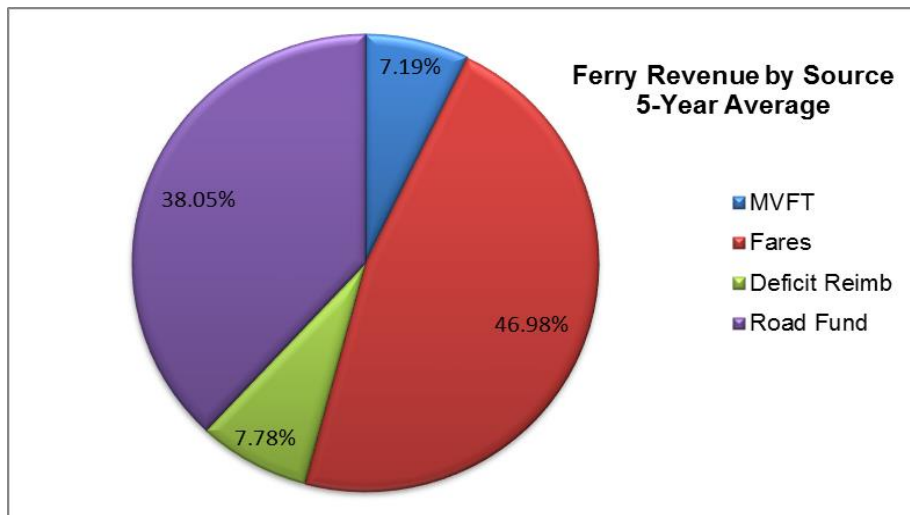
TABLE 4: FARE BOX REVENUE 2011 - 2015	
2011	\$ 791,897
2012	\$ 955,670
2013	\$ 985,791
2014	\$ 915,871
2015	\$ 1,006,793

Actual figures for fare box revenue are utilized for the years 2011 through 2015. Fare box revenues in 2012 and 2013 were significantly higher than in 2011 due to a fare increase and other fare changes that took effect June 1, 2011. Although the changes took place in 2011, fare box revenue for 2011 is significantly less than other years. This is due to the two month ferry dock rehabilitation project during which time fares were not collected. Fare box revenue for 2015 is up due to a fare increase which took effect October 1, 2015.

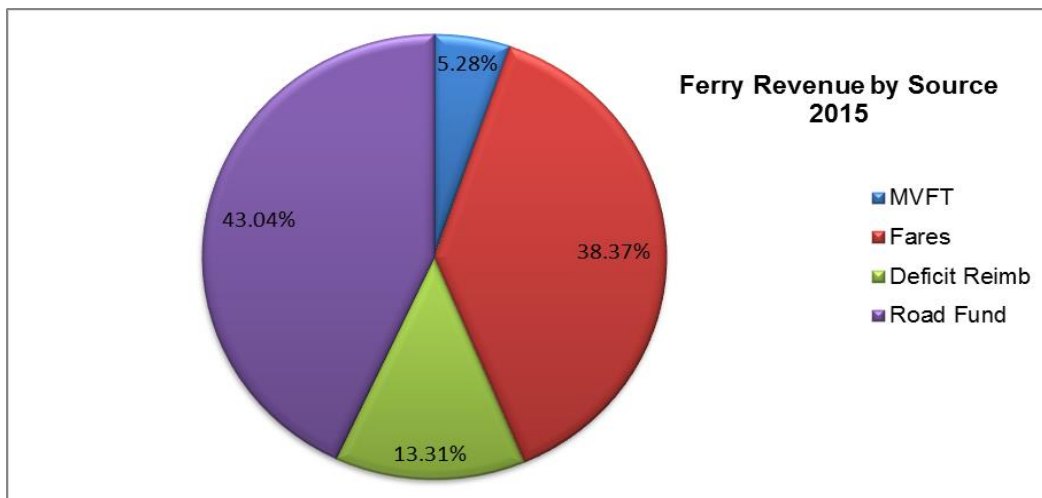
Table 5 contains total revenue and the road fund subsidy for the years 2011 through 2015. Revenue sources include fares, the state motor vehicle fuel tax, and the WSDOT ferry deficit reimbursement.

