

**EXHIBIT “B”**



**WHATCOM COUNTY  
2019-2032 FOURTEEN-YEAR  
FERRY CAPITAL PROGRAM**

## Overview

This program provides a blueprint for the effective, efficient, and continuing operation of the Whatcom County Ferry System within existing financial constraints. Capital improvements are scheduled based on many years of experience operating and maintaining the system, while complying with applicable regulations.

Inevitably, priorities and available funds for the ferry system will change over the fourteen years projected in this program. Therefore, the intention of the program is to be a guide indicating long-range improvements and anticipated revenues and expenditures. Strict adherence is not required.

Enacted in 1975, Revised Code of Washington (**RCW**) **36.54.015** states “The legislative authority of every county operating ferries shall prepare, with the advice and assistance of the county engineer, a fourteen year long range capital improvement plan embracing all major elements of the ferry system. Such plan shall include a listing of each major element of the system showing its estimated current value, its estimated replacement cost, and its amortization period.”

**Table 1: Ferry System Current and Replacement Values** – meets applicable requirements, showing the current value, replacement cost, and amortization periods for the vessels and facilities. The current value of the M/V Whatcom Chief is the insured value, the closest approximation of true worth. The facilities’ current value is book value; original cost less depreciation plus depreciated improvements.

**RCW 36.81.121** (1) states “...the legislative authority of each county, after one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years....and for those counties operating ferries shall also include a separate section showing proposed capital expenditures for ferries, docks, and related facilities. Copies of the program shall be filed with the county road administration board and the secretary of transportation not more than thirty days after its adoption by the legislative authority...” Subsection (2) requires expanded information on how a county will spend all its money on the various facets of the transportation program. This RCW Section was enacted in 1961. The capital expenditure portion of Subsection (1) is satisfied by:

**Table 2: Projected Revenues** defines the known and/or anticipated sources of operating and capital project funding for the 14-Year Plan.

**Table 3: Projected Expenditures** includes all other expenditures on the system that meet Subsection (2) requirements. Operational expenditures are delineated between vessel and non-vessel costs. U.S. Coast Guard regulations currently require the ferries to be dry-docked every two years, however to extend the life, improve reliability and protect our capital investment Whatcom County schedules dry-docking every year for its vessel. The landings are inspected regularly as required by the National Bridge

Inspection Standards administered through the Washington State Department of Transportation. The inspection report helps identify and schedule major maintenance and replacement of these facilities.

This RCW section also provides the reporting requirement and timing of program submission, as well as establishing the annual update requirement.

Additionally, the Federal Highway Administration requires all agencies within a Metropolitan Planning Organization to develop and annually update the long range Transportation Improvement Plans and their Biennial Element. Whatcom County updates this 14-Year plan each year and incorporates the results into the Six-Year Transportation Improvement Program.

## **Level-of-Service**

On July 24, 2018 the Whatcom County Council passed resolution #2018-0026. This resolution established a level of service for the Lummi Island Ferry System. In addition, the resolution enacts an action plan to achieve the recommended improvements including:

### **1. Vessel**

- A. Balancing capacity against operating costs (fuel, personnel, etc.) to ensure affordable fares over the long run, including needs-based fares, while optimizing vehicle demand, deck space and trip frequency to minimize wait times, the design and construction of a 34 car vessel is added to the 2019-2024 Six-Year Transportation Improvement Program. The timing of the design and construction shall coincide with the next cycle of funding by the County Road Administration Board.
- B. The design of the vessel shall accommodate all walk-on passengers during typical peak times, accommodate legal loads of vehicles per Washington State Commercial Vehicle Guide and comply with U.S. Coast Guard safety standards and the Americans with Disabilities Act.
- C. To approach the goal of a carbon neutral vessel and provide flexibility for future electric conversion and reliability, the design of the vessel shall be a hybrid diesel-electric.

