Washington State Department of Transportation

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SENT VIA EMAIL

Director K.D. Chapman-See
Office of Financial Management

Senator Marko Liias, Chair
Senate Transportation Committee

Representative Jake Fey, Chair
House Transportation Committee

Washington State Ferries
Section 309 Ferry Capital Projects Report
2025–2027 Fiscal Biennium

In accordance with Section 309 of Engrossed Substitute Senate Bill (ESSB) 5161, Washington State Ferries (WSF) has prepared the attached **Ferry Capital Projects Variance Report** to provide updates on ferry capital projects for the 2025–2027 fiscal biennium. The report summarizes current project status, cost and schedule variances, and explanations for notable changes. It also includes updates related to preservation and improvement activities for vessel and terminal projects, as well as an annual update on the implementation of the maintenance management system and recommendations for improving the efficiency of project reporting.

If you have questions on the attached material or need additional information, please contact Hillary at (360) 915-4860 or hillary.badger@wsdot.wa.gov.

Sincerely,
Washington State Ferries

ESSB 5161 Sec. 309. FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W

(3) For the 2025-2027 fiscal biennium, the marine division shall provide to the office of financial management and the legislative transportation committees the following reports on ferry capital projects:

(a) On a semiannual basis, the report must include a status update on projects with funding provided in this section including, but not limited to, the following:

(i) Anticipated cost increases and cost savings;

(ii) Anticipated cash flow and schedule changes; and

(iii) Explanations for the changes.

(b) On an annual basis, the report must include a status update on vessel and terminal preservation and improvement plans including, but not limited to, the following: (i) What work has been done; (ii) how have schedules shifted; and (iii) associated changes in funding among projects, accompanied by explanations for the changes.

(c) On an annual basis, the report must include an update on the implementation of the maintenance management system with recommendations for using the system to improve the efficiency of project reporting under this subsection.

Maintenance Management System Update Section 309(3)(c)

Washington State Ferries (WSF) continues implementation of the **Enterprise Asset Management (EAM)** system to enhance project reporting, asset tracking, and maintenance efficiency across the organization. The system provides a unified platform for managing vessel and terminal maintenance activities, procurement, inventory, and workflow documentation.

Current State of Implementation

- **Work Orders:** The Work Order module is fully operational, supporting daily maintenance activity tracking across the fleet and terminals. The primary challenge remains consistent adoption of standardized processes. Continued emphasis on user training and reinforcement of best practices is underway to ensure full utilization and system efficiency.
- **Materials Management:** The warehouse is actively using the EAM material management functionality. Core operations are stable, though continued improvements are planned to strengthen Material Requirements Planning (MRP) reporting and overall data visibility.
- **Purchasing:** Buyer and Accounts Payable workflows have largely transitioned from legacy systems to EAM. Most procurement functions are now managed within the platform, with additional reporting and integration enhancements in progress.
- **Management of Change (MOC):** The MOC module is active for tracking procedural and operational changes, particularly those associated with steering committee decisions. While functional, the module remains under development and will benefit from additional refinement to support broader change management needs.
- **EAM Support Ticketing:** The support module is fully functional and effectively managing incoming ticket volume. Efforts are ongoing to maintain throughput, responsiveness, and prioritization as system use expands.
- **Training Modules:** User Access and Permissions (UAP) and training modules are in place, with ongoing updates to improve consistency in user understanding and application of EAM tools.

Recommendations for Improvement

To improve the efficiency of project reporting and long-term sustainability of EAM, WSF recommends expanding technical capacity through the addition of **two EAM Administrator roles** with specialized skills in:

- Report development
- Python, Oracle, and SQL coding

These roles would strengthen system management capabilities, accelerate report enhancements, and address the increasing volume of support requests. WSF will continue coordinating system refinements to improve the accuracy, transparency, and efficiency of maintenance and project reporting statewide.

Executive TEIS - Capital Projects System
BIN Variance Report
2025 Conference and WSDOT 2026 Supplemental Budget Request - Initial

Report Filter: Program W **Dollars In Thousands**

Variance = 25CONF less 26DOT001 and Sorted by Total

ELECTRIFICATION

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000													
25CONF		2,643	18,036	150,828	29,404	9,723	5,343	0	0	0	0	72,122	288,099
26DOT001		2,643	20,326	142,539	29,404	9,723	5,343	0	0	0	0	72,122	282,099
Variance		0	-2,290	8,289	0	0	0	0	0	0	0	0	6,000

Funding for the electrification of terminals serving Seattle, Bremerton, and Clinton. Bainbridge and Kingston Terminal funding is provided in future years.