TABLE 5: TOTAL REVENUE 2011 - 2015						
	2011	2012	2013	2014	2015	5-Year Average
Fares	\$791,897	\$955,670	\$985,791	\$915,871	\$1,006,793	\$931,204
MVFT	\$119,969	\$154,610	\$160,843	\$138,592	\$138,411	\$142,485
WSDOT Deficit Reimbursement	\$98,490	\$116,337	\$89,216	\$118,156	\$349,260	\$154,292
Road Fund	\$367,876	\$560,133	\$381,762	\$1,332,181	\$1,129,390	\$754,268
Total	\$1,378,232	\$1,786,750	\$1,617,612	\$2,504,800	\$2,623,854	\$1,982,250

As shown in the chart below, over a five (5) year average (2011-2015), fare box revenue, motor vehicle fuel tax and the deficit reimbursement collectively contributed an average of 62% of total revenue, while the road fund contributed 38%.



The following chart shows total revenue, by source, for 2015. As shown below, in 2015, fare box revenue, motor vehicle fuel tax and the deficit reimbursement collectively contributed 57% of total revenue, while the road fund contributed 43%.

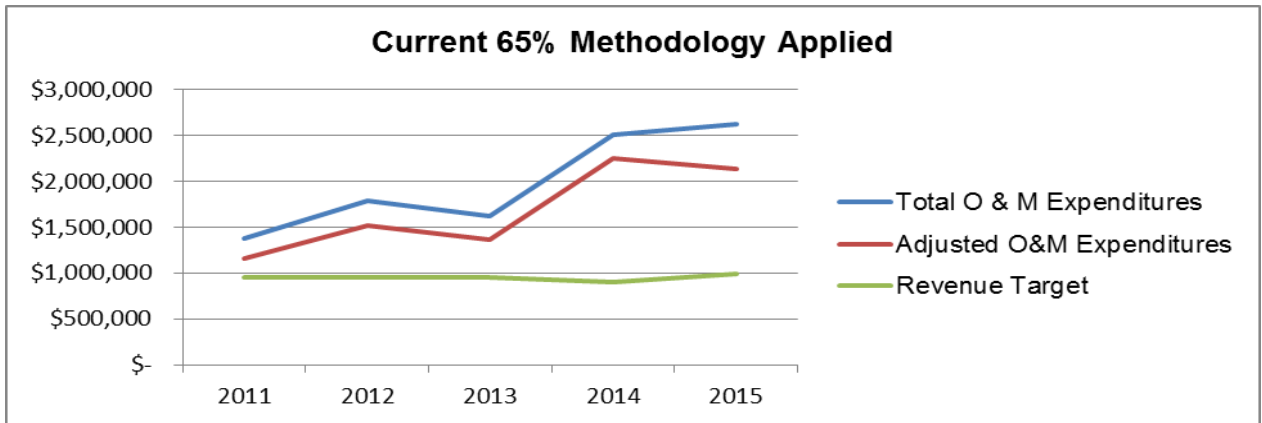


There is a 65% recovery requirement, per Resolution R20100050, amended by R20110382. The current 65% methodology states that fare box revenue each year must equal 65% of the five (5) year average of the adjusted O&M expenditures (refer to Table 1, page 1). The adjusted O&M expenditures each year are equal to total expenditures, less motor vehicle fuel tax, less the WSDOT deficit reimbursement.

Utilizing the current methodology, the five (5) year average of adjusted O&M expenditures between 2011 and 2015 was approximately \$1.7 million. Therefore, fare box revenue had to recover 65% of roughly \$1.7 million each year over the last five years; more information can be found in Table 6.