### **2. Terminals**

- A. Design and construction of the marine structure modifications to the Gooseberry Point terminal and Lummi Island terminal to accommodate the new vessel is added to the 2019-2024 Six-Year Transportation Improvement Program. The timing of the design and construction shall coincide with the next cycle of funding by the County Road Administration Board and the construction of the new vessel.
- B. In addition to the modifications to accommodate a new vessel, improvements to the Lummi Island terminal shall include: reconfigure the queuing lanes, install ADA restrooms, and improve bicycle and pedestrian loading by locating the

queuing area as close to the vessel as possible to reduce the time required to load onto the ferry.

- C. Implement remote ferry queue monitoring.
- D. Implement self-service ticketing.
- E. Whatcom County will initiate an intergovernmental agreement with the Lummi Nation to confirm the location of the Gooseberry Point Terminal as shown on the 2015 Lummi Nation TIGER grant application. Upon the finalization of the agreement Whatcom County Public Works shall initiate the environmental review and permitting process for the Gooseberry Point terminal relocation.
- F. Construction of the new Gooseberry Point terminal relocation is to be accomplished prior to the end of the Uplands Lease Agreement with the Lummi Nation (October 2046). The design shall include dual lane loading and improve bicycle and pedestrian loading by locating the queuing area as close to the vessel as possible to reduce the time required to load onto the ferry.
- G. Whatcom County shall coordinate the Gooseberry Point terminal relocation with the Lummi Nation's permitting, funding and construction of the future Fisherman's Cove Improvements.
- H. As property becomes available, Whatcom County shall purchase lands adjacent and near the new location of the Gooseberry Point terminal. The property will be utilized for off-street queuing, parking, and passenger amenities.
- I. All infrastructures shall be designed to accommodate the 100-year sea level rise prediction by NOAA.

### **3. Operations**

- A. A Whatcom County ferry district will be created to increase grant opportunities. This district shall be funded by a seasonal surcharge on single cash fares for the capitalization of future vessels.
- B. The long-term improvements shall be phased over time to allow for a complete funding portfolio to leverage a variety of funding sources and mechanisms.

## **Minor Maintenance**

General minor maintenance is continual on the ferry, landings, aprons, approaches, and waiting facilities. The costs and extent of the work is unpredictable, and frequently problems must be repaired immediately upon detection. Routine maintenance such as building painting and roof cleaning is more predictable and scheduled in advance.

## History of the Ferry System

The ferry system is the only public transportation link for the majority of Lummi Island residents and vehicles to the mainland at Gooseberry Point. In the event of an emergency ferry outage or mechanical failure, the County has contracted pedestrian only ferry services while the vessel is being repaired.

Following is a brief chronology outlining the history of the Whatcom County Ferry System.

**GP** denotes work occurred at the Gooseberry Point Terminal

**LI** denotes work occurred at the Lummi Island Terminal

- 1926 Lummi Shore Road from Bellingham was completed and a ferry, the Central, owned by Whatcom County and large enough to hold six small Model-T Fords started making scheduled runs between Lummi Island and Gooseberry Point.
- 1929 The slightly larger Chief Kwina replaces the Central.
- 1950 Gooseberry Point terminal built (**GP**)
- 1962 The M/V Whatcom Chief begins service
- 1977 Lummi Island terminal is relocated (**LI**)
- 1981 New transfer span and tower superstructure installed (**LI**)
- 1982 Approach span trestle refurbished (**GP**)
- 1986 Transfer span, tower structures, and marine structures replaced (**GP**)
- 1993 South inner and mid-ship timber dolphins replaced/installed (**LI**)
- 1999 Emergency South outer dolphin and breakwater repair (**LI**)
- 1999 Electrical feeder replacement (**GP**)
- 2001 Major maintenance on both terminals including painting, new aprons, electrical work, new hydraulics, tower bolt replacement (**LI** and **GP**)
- 2002 20-Year Plan Phase 1 Process and report completed
- 2005 South outer timber dolphin replaced with steel structure (**LI**)  
Major Status Report on Ferry System
- 2006 Emergency bearing seat pedestal replacement (**LI**)  
Parking lot improvements (**LI**)  
Major corrosion repair to vessel hull  
Completed design package for a 35-car replacement vessel  
Completed design package for urgent electrical/structural terminal repairs  
First Rate Increase in 5 years
- 2007 Bridge bearings replaced (**LI**)  
Electrical repairs (**LI** and **GP**)
- 2008 Two North timber dolphins replaced with steel doughnut dolphins designed for larger 35-car ferry boat design (**LI**)  
Counterweight sheaves replaced (**GP** and **LI**)  
Rate increase
- 2009 Emergency North wingwall replacement (**LI**)