What work has been done?

Terminal electrification Pre-Design and Design phase activities at Seattle, Bainbridge, Clinton and Bremerton Terminals. Development of the Vessel Charging System (VCS) and System Integrator Request for Proposals (RFPs).

Why are the funding and schedule adjustments show in the table above necessary?

Additional funding was needed 23-25 to cover work occurring faster than anticipated.

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000													
25CONF		17,901	115,468	25,218	0	0	0	0	0	0	0	0	158,587
26DOT001		17,901	94,147	46,539	0	0	0	0	0	0	0	0	158,588
Variance		0	21,321	-21,321	0	0	0	0	0	0	0	0	-1

Carbon Emissions Reduction Account funding for the conversion to hybrid electric propulsion for the Jumbo Mark II vessels. House Chair/Passed Committee

What work has been done?

Continuing JMKII Electric Conversion Parts A & B Construction.

Why are the funding and schedule adjustments show in the table above necessary?

Continuing funding is needed to complete work associated with conversion.

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000	**L2021073 Hybrid Electric Vessel Construction**												
25CONF		16,002	18,000	274,059	555,313	233,927	134,079	37,541	0	0	0	0	1,268,921
26DOT001		16,002	7,109	284,950	555,313	233,927	134,079	37,541	0	0	0	0	1,268,921

What work has been done?

Development of plans, specifications, and estimates for the construction of the new Hybrid Electric vessels.

Why are the funding and schedule adjustments show in the table above necessary?

Delay of the advertisement and award of the Hybrid Electric 160 Auto Ferries resulted in the movement of funds from 23-25 to 25-27.

TERMINAL PRESERVATION

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000	**L2021209 Terminal Preservation**												
25CONF		0	115,095	138,278	124,483	117,692	65,875	122,509	84,291	19,365	0	0	787,588
26DOT001		475,380	91,697	151,305	138,135	117,691	65,875	122,509	84,291	19,365	0	0	1,266,248
	Variance	-475,380	23,398	-13,027	-13,652	1	0	0	0	0	0	0	-478,660

Terminal preservation activities for all terminals, including out biennia security LCCM Preservation needs

What work has been done?

WSF experienced delays due to statewide restrictions on project advertisements and awards, missed fish window and reprioritization efforts.

Why are the funding and schedule adjustments show in the table above necessary?

The adjustments to schedule and budget are necessary to preserve terminal systems.

TERMINAL IMPROVEMENT

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
525	**952516S Clinton Tml Improvement**												
25CONF		25	963	2,845	11,196	25,624	0	0	0	0	0	0	40,653
26DOT001		25	213	3,056	11,468	25,937	0	0	0	0	0	0	40,699
	Variance	0	750	-211	-272	-313	0	0	0	0	0	0	-46

Installation of a new passenger overhead loading system, improvements for ADA compliance, expansion of the park and ride lot, and pedestrian sidewalk enhancements.

What work has been done?

Early preliminary engineering work.

Why are the funding and schedule adjustments show in the table above necessary?

The schedule adjustments are necessary to deliver the project due to consultant usage restrictions and reprioritization.

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
020	**900026Q Orcas Tml Improvement**												
25CONF		940	983	280	0	0	0	0	0	0	0	0	2,205
26DOT001		940	118	88	0	0	0	0	0	0	0	0	1,147
	Variance	0	865	192	0	0	0	0	0	0	0	0	1,058

Improvements for ADA access to the ferry terminal trestle from upper holding area

What work has been done?

WSF completed the Orcas ADA Phase 2 Improvements project.

Why are the funding and schedule adjustments show in the table above necessary?

The project was delivered under budget.

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
525	**952515P Mukilteo Tml Improvement**												
25CONF		185,223	2,854	3,063	0	0	0	0	0	0	0	0	191,140
26DOT001		184,436	2,177	3,063	0	0	0	0	0	0	0	0	189,675
	Variance	787	677	0	0	0	0	0	0	0	0	0	1,465

Relocation of the aging deficient terminal to a new site with improved efficiency and capacity, new overhead loading, dedicated bicycle and HOV lanes, bus transit center, improved connections to adjacent commuter rail station. Demolition of existing structures in the site, and of the old terminal once the new terminal construction is complete.