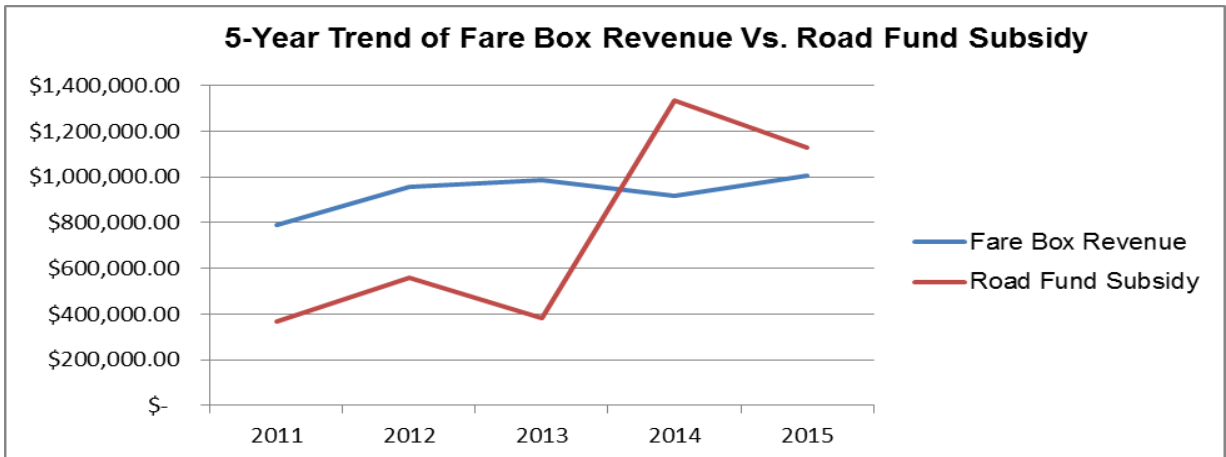
Table 6 shows the total O&M expenditures and the adjusted O&M Expenditures from 2011 through 2015. The adjusted O&M Expenditures represent total O&M expenditures, less MVFT, less WSDOT deficit reimbursement. The adjusted O&M expenditures are multiplied by 65% each year to determine the revenue target.

TABLE 6 - Current 65% Methodology Applied					
	2011	2012	2013	2014	2015
Total O&M Expenditures	\$ 1,378,232	\$ 1,786,750	\$ 1,617,612	\$ 2,504,800	\$ 2,623,854
Adjusted O&M Expenditures	\$ 1,159,773	\$ 1,515,803	\$ 1,367,553	\$ 2,248,052	\$ 2,136,183
Revenue Target	\$ 954,929	\$ 947,251	\$ 950,793	\$ 899,491	\$ 996,788



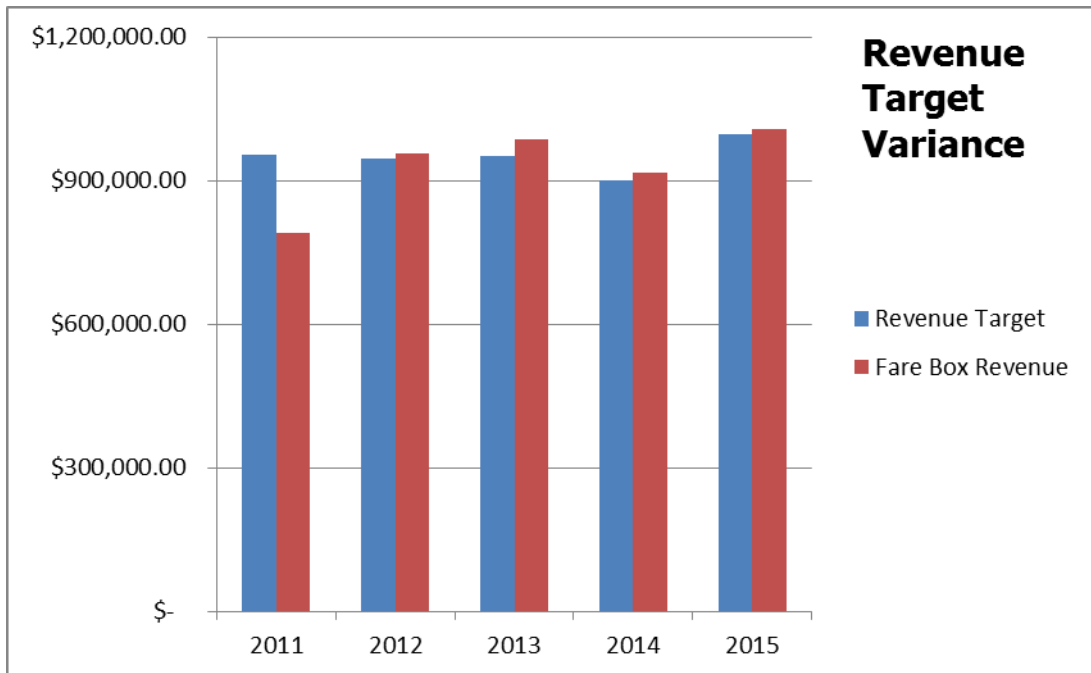
This means that while O&M expenditures have increased nearly 100% between 2011 and 2015, the revenue target has only increased by 10% in the same time frame. However, the road fund subsidy has increased significantly, or 72%, as shown in Table 7.