- Traffic Gates Installed (**LI** and **GP**)  
Rate adjustment
- 2010 Emergency South wingwall replacement (**LI**)
- 2011 New live load hangers and pins installed (**GP**)
- 2013 Steel apron flaps replaced with rubber-coated flaps (**LI**)  
Timber wingwalls replaced with steel structures (**GP**)  
Terminal remote control system installed, electrical and hydraulic equipment updates (**LI**)
- 2014 Terminal remote control system installed (**GP**)  
All four timber dolphins replaced with steel structures (**GP**)
- 2015 Steel apron flaps replaced with rubber-coated flaps (**GP**)  
Emergency temporary repair to outer timber dolphin (**LI**)  
Rate adjustment
- 2017 Electrical system overhaul (**GP**)

# EXHIBIT “B”

**Table 1**

| <b>FERRY SYSTEM CURRENT AND REPLACEMENT VALUES - 2018</b>   |              |                     |   |                                   |   |                     |
|---|--------------|---------------------|---|-----------------------------------|---|---------------------|
| <b>VESSELS</b>  |              |                     |   |                                   |   |                     |
| Current Statistics  |              |                     | <i>M/V Whatcom Chief</i>                |                                   |   |                     |
| LENGTH (ft)   | 100          |                     |   |                                   |   |                     |
| BEAM (ft)   | 44           |                     |   |                                   |   |                     |
| DISPLACEMENT, FULL LOAD (long tons)   | 192          |                     |   |                                   |   |                     |
| YEAR BUILT  | 1962         |                     |   |                                   |   |                     |
| CAPACITY -- Passengers  | 100          |                     |   |                                   |   |                     |
| CAPACITY -- Vehicles (AEQ)  | 16           |                     |   |                                   |   |                     |
| CURRENT INSURED VALUE - 2018  | \$890,000    |                     |   |                                   |   |                     |
| <b>TOTAL CURRENT VALUE - 2018<sup>(1)</sup></b>   |              |                     |   |                                   |   | <b>\$890,000</b>    |
| Replacement Statistics  |              |                     |   |                                   |   |                     |
| YEAR  | 2024         |                     |   |                                   |   |                     |
| CAPACITY -- Passengers  | 150          |                     |   |                                   |   |                     |
| CAPACITY -- Cars  | 34           |                     |   |                                   |   |                     |
| REPLACEMENT VALUE   | \$15,000,000 |                     |   |                                   |   |                     |
| <b>TOTAL - REPLACEMENT VALUE</b>  |              |                     |   |                                   |   | <b>\$15,000,000</b> |
| <b>FACILITIES</b>   |              |                     |   |                                   |   |                     |
| LOCATION  | YEAR BUILT   | AMORTIZATION PERIOD | SCHEDULED REPLACEMENT/MODIFICATION YEAR | CURRENT BOOK VALUE <sup>(4)</sup> | ESTIMATED REPLACEMENT COST 2018 \$'s <sup>(2)</sup> |                     |
| <b>Lummi Island Landing</b>   |              |                     |   |                                   |   |                     |
| Transfer Span and Dock  | 1982         | 2022                | 2040                                    | \$195,000                         | \$10,000,000  |                     |
| Dolphins/Wingwall/Breakwater  | 1978         | 2018                | 2024                                    | \$1,105,239                       | \$7,000,000   |                     |
| Upland Facilities   | 1978         | 2018                | 2024                                    | \$60,000                          | \$4,000,000   |                     |
| <b>Subtotal - Lummi Island Landing</b>  |              |                     |   | <b>\$1,360,239</b>                | <b>\$21,000,000</b>                                 |                     |
| <b>Gooseberry Point Landing</b>   |              |                     |   |                                   |   |                     |
| Transfer Span and Dock  | 1987         | 2027                | 2024-2030                               | \$326,000                         | \$23,500,000  |                     |
| Dolphins/Wingwall <sup>(3)</sup>  | 2013, 2014   | 2053, 2054          | 2024-2030                               | \$2,945,405                       | \$3,000,000   |                     |
| Upland Facilities   |              |                     |   | \$0                               | \$9,000,000   |                     |
| <b>Subtotal - Gooseberry Point Landing</b>  |              |                     |   | <b>\$3,271,405</b>                | <b>\$35,500,000</b>                                 |                     |
| <b>TOTAL FACILITIES VALUE</b>   |              |                     |   | <b>\$4,631,644</b>                | <b>\$56,500,000</b>                                 |                     |
| <b>TOTAL VESSEL &amp; FACILITIES VALUE</b>  |              |                     |   | <b>\$5,521,644</b>                | <b>\$71,500,000</b>                                 |                     |
| NOTES:  |              |                     |   |                                   |   |                     |
| (1) Current Insured Value   |              |                     |   |                                   |   |                     |
| (2) Per 2018 LOS Alternatives Analysis by KPFF Consulting   |              |                     |   |                                   |   |                     |
| (3) Replacement requires relocation. A phased approach to relocation will include modifications to existing facilities prior to completion of the new facility. |              |                     |   |                                   |   |                     |
| (4) Estimated using a 40-year life and straight-line depreciation (including depreciated improvements)  |              |                     |   |                                   |   |                     |