What work has been done?

This project is complete.

Why are the funding and schedule adjustments show in the table above necessary?

The project was delivered under budget.

305 900040O Eagle Harbor Maint Facility Improvement												
25CONF	6,888	1,618	808	3,496	8,434	0	0	0	0	0	0	21,244
26DOT001	6,888	1,304	0	6,356	7,807	0	0	0	0	0	0	22,354
Variance	0	314	808	-2,860	627	0	0	0	0	0	0	-1,110

Conversion of the walk-on tie-up slip at slip F to a drive on tie-up slip. Upgrade the wing dolphins at slip F to support the new drive-on slip. Installation of an automatic transfer system to switch electric power from power grid to the generator and back automatically. Improved security by installation of access control, video monitoring and rolling gate systems to critical spaces.

What work has been done?

Work on the drive-on tie-up slip at Slip F is complete

Why are the funding and schedule adjustments show in the table above necessary?

The Automatic Transfer Switch Upgrade project is delayed and is expected to begin in 27-29 biennium. This delay was a result of reprioritization and needing to better detail out the scope of the project. The changes in funding requirements are due to inflation adjusted costs for the project and revised project delivery timeline.

VESSEL PRESERVATION

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000 L2021208 Vessel Preservation													
25CONF		291	214,183	220,645	220,645	220,645	220,645	220,645	220,645	220,645	220,645	0	1,979,634
26DOT001		181,598	191,269	243,558	220,645	220,645	220,645	220,645	220,645	220,645	220,645	0	2,160,940
Variance		-181,307	22,914	-22,913	0	0	0	0	0	0	0	0	-181,306

Funds for all vessel preservation work and activities, including for critical spare parts.

What work has been done?

Vessel Preservation work addresses life cycle preservation needs of our vessels including replacement or refurbishment of structural or interior steel, piping, propulsion, major mechanical, electrical life saving and

Why are the funding and schedule adjustments show in the table above necessary?

The budget increase for 23-25 was not received in time to make use of it effectively given the schedule of vessel and shipyard availability.

VESSEL IMPROVEMENT

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000	**944499F MV Puyallup Improvement**												
25CONF		1,180	3,321	0	66	727	760	800	840	880	920	0	9,494
26DOT001		1,180	803	1,406	66	727	760	800	840	880	920	0	8,382
	Variance	0	2,518	-1,406	0	0	0	0	0	0	0	0	1,112

Targeted improvements for the MV Puyallup are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.

What work has been done?

Ongoing JMKII Electric Conversion Parts A & B Construction involving design and purchase of OFE.

Why are the funding and schedule adjustments show in the table above necessary?

The warehousing of OFE while JMKII Electric conversions are paused to fall of calendar year 2026.

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000	**944499H MV Wenatchee Improvement**												
25CONF		1,623	1,658	0	279	460	480	510	540	570	600	0	6,720
26DOT001		1,623	1,206	452	279	460	480	510	540	570	600	0	6,720
	Variance	0	452	-452	0	0	0	0	0	0	0	0	0

Targeted improvements for the MV Wenatchee are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.

What work has been done?

JMKII Electric Conversion Parts A & B Construction.

Why are the funding and schedule adjustments show in the table above necessary?

The adjustments are to complete Wenatchee conversion work and associated OFE costs.

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000	**L2000006 Vessel Project Support**												
25CONF		25,896	9,811	8,147	8,508	8,884	9,278	9,688	10,116	10,564	10,987	0	111,879
26DOT001		20,954	9,811	8,147	8,508	8,884	9,278	9,688	10,116	10,564	10,987	0	106,937
	Variance	4,942	0	0	0	0	0	0	0	0	0	0	4,942

Vessel Project Support. these costs consist of Vessel Management Supervision and Support, Updating and Maintaining the Vessel Life Cycle Model, Vessel Environmental and Technical Support, Vessel Planning/Design, Vessel Noise Control Abatement and Vessel Technical Support Activities.

Note: The historical PIN has been removed from the budget item.