Table 7: 5-Year Trend of Fare Box Revenue Vs. Road Fund Subsidy					
	2011	2012	2013	2014	2015
Fare Box Revenue	\$ 791,897	\$ 955,670	\$ 985,791	\$ 915,871	\$ 1,006,176
Road Fund Subsidy	\$ 367,876	\$ 560,133	\$ 381,762	\$ 1,332,181	\$ 1,130,007



The five (5) year average methodolgy has allowed the revenue target to remain relatively stable even as O&M expenditures have increased by nearly 100%. Between 2012 and 2015, fare box revenue has consistently met, or exceeded, the revenue target. Fare box revenue has exceeded the revenue target by as much as \$35,000 in 2013, as shown in Table 8.

	2011	2012	2013	2014	2015
Revenue Target	\$ 954,920	\$ 947,251	\$ 950,793	\$ 899,491	\$ 996,788
Fare Box Revenue	\$ 791,897	\$ 955,670	\$ 985,791	\$ 915,871	\$ 1,006,793
Variance	\$ (163,032)	\$ 8,419	\$ 34,998	\$ 16,380	\$ 10,005



Summary:

The year 2015 was a fairly typical year for ferry ridership and operations. Expenditures in 2015 were \$2,623,854, which were over budget only 3.6%. A haul-out and maintenance period took place September 28 through October 26. The total cost of the haul-out was \$684,150.

2015 O&M Expenditures	\$ 2,623,854
<u>2015 Budget</u>	<u>\$ 2,531,763</u>
Difference	\$ 92,091

Fare box revenue for 2015 totaled \$1,006,793. The 2015 revenue target was \$996,788; therefore, fare box revenue exceeded the revenue target by \$10,005. Public Works is not recommending a fare increase to take place in 2016.

2015 Revenue Target	\$ 996,788
<u>2015 Fare Box Revenue</u>	<u>\$ 1,006,793</u>
Surplus	\$ 10,005

It is anticipated that expenditures in 2016 will be approximately \$1.8 million, as there is no haul-out scheduled to take place until spring, 2017.

2015 O&M Expenditures	\$ 2,623,854
<u>2016 Budgeted O&M Expenditures</u>	<u>\$ 1,822,780</u>
Difference	\$ 801,074

During the evaluation period of this report (2011 through 2015), expenditures have increased by nearly 100%. During the same time period, the road fund subsidy has increased by 72%. The revenue target has remained relatively steady, with an increase of only 10% over the evaluated five (5) year period. Expenditures have increased due to increased maintenance costs associated with haul-outs in 2014 and 2015. The road fund subsidy increase is due to the relative stability of the revenue target. The reason for this stability is the utilization of a five (5) year average when calculating the revenue target.

Of Whatcom, Pierce and Skagit Counties, Skagit County is the only county that calculates the revenue target utilizing a five (5) year average. At the time of implementation of the current methodology, in 2008, it was thought that using a five (5) year average would help keep fares consistent when there are years of much higher O&M expenditures included in the evaluation period (similar to what we have seen in 2014 and 2015). Rather than adjusting fares up and down each year, a five (5) year average methodology would equalize fares during the O&M expenditure shifts. This methodology may be appropriate during an evaluation period where O&M expenditures remain relatively stable. However, when the expenditures increased to over \$2.5 million in 2014 and 2015, the road fund subsidy was over \$1 million each year. In contrast, in 2013, when expenditures were \$1.6 million, the road fund subsidy was \$380,000.

The draft of this report was available for review online at www.skagitcounty.net/ferry and www.linetime.org from Monday, April 4, 2016, through Friday, April 15, 2016. A public comment period was open for the same time period. The draft report was presented at the Ferry Operations Public Forum on Tuesday, April 12, 2016, at 6:00 p.m., at the Guemes Island Community Center.