**Table 2**

| <b>Lummi Island Ferry 14-Year Capital Program</b> |              |              |              |              |              |               |              |
|---|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| <b>All \$ in 000's Revenues 2019-2025</b>         |              |              |              |              |              |               |              |
| <b>Category</b>                                   | <b>2019</b>  | <b>2020</b>  | <b>2021</b>  | <b>2022</b>  | <b>2023</b>  | <b>2024</b>   | <b>2025</b>  |
| Punch Card Fares (3)                              | \$ 1,297     | \$ 1,310     | \$ 1,337     | \$ 1,363     | \$ 1,391     | \$ 1,418      | \$ 1,447     |
| Cash Fares (4)                                    | 324          | 328          | 334          | 341          | 348          | 355           | 362          |
| (Memo 55% of Operating Cost) (1)                  | 1,621        | 1,638        | 1,671        | 1,704        | 1,738        | 1,773         | 1,808        |
| MVFT Deficit Subsidy                              | 275          | 275          | 275          | 275          | 275          | 275           | 275          |
| County Road Fund Operating Subsidy                | 1,500        | 1,464        | 1,768        | 1,546        | 1,582        | 1,619         | 1,657        |
| Federal Ferry Boat Program Funds                  | 1,250        | -            | 621          | 600          | -            | -             | -            |
| <b>Total Revenues</b>                             | <b>4,647</b> | <b>3,377</b> | <b>4,335</b> | <b>4,125</b> | <b>3,595</b> | <b>3,667</b>  | <b>3,741</b> |
| <b>Total Expenditures (2)</b>                     | <b>6,534</b> | <b>3,503</b> | <b>3,980</b> | <b>3,485</b> | <b>3,565</b> | <b>28,499</b> | <b>6,183</b> |
| <b>Net Unfunded</b>                               | <b>1,887</b> | <b>126</b>   | <b>(355)</b> | <b>(640)</b> | <b>(30)</b>  | <b>24,831</b> | <b>2,442</b> |