IT /SECURITY PROJECTS

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000	**990052D Ferries Schedule System Replacement**												
25CONF		0	1,000	100	100	100	110	120	130	140	150	0	1,950
26DOT001		0	451	649	100	100	110	120	130	140	150	0	1,950
	Variance	0	549	-549	0	0	0	0	0	0	0	0	0

What work has been done?

The new Schedule System is now known as Fleet Logistics Execution (FLEx). 90% of design, 80% of development and testing, 35% of user acceptance testing, 5% of training and 0% of system cutover has been completed.

Why are the funding and schedule adjustments show in the table above necessary?

Project funds have been reappropriated to this biennium because the project is 5 months behind the schedule baselined in January 2025. The current forecast is to complete user acceptance testing, training and system cutover by January 2026 with full system acceptance by April 2026.

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000	**998901O WSF/Systemwide - Dispatch System Replacement**												
25CONF		993	5,902	11,926	0	0	0	0	0	0	0	0	18,821
26DOT001		993	2,507	15,322	0	0	0	0	0	0	0	0	18,822
	Variance	0	3,395	-3,396	0	0	0	0	0	0	0	0	-1

Replacement of Ferries vessel/terminal workforce dispatch system

What work has been done?

The initiation and planning phases of the project are 100% complete. The discovery phase of the project is 75% complete. The scope of development is 5% complete.

Why are the funding and schedule adjustments show in the table above necessary?

Staff turnover has resulted in project delays. Project funds have been reappropriated to the next biennium to complete development, user acceptance testing, training and system cutover by the current forecast of November 2027.

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000	**L2000300 ORCA Card Next Generation**												
25CONF		1,708	892	900	0	0	0	0	0	0	0	0	3,500
26DOT001		1,708	287	1,505	0	0	0	0	0	0	0	0	3,500
	Variance	0	605	-605	0	0	0	0	0	0	0	0	0

Funding for WSF participation in ORCA system update.

What work has been done?

Ferries Division has contributed its portion of the development budget to Regional ORCA Operations Team (ROOT) which is responsible for maintenance, state of good repair and product development of the ORCA system.

Why are the funding and schedule adjustments show in the table above necessary?

Project funds have been reappropriated to this biennium to continue Ferries support of ROOT

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
000	**L2021129 Americans with Disabilities Act (ADA) Emergent needs**												
25CONF		0	5,000	5,000	5,000	5000	5000	0	0	0	0	0	25,000
26DOT001		0	0	10,000	5,000	5,000	5,000	0	0	0	0	0	25,000
	Variance	0	5000	-5,000	0	0	0	0	0	0	0	0	0

Funding for emergent needs across the WSF system.

What work has been done?

No projects have been identified.

Why are the funding and schedule adjustments show in the table above necessary?

Project funds have been reappropriated to this biennium.

900 990052I WSF/Systemwide - Credit Card Security Enhancement Project												
25CONF	0	1,700	463	0	0	0	0	0	0	0	0	2,163
26DOT001	0	0	2,163	0	0	0	0	0	0	0	0	2,163
Variance	0	1,700	-1,700	0	0	0	0	0	0	0	0	0

Washington State Ferries credit card system is over eight years old and is not capable of supporting current performance and security standards. The credit card system includes magnetic strip readers and uses servers for storing credit card information. These readers are getting harder to obtain since they do not support reading current standard credit cards with embedded chips. This will purchase modern equipment and software that operates under the Europay, MasterCard and Visa (EMV) standard. EMV cards store cardholder information on metallic chips instead of magnetic strips, making them more secure than stripe-only cards. This will reduce hackers' ability to attack on premise systems and the states liability if credit cards are compromised.

What work has been done?

Contract with state approved payment processor has been executed. Design and development of payment processor integration with new Ticketing and Reservation system is 40% complete.

Why are the funding and schedule adjustments show in the table above necessary?

Project funds have been reappropriated to this biennium to complete payment processor integration and pay for transaction costs of payment processing.

000 998951F Security System Upgrades for W2												
25CONF	4,490	884	0	0	0	0	0	0	0	0	0	5,374
Variance	4,490	884	0	0	0	0	0	0	0	0	0	5,374

This project serves as a placeholder for federal grants available primarily through the Department of Homeland Security. Work will be performed on maritime security infrastructure, and it will include upgrades to existing systems, and installation of new systems/equipment (such as Transportation Workers Identification Credential Cards - TWIC-Cards).