This report was presented to the Board of Skagit County Commissioners on Tuesday, April 26, 2016, at 8:30 a.m. in the Commissioner's Hearing Room, 1800 Continental Place, Mount Vernon.

APPENDIX A

County Road Administration Board

COUNTY FERRY SYSTEM OPERATION REPORT

COUNTY FERRY SYSTEM OPERATIONS REPORT

Pertaining to Calendar Year

2015

Required Submittal Date: April 1, 2016

County: **Skagit**

Expenditures	
(*)(1) Operation and Maintenance	\$2,623,854
Capital	
Other Work and Repairs considered Capital	
Interest	
Depreciation	
Total Expenditures	\$2,623,854

Revenues	
(*)(2) Ferry Toll Receipts (344.91)	\$1,006,793
Ferry Deficit Reimbursement (334.03 or 336.00)	\$349,260
Other Revenues	\$785
Total Revenues	\$1,356,839

(*) WSDOT / Ferry Deficit Reimbursement - Net Amount Claimed	
(1) O&M (+)	\$2,623,854
(2) Tolls (-)	\$1,006,793
(3) MVFT (-)	\$138,411
Net Claimed	\$1,478,649

MVFT General Distribution	(**) CRAB Calculated MVFT Distribution Factor	2.2608
	Total MVFT - County Roads (336.00.89)	\$3,119,843
MVFT Attributable to the Ferry System	(**) CRAB Calculated MVFT Distribution Factor w/o Ferry System	2.1605
	(*)(3) Calculated MVFT Attributable to the Ferry System	\$138,411

(*) Utilized by WSDOT to calculate the Pierce, Skagit, and Whatcom County Deficit Reimbursement payments for: 2016


(**) CRAB provided data

Ferry System - Current and Replacement Values					
VESSELS	Year Built	Current Value	Replacement Value	Year Replacement Value Established	IPD Adjusted Replacement Value for Report Year
M/V Boat A	1979	\$3,175,000	\$12,000,000	2014	\$12,048,000
					#N/A
FACILITIES					
Mainland Dock	2012	\$3,485,182	\$5,618,182	2014	\$5,640,655
Mainland Waiting Facilities	2011	\$778,316	\$778,316	2014	\$781,429
Mainland Parking Facilities	1979	\$1,136,429	\$1,686,148	2014	\$1,692,893
Island Landing	2012	\$3,795,744	\$4,822,933	2014	\$4,842,225
Island Waiting Facilities	1997	\$1,000	\$10,000	2014	\$10,040
Island Parking Facilities	1997	\$150,100	\$564,275	2014	\$566,532
					#N/A
					#N/A
Ferry System Total Current Value					\$12,521,771
Ferry System Total Replacement Value					#N/A

I hereby certify that the above County Ferry Operations Report is true and accurate and that I have reviewed and approved the report for submission to the County Road Administration Board (CRAB) and the Washington State Department of Transportation - Highways & Local Programs (WSDOT). I hereby acknowledge and accept the Motor Vehicle Fuel Tax (MVFT) Distribution Factors determined by CRAB to calculate the MVFT attributable to the ferry system, and the application of the Implicit Price Deflator for Washington to determine the adjusted system replacement values for the report year.

Consistent with the terms of Interagency Agreement GCA6429, I certify that the receipts and costs shown in this voucher are true and correct; that the ferry tolls are at least equal to the tolls in place on January 1, 1990; that the net amount claimed is due and payable from the County share of the gas tax under the terms of Interagency Agreement No. GCA6429 and applicable laws rules and regulations, and that I am authorized to sign for the claimant.

Signed:  Date: 3.18.16
County Engineer

Signed:  Date: 3/18/16
County's Interagency Agreement (GCA6429) Program Manager

APPENDIX B

2015 FERRY FARE SCHEDULES

&

**2015 RESOLUTION APPROVING A FARE
INCREASE & REVISED RATE STRUCTURE**

Skagit County Public Works Department
2016 Ferry Fare Revenue Target Report

The following ferry fare schedule, adopted per Resolution R20110099, amended by Resolutions R20120139 and R20130190, was in effect July 16, 2013 through September 30, 2015. On September 8, 2015, the board of Skagit County Commissioners signed Resolution R20150261 authorizing a rate increase and revising the Skagit County ferry fare structure and rescinding resolutions R20110099, R20120139 and R20130190. Resolution R20150261 went into effect October 1, 2015, and is included on the following pages. Exhibit "A" of that resolution shows the rate schedule that was in effect starting October 1, 2015.