| <b>Lummi Island Ferry 14-Year Capital Program</b> |              |              |              |              |              |               |               |
|---|--------------|--------------|--------------|--------------|--------------|---------------|---------------|
| <b>All \$ in 000's Revenues 2026-2032</b>         |              |              |              |              |              |               |               |
| <b>Category</b>                                   | <b>2026</b>  | <b>2027</b>  | <b>2028</b>  | <b>2029</b>  | <b>2030</b>  | <b>2031</b>   | <b>2032</b>   |
| Punch Card Fares                                  | \$ 1,476     | \$ 1,505     | \$ 1,535     | \$ 1,566     | \$ 1,597     | \$ 1,629      | \$ 1,662      |
| Cash Fares  | 369          | 376          | 384          | 392          | 399          | 407           | 415           |
| (Memo 55% of Operating Cost) (1)                  | 1,845        | 1,882        | 1,919        | 1,958        | 1,997        | 2,037         | 2,077         |
| MVFT Deficit Subsidy                              | 275          | 275          | 275          | 275          | 275          | 275           | 275           |
| County Road Fund Operating Subsidy                | 1,697        | 1,737        | 1,778        | 1,820        | 1,864        | 1,909         | 1,954         |
| Federal Ferry Boat Program Funds                  | -            | -            | -            | -            | -            | -             | -             |
| <b>Total Revenues</b>                             | <b>3,817</b> | <b>3,893</b> | <b>3,972</b> | <b>4,053</b> | <b>4,135</b> | <b>4,221</b>  | <b>4,307</b>  |
| <b>Total Expenditures (2)</b>                     | <b>8,271</b> | <b>3,860</b> | <b>3,951</b> | <b>4,045</b> | <b>4,141</b> | <b>27,743</b> | <b>13,343</b> |
| <b>Net Unfunded</b>                               | <b>4,454</b> | <b>(34)</b>  | <b>(21)</b>  | <b>(8)</b>   | <b>6</b>     | <b>23,522</b> | <b>9,036</b>  |

Note 1: After Subtracting the MVFT Deficit Subsidy. Budgeted for 55% fare recovery.

Note 2: As Shown On Table 2, including capital expenditures.