What work has been done?

This project was completed and removed from the budget request.

000 L2200083 ADA Visual Paging Project												
25CONF	1,517	1,450	4,050	0	0	0	0	0	0	0	0	7,017
26DOT001	1,517	1,450	4,050	0	0	0	0	0	0	0	0	7,017
Variance	0	0	0	0	0	0	0	0	0	0	0	0

Provide announcements for the hard of hearing and deaf via a visual paging system. This project is the result of a judgement in which WSF agreed to provide visual monitors with an aural component on vessels and

Note: The historical PIN has been removed from the budget item.

ALL OTHER PROJECTS W/ VARIANCES OF $500K OR LESS

SR	Project	Prior	23 - 25	25 - 27	27 - 29	29 - 31	31 - 33	33 - 35	35 - 37	37 - 39	39 - 41	Future	Total
WI - WSF Improvement													
W1 - Terminal Construction													
104	**910414S Kingston Tml Improvement**												
25CONF		0	75	4	0	0	0	0	0	0	0	0	79
26DOT001		0	0	469	0	0	0	0	0	0	0	0	469
	Variance	0	75	-465	0	0	0	0	0	0	0	0	-390
Update of Network Servers at the Terminal.													
163	**900001H Point Defiance Tml Improvement**												
26DOT001		200	0	0	0	0	0	0	0	0	0	0	200
	Variance	-200	0	0	0	0	0	0	0	0	0	0	-200
Installation of an emergency generator for power backup and construction of a new 4th holding lane to accommodate the high vehicle traffic.													
305	**930513H Bainbridge Island Tml Improvement**												
26DOT001		87	0	0	0	0	0	0	0	0	0	0	87
	Variance	-87	0	0	0	0	0	0	0	0	0	0	-87
Upgrading the existing incandescent fixtures with energy efficient and greater lifespan LED technology, and making necessary structural changes.													
020	**902020D Anacortes Tml Improvement**												
25CONF		6,659	400	353	0	0	0	0	0	0	0	0	7,412
26DOT001		6,659	30	184	272	314	0	0	0	0	0	0	7,459
	Variance	0	370	169	-272	-314	0	0	0	0	0	0	-47
Site improvements at Anacortes ferry terminal, ADA compliance upgrades. Installation of enhanced video monitoring and access control systems. Emergency power improvements by reducing the number of feeders and extending generator power to areas that are without generator power. Federal earmark is provided for the design of the main terminal building replacement.													
160	**900006T Vashon Tml Improvement**												
26DOT001		33	0	0	0	0	0	0	0	0	0	0	33
	Variance	-33	0	0	0	0	0	0	0	0	0	0	-33
Outer Biennia placeholder for passenger only facilities													
519	**900010M Seattle Tml Improvement**												
25CONF		1,681	1	0	0	0	0	0	0	0	0	0	1,682
26DOT001		1,681	1	0	0	0	0	0	0	0	0	0	1,682
	Variance	0	0	0	0	0	0	0	0	0	0	0	0
Funding set-aside for King County Passenger only program per signed agreement. Funds to reimburse SDOT for fill area temporary wall and seawall construction and also some modifications in the north car deck. Funding set aside for electrical connection from Seattle City Lights for hybridization project.													
020	**900012L Port Townsend Tml Improvement**												
25CONF		0	0	0	0	0	0	0	0	0	0	0	0
26DOT001		0	0	0	0	0	0	0	0	0	0	0	0
	Variance	0	0	0	0	0	0	0	0	0	0	0	0
Installation of monitoring and access control security equipment. Seismic retrofit of Slip 2 bridge seat. Installation of a DHS-mandated Transportation Worker Identity Card Reader.													
020	**900022J Lopez Tml Improvement**												
25CONF		460	50	94	0	0	0	0	0	0	0	0	604
26DOT001		460	50	94	0	0	0	0	0	0	0	0	604
	Variance	0	0	0	0	0	0	0	0	0	0	0	0
Upgrading the existing incandescent fixtures with energy efficient and greater lifespan LED technology, and making necessary structural changes. Make modifications to the left inner dolphin to support Olympic Class vessels.													