GUEMES ISLAND FERRY FARES		
Effective July 16, 2013		
FARES	NON-PEAK	PEAK
PASSENGER	5/20 thru 9/30	10/1 thru 5/19
Adult Passenger	\$2.50	\$3.50
Senior / Disabled / Youth Passenger	\$1.50	\$2.00
Age 5 & Under	Free	Free
Adult & Bicycle	\$3.50	\$4.50
Senior / Disabled / Youth & Bicycle	\$2.50	\$3.00
PASSENGER PUNCH CARD		
25 Trip Adult Passenger	\$53.00	
25 Trip Senior / Disabled / Youth Passenger	\$32.00	
VEHICLE		
Motorcycle (Including Rider)	\$5.00	\$7.00
Motorcycle w/ Senior / Disabled Rider	\$4.00	\$6.00
Vehicle & Driver (Under 20 feet including overhang)	\$8.00	\$10.00
Vehicle & Senior / Disabled Driver (Under 20 feet)	\$7.00	\$9.00
VEHICLE FREQUENT USER PUNCH CARD		
20 Trip Vehicle (under 20') & Driver	\$136.00	
20 Trip Vehicle (under 20') & Senior / Disabled Driver	\$119.00	
20 Trip Motorcycle & Rider	\$85.00	
20 Trip Motorcycle & Senior / Disabled Rider	\$68.00	
10-Trip Convenience Vehicle (under 20') & Driver	\$80.00	\$100.00
10-Trip Convenience Vehicle (under 20') & Senior / Disabled Driver	\$70.00	\$90.00
OVERSIZE VEHICLES & VEHICLES W/ TRAILERS (INCLUDING DRIVER)		
Vehicle over 20 ft to less than 25 ft	\$11.00	\$14.00
Vehicle over 25 ft to less than 30 ft	\$16.00	\$20.00
Vehicle over 30 ft to less than 35 ft	\$21.00	\$26.00
Vehicle over 35 ft to less than 40 ft	\$27.00	\$34.00
Vehicle over 40 ft to less than 45 ft	\$34.00	\$43.00
Vehicle over 45 ft to less than 50 ft	\$42.00	\$53.00
Vehicle over 50 ft to less than 55 ft	\$51.00	\$64.00
Vehicle over 55 ft to less than 60 ft	\$60.00	\$75.00
Vehicle over 60 ft to less than 65 ft	\$71.00	\$89.00
Each 5 ft increment over 65 ft	\$5.00	\$5.00
Over width charge (over 8 ft, 6 in)	Double Length Charge	
MISCELLANEOUS		
Extended Run (1 run at end of day) plus fare	\$100.00	
Guemes Special (crew call out) plus fare	\$450.00	
Charter Rate (3 hr min) plus fare	\$1,000.00	
\$ per hour, each additional hour	\$325.00	
Stacked Logging Truck	\$80.00	

RESOLUTION REVISING THE SKAGIT COUNTY
FERRY FARE STRUCTURE AND RESCINDING RESOLUTIONS
R20110099, R20120139 AND R20130190

WHEREAS, Skagit County owns and operates a vehicle and passenger ferry (herein "ferry") between Anacortes, Washington, and Guemes Island, Washington; and

WHEREAS, on February 16, 2010, the Skagit County Board of Commissioners ("Board") adopted resolution R20100050, as amended by R20110382, establishing the Guemes Island Ferry ticket fare methodology for setting fares; and

WHEREAS, the Board has adopted Resolution R20110099, as amended by Resolutions R20120139 and R20130190, establishing the fare schedule for the Skagit County ferry system; and

WHEREAS, it is the desire of the Board to rescind Resolutions R20110099, R20120139 and R20130190, and establish a new ferry fare structure pursuant to the terms herein; and

WHEREAS, due to the rising cost of operating the ferry, it is necessary to raise fares in order to meet the fare revenue target for 2015 as set forth in Resolution R20100050, as amended by R20110382; and