Note 3: Equal to 80% of Fares

Note 4: Equal to 20% of Fares



**Table 3**

| <b>Lummi Island Ferry 14-Year Capital Program</b>                |              |              |              |              |              |               |              |
|--|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| <b>All in 000's Table 3 Expenditures 2019-2032 Page 1</b>        |              |              |              |              |              |               |              |
| <b>Category</b>  | <b>2019</b>  | <b>2020</b>  | <b>2021</b>  | <b>2022</b>  | <b>2023</b>  | <b>2024</b>   | <b>2025</b>  |
| <b>Operating Expenses</b>  |              |              |              |              |              |               |              |
| <b>Vessel Operations</b>   |              |              |              |              |              |               |              |
| Personnel  | 1,400        | 1,428        | 1,457        | 1,486        | 1,515        | 1,546         | 1,577        |
| Fuel & Operating Supplies  | 770          | 793          | 817          | 841          | 867          | 893           | 919          |
| Insurance  | 62           | 64           | 66           | 68           | 70           | 72            | 74           |
| Other Operating Expenses   | 120          | 125          | 130          | 135          | 140          | 146           | 152          |
| <b>Total Vessel Operations</b>                                   | <b>2,352</b> | <b>2,410</b> | <b>2,469</b> | <b>2,530</b> | <b>2,592</b> | <b>2,656</b>  | <b>2,722</b> |
| <b>Other Operations</b>  |              |              |              |              |              |               |              |
| Administration   | 440          | 340          | 347          | 354          | 361          | 368           | 375          |
| <b>Parking Lots</b>  |              |              |              |              |              |               |              |
| Lummi Island   | 10           | 10           | 10           | 11           | 11           | 11            | 11           |
| Gooseberry Pt.   | 5            | 5            | 5            | 5            | 5            | 6             | 6            |
| <b>Staging Areas</b>   |              |              |              |              |              |               |              |
| Lummi Island   | 28           | 29           | 30           | 31           | 32           | 32            | 33           |
| Gooseberry Pt.   | 9            | 9            | 10           | 10           | 10           | 10            | 11           |
| <b>Docks</b>   |              |              |              |              |              |               |              |
| Lummi Island   | 100          | 70           | 71           | 73           | 74           | 76            | 77           |
| Gooseberry Pt.   | 390          | 380          | 388          | 395          | 403          | 411           | 420          |
| Ticketing Improvements   |              |              | 500          | 25           | 25           | 26            | 26           |
| Queue Monitoring   |              |              | 100          | 2            | 2            | 2             | 2            |
| <b>Total Operating Expenses</b>                                  | <b>3,334</b> | <b>3,253</b> | <b>3,930</b> | <b>3,435</b> | <b>3,515</b> | <b>3,599</b>  | <b>3,683</b> |
| <b>Capital Expenditures</b>                                      |              |              |              |              |              |               |              |
| Structural Steel Repair and Painting at Both Terminals           | 650          |              |              |              |              |               |              |
| Lummi Island Breakwater Replacement                              | 1,750        |              |              |              |              |               |              |
| <b>Replacement of Whatcom Chief &amp; Terminal Modifications</b> |              |              |              |              |              |               |              |
| Design   | 500          | 100          |              |              |              |               |              |
| Right of Way   | 50           |              |              |              |              |               |              |
| Boat Construction  |              |              |              |              |              | 14,350        |              |
| Marine Structures Modifications Construction (both terminals)    |              |              |              |              |              | 9,000         |              |
| Upland Improvements at Lummi Island                              |              |              |              |              |              | 1,500         |              |
| Structural Repair at existing Gooseberry Point Terminal          |              |              |              |              |              |               |              |
| <b>Relocation of Gooseberry Point Terminal</b>                   |              |              |              |              |              |               |              |
| Environmental Review   | 200          | 100          |              |              |              |               |              |
| Right of Way   | 50           | 50           | 50           | 50           | 50           | 50            | 50           |
| Design/Permitting  |              |              |              |              |              |               | 2,500        |
| Terminal Construction  |              |              |              |              |              |               |              |
| Upland Improvements/Parking Expansion                            |              |              |              |              |              |               |              |
| <b>Total Capital Program Costs</b>                               | <b>3,200</b> | <b>250</b>   | <b>50</b>    | <b>50</b>    | <b>50</b>    | <b>24,900</b> | <b>2,550</b> |
| <b>Total Costs</b>   | <b>6,534</b> | <b>3,503</b> | <b>3,980</b> | <b>3,485</b> | <b>3,565</b> | <b>28,499</b> | <b>6,233</b> |