104 910413R Edmonds Tml Improvement													
25CONF	1,237	382	500	0	26,000	0	0	0	0	0	0	28,119
26DOT001	1,237	182	700	0	26,000	0	0	0	0	0	0	28,119
Variance	0	200	-200	0	0	0	0	0	0	0	0	0
Recurring payments to Unocal to monitor the land area of new Edmonds multimodal terminal. Update of Network Servers at the Terminal. 2009 Long range plan allowance to enhance multimodal connections to Edmonds ferry terminal.													
000 990052C WSF / Systemwide - Ticketing and Reservation System Modernization													
25CONF	0	2,032	6,000	4,759	4,465	4,400	0	0	0	0	0	21,656
26DOT001	0	2,532	5,500	4,759	4,465	4,400	0	0	0	0	0	21,656
Variance	0	-500	500	0	0	0	0	0	0	0	0	0
000 998602A WSF/IT Terminal Telecommunications													
25CONF	745	0	0	0	0	0	0	0	0	0	0	745
26DOT001	745	0	0	0	0	0	0	0	0	0	0	745
Variance	0	0	0	0	0	0	0	0	0	0	0	0
The existing Avaya phone system is due for lifecycle replacement. The new phone system will be installed at the WSF Headquarters 2901 building and at the terminals. Mukilteo and Colman are not receiving upgrades on this project because those terminals received new systems compatible with this project as part of the currently scheduled terminal construction projects. The entire WSF telecommunications platform will become part of the agency's Enterprise Telecommunications System. ITD will continue to contract and collaborate with the phone system provider on software renewal, maintenance, and supportability.													
000 998603A WSF/Systemwide - Ladder Safety													
25CONF	0	37	213	0	0	0	0	0	0	0	0	250
26DOT001	0	0	37	213	0	0	0	0	0	0	0	250
Variance	0	37	176	-213	0	0	0	0	0	0	0	0
000 998604A WSF/IT EFS Preservation													
25CONF	470	163	0	0	0	0	0	0	0	0	0	633
26DOT001	470	163	0	0	0	0	0	0	0	0	0	633
Variance	0	0	0	0	0	0	0	0	0	0	0	0
000 998607A Computerized Maintenance Management System (CMMS) Transition													
25CONF	1,441	599	0	0	0	0	0	0	0	0	0	2,039
26DOT001	1,441	503	96	0	0	0	0	0	0	0	0	2,039
Variance	0	96	-96	0	0	0	0	0	0	0	0	0
The 15-year old Maintenance Management System cannot capture and present the information needed to support Washington State Ferries accountability, service delivery and operational efficiency goals. The new Computerized Maintenance Management System will provide a modern means to manage consumable inventory.													
000 998609A WSF Terminal Wait Times Traveler Information System													
25CONF	0	604	4,642	5,000	0	0	0	0	0	0	0	10,244
26DOT001	0	342	4,903	5,000	0	0	0	0	0	0	0	10,244
Variance	0	262	-261	0	0	0	0	0	0	0	0	0
Washington State Ferries lacks a reliable, accurate method for collecting, analyzing, and reporting queue length/wait times at ferry terminals. Adopting this type of advanced traveler information system would improve system efficiency and help manage congestion by allowing customers to make better decisions on when and where to travel, promoting adaptive management strategies, and encouraging mode shift. Such information would also provide WSF staff with better data to measure and report system performance and environmental sustainability efforts. The WSF Long Range Plan identifies vehicle queue detection and reporting as a key strategy supporting all four plan goals: Reliable Service, Customer Experience, Manage Growth, and Sustainability and Resilience.													
999 998901J WSF/Administrative Support - Allocated to W1													
25CONF	15,315	5,016	4,945	3,462	5,672	6,091	6,072	5,225	3,198	6,695	0	61,691
26DOT001	15,315	5,016	4,945	3,462	5,672	6,091	6,072	5,225	3,198	6,695	0	61,691
Variance	0	0	0	0	0	0	0	0	0	0	0	0
WSF Administrative Support Expenditures Allocated to Subprogram W1. These costs consist of Legal Services, Budget, Planning, Finance and Administration, Communications, Human Resources, and other administrative and agency overhead costs.													