WHEREAS, with consideration to the rising cost to operate the ferry, it is the desire of the Board that the Department of Public Works continue to search for grant funding from non-County sources, to continue efforts on developing a long-term strategy for funding the maintenance and/or replacement of the ferry vessel, and to continue to follow the public outreach program established in Resolution R20100050, as amended by R20110382; and

WHEREAS, the Board held a Public Hearing on August 18, 2015, at 8:30 a.m., or shortly thereafter to hear public comment on proposed changes to the Skagit County Ferry Fare Schedule, and also provided for the receipt of additional written comments from July 15, 2015 through August 18, 2015; and

WHEREAS, the new Skagit County Ferry Fare Schedule, attached as Exhibit A (and hereby incorporated by reference), establishes the new ferry fare schedule, taking into account recommended input from Public Works Department staff, the Guemes Island Ferry Committee, public comments expressed at the August 18, 2015 Public Hearing, and written public comment received from July 15, 2015, through August 18, 2015; and

WHEREAS, it is the desire of the Board to enact the Skagit County Ferry Fare Schedule as shown as Exhibit A, effective October 1, 2015.

NOW, THEREFORE, BE IT RESOLVED AND IT IS HEREBY ORDERED, that Resolutions R20110099, R20120139 and R20130190 are hereby rescinded effective October 1, 2015; and

NOW, THEREFORE, BE IT RESOLVED AND IT IS HEREBY FURTHER ORDERED, that the ferry fare schedule as shown, described, and depicted as Exhibit A (attached hereto and incorporated by reference) is hereby adopted and established, effective October 1, 2015.

PASSED this 8th day of September, 2015.



BOARD OF COUNTY COMMISSIONERS
SKAGIT COUNTY, WASHINGTON

ABSENT

Kenneth A. Dahlstedt, Chair

Lisa Janicki

Lisa Janicki, Commissioner

Ron Wesen

Ron Wesen, Commissioner

Attest:

Amber Kellogg

Clerk of the Board

Approved as to form:

[Signature] 9/28/15

Civil Deputy Prosecuting Attorney

Approved as to Content:

[Signature]