**Lummi Island Ferry 14-Year Capital Program**

**All in 000's Table 3 Expenditures 2026-2032 Page 2**

| <b>Category</b>   | <b>2026</b>  | <b>2027</b>  | <b>2028</b>  | <b>2029</b>  | <b>2030</b>  | <b>2031</b>   | <b>2032</b>   |
|---|--------------|--------------|--------------|--------------|--------------|---------------|---------------|
| <b>Operating Expenses</b>                                     |              |              |              |              |              |               |               |
| <b>Vessel Operations</b>                                      |              |              |              |              |              |               |               |
| Personnel   | 1,608        | 1,640        | 1,673        | 1,707        | 1,741        | 1,776         | 1,811         |
| Fuel & Operating Supplies                                     | 947          | 975          | 1,005        | 1,035        | 1,066        | 1,098         | 1,131         |
| Insurance   | 76           | 79           | 81           | 83           | 86           | 88            | 91            |
| Other Operating Expenses                                      | 158          | 164          | 171          | 178          | 185          | 190           | 196           |
| <b>Total Vessel Operations</b>                                | <b>2,789</b> | <b>2,859</b> | <b>2,929</b> | <b>3,002</b> | <b>3,077</b> | <b>3,152</b>  | <b>3,229</b>  |
| <b>Other Operations</b>                                       |              |              |              |              |              |               |               |
| Administration  | 383          | 391          | 398          | 406          | 414          | 423           | 431           |
| Parking Lots  |              |              |              |              |              |               |               |
| Lummi Island  | 11           | 12           | 12           | 12           | 13           | 13            | 13            |
| Gooseberry Pt.  | 6            | 6            | 6            | 6            | 7            | 7             | 7             |
| Staging Areas   |              |              |              |              |              |               |               |
| Lummi Island  | 34           | 35           | 37           | 38           | 39           | 40            | 41            |
| Gooseberry Pt.  | 11           | 11           | 12           | 12           | 12           | 18            | 19            |
| Docks   |              |              |              |              |              |               |               |
| Lummi Island  | 79           | 80           | 82           | 84           | 85           | 87            | 89            |
| Gooseberry Pt.  | 428          | 437          | 445          | 454          | 463          | 472           | 482           |
|   | 27           | 27           | 28           | 28           | 29           | 29            | 30            |
|   | 2            | 2            | 2            | 2            | 2            | 2             | 2             |
| <b>Total Operating Expenses</b>                               | <b>3,771</b> | <b>3,860</b> | <b>3,951</b> | <b>4,045</b> | <b>4,141</b> | <b>4,243</b>  | <b>4,343</b>  |
|   |              |              |              |              |              |               |               |
| <b>Capital Expenditures</b>                                   |              |              |              |              |              |               |               |
| Structural Steel Repair and Painting at Both Terminals        |              |              |              |              |              |               |               |
|   |              |              |              |              |              |               |               |
| Lummi Island Breakwater Replacement                           |              |              |              |              |              |               |               |
|   |              |              |              |              |              |               |               |
| Replacement of Whatcom Chief & Terminal Modifications         |              |              |              |              |              |               |               |
| Design  |              |              |              |              |              |               |               |
| Right of Way  |              |              |              |              |              |               |               |
| Boat Construction   |              |              |              |              |              |               |               |
| Marine Structures Modifications Construction (both terminals) |              |              |              |              |              |               |               |
| Upland Improvements at Lummi Island                           |              |              |              |              |              |               |               |
| Structural Repair at existing Gooseberry Point Terminal       | 4,500        |              |              |              |              |               |               |
|   |              |              |              |              |              |               |               |
| Relocation of Gooseberry Point Terminal                       |              |              |              |              |              |               |               |
| Environmental Review  |              |              |              |              |              |               |               |
| Right of Way  | 50           | 50           | 50           | 50           | 50           | 50            | 50            |
| Design/Permitting   |              |              |              |              |              |               |               |
| Terminal Construction   |              |              |              |              |              | 23,500        |               |
| Upland Improvements/Parking Expansion                         |              |              |              |              |              |               | 9,000         |
|   |              |              |              |              |              |               |               |
| <b>Total Capital Program Costs</b>                            | <b>4,550</b> | <b>50</b>    | <b>50</b>    | <b>50</b>    | <b>50</b>    | <b>23,550</b> | <b>9,050</b>  |
|   |              |              |              |              |              |               |               |
| <b>Total Costs</b>  | <b>8,321</b> | <b>3,910</b> | <b>4,001</b> | <b>4,095</b> | <b>4,191</b> | <b>27,793</b> | <b>13,393</b> |