Department Head

EXHIBIT A

SKAGIT COUNTY FERRY SYSTEM

RATE SCHEDULE

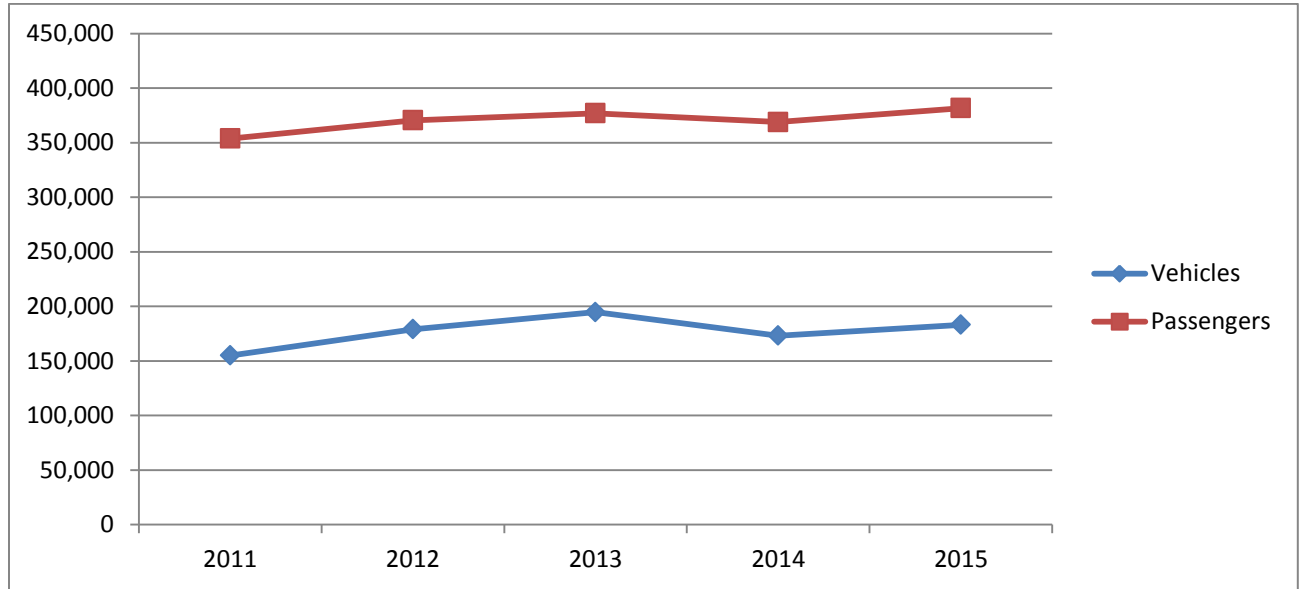
FARES	NON-PEAK	PEAK
PASSENGER	Oct 1 thru May 19	May 20 thru Sept 30
Adult Passenger	\$3.00	\$4.00
Senior (65+ yrs) / Disabled / Youth (6-17 yrs) Passenger	\$2.00	\$2.50
Age 5 & Under	Free	Free
Adult & Bicycle	\$4.00	\$5.00
Senior / Disabled / Youth & Bicycle	\$3.00	\$3.50
PASSENGER FREQUENT USER PUNCH CARD (Valid for 1 year from Purchase Date)		
25 Trip Adult Passenger	\$67.00	
25 Trip Senior / Disabled / Youth Passenger	\$40.00	
VEHICLE		
Motorcycle (Including Rider)	\$6.00	\$8.00
Motorcycle w/ Senior / Disabled Rider	\$5.00	\$7.00
Vehicle & Driver (Under 20 feet including overhang)	\$10.00	\$12.00
Vehicle & Senior / Disabled Driver (Under 20 feet)	\$8.00	\$10.00
VEHICLE FREQUENT USER PUNCH CARD (Valid for 90 Days from Purchase Date)		
20 Trip Vehicle (under 20') & Driver	\$170.00	
20 Trip Vehicle (under 20') & Senior / Disabled Driver	\$136.00	
20 Trip Motorcycle & Rider	\$102.00	
20 Trip Motorcycle & Senior / Disabled Rider	\$85.00	
VEHICLE CONVENIENCE PUNCH CARD (Expires upon next fare adjustment)		
*NON-PEAK 10 Trip Punch cards are not valid for use during the peak season		
PEAK 10 Trip Vehicle (under 20') & Driver		\$120.00
PEAK 10 Trip Vehicle (under 20') & Senior / Disabled Driver		\$100.00
*NON-PEAK 10 Trip Vehicle (under 20') & Driver	\$100.00	
*NON-PEAK 10 Trip Vehicle (under 20') & Senior/Disabled Driver	\$80.00	
OVERSIZE VEHICLES & VEHICLES W/ TRAILERS (INCLUDING DRIVER)		
Vehicle over 20 ft to less than 25 ft	\$13.00	\$16.00
Vehicle over 25 ft to less than 30 ft	\$19.00	\$23.00
Vehicle over 30 ft to less than 35 ft	\$25.00	\$30.00
Vehicle over 35 ft to less than 40 ft	\$32.00	\$39.00
Vehicle over 40 ft to less than 45 ft	\$40.00	\$49.00
Vehicle over 45 ft to less than 50 ft	\$49.00	\$60.00
Vehicle over 50 ft to less than 55 ft	\$59.00	\$72.00
Vehicle over 55 ft to less than 60 ft	\$69.00	\$84.00
Vehicle over 60 ft to less than 65 ft	\$81.00	\$99.00
Each 5 ft increment over 65 ft	\$6.00	\$6.00
Over width charge (over 8 ft, 6 in)	Double Length Charge	
MISCELLANEOUS		
Stacked Logging Truck	\$95.00	
Extended Run (1 run at end of day) plus fare	\$120.00	
Guemes Special (crew call out) plus fare	\$500.00	
Charter Rate (3 hr min) plus fare	\$1,200.00	
\$ per hour, each additional hour	\$400.00	

APPENDIX C

Ridership & Revenue Statistics 2011-2015

Skagit County Public Works Department
2016 Ferry Fare Revenue Target Report

Ridership 2011-2015					
	2011	2012	2013	2014	2015
Vehicles	155,002	179,042	194,786	173,145	183,130
Passengers	353,702	370,465	376,941	368,856	381,559



Fare Box Revenue 2011-2015					
	2011	2012	2013	2014	2015
Fare Box Revenue	\$791,897	\$ 955,670	\$985,791	\$915,871	\$1,006,793