000 G2000087 Electric Ferry Planning Team												
25CONF	516	2	0	0	0	0	0	0	0	0	0	518
26DOT001	516	0	2	0	0	0	0	0	0	0	0	518
Variance	0	2	-2	0	0	0	0	0	0	0	0	0
This project team will develop a ten year plan to efficiently implement hybrid-electric vessels at terminals capable of charging the vessels. The plan shall include, but is not limited to, vessel technology and feasibility, vessel and terminal deployment schedules, and project financing. Activities may also include preliminary engineering to advance implementation as needed to have vessels and terminals operational in conjunction with each other.												
959 L1000016 Primavera Project Management System												
25CONF	1,910	581	728	750	772	796	819	844	869	895	0	8,965
26DOT001	1,910	581	728	750	772	796	819	844	869	895	0	8,965
Variance	0	0	0	0	0	0	0	0	0	0	0	0
Management of the Primavera enterprise management system and project scheduling activities.												
959 L2000007 Terminal Project Support												
25CONF	41,643	9,713	11,072	10,981	11,472	11,989	12,520	13,068	13,636	14,045	14,219	164,357
26DOT001	41,643	9,713	11,072	10,981	11,472	11,989	12,520	13,068	13,636	14,045	14,219	164,357
Variance	0	0	0	0	0	0	0	0	0	0	0	0
Terminal Engineering project controls and PMRS, engineering technical support, program planning and design standards, regulatory compliance and inspections, supervision and office support, and OFM pre-design studies. Programmatic placeholders for terminal project support activities in outer biennia are identified.												
525 L2000166 Clinton Tml Road Improvements												
25CONF	3,262	0	0	0	0	0	0	0	0	0	0	3,262
26DOT001	3,262	0	0	0	0	0	0	0	0	0	0	3,262
Variance	0	0	0	0	0	0	0	0	0	0	0	0
Ferry Dock Road Passenger Drop-Off and ADA Improvements												
000 PASGRANT Terminal Passenger Ferry Grant projects												
25CONF	1,134	192	0	0	0	0	0	0	0	0	0	1,326
26DOT001	1,134	192	0	0	0	0	0	0	0	0	0	1,326
Variance	0	0	0	0	0	0	0	0	0	0	0	0
020 900028V Friday Harbor Tml Improvement												
25CONF	53	40	10	0	0	0	0	0	0	0	0	103
26DOT001	53	10	0	0	0	0	0	0	0	0	0	63
Variance	0	30	10	0	0	0	0	0	0	0	0	40
Funding of pedestrian access and safety improvements. Installation of enhanced video monitoring equipment for security. Installation of a DHS-mandated Transportation Worker Identity Card Reader and Update of Network Servers at the Terminal.												
163 900002H Tahlequah Tml Improvement												
25CONF	1,666	104	0	0	0	0	0	0	0	0	0	1,770
26DOT001	1,666	14	0	0	0	0	0	0	0	0	0	1,680
Variance	0	90	0	0	0	0	0	0	0	0	0	90
Shoreline stabilization to the west of the trestle to control erosion while maintaining ecological functions and improving upland ADA access at the trestle by constructing sidewalks and accessible bus stop.												
304 930410U Bremerton Tml Improvement												
25CONF	1,085	125	0	0	0	0	0	0	0	0	0	1,210
26DOT001	1,085	0	0	0	0	0	0	0	0	0	0	1,085
Variance	0	125	0	0	0	0	0	0	0	0	0	125
Adjust slip 1 dolphins to support the Olympic Class vessels.												

160 900005N Fauntleroy Tml Improvement												
25CONF	5	149	0	0	0	0	0	0	0	0	0	154
26DOT001	5	0	0	0	0	0	0	0	0	0	0	5
Variance	0	149	0	0	0	0	0	0	0	0	0	149
Installation of enhanced video monitoring equipment for security. Installation of a DHS-mandated Transportation Worker Identity Card Reader and upgrade of the Enterprise Security System.												
020 902017M Coupeville (Keystone) Tml Improvement												
25CONF	679	2,137	0	0	0	0	0	0	0	0	0	2,816
26DOT001	679	1,836	0	0	0	0	0	0	0	0	0	2,515
Variance	0	301	0	0	0	0	0	0	0	0	0	301
Upgrading the existing incandescent fixtures with energy efficient and greater lifespan LED technology, and making necessary structural changes.												
998 998925A Security System Upgrades Placeholder for W1												
25CONF	482	0	0	0	0	0	0	0	0	0	0	482
Variance	482	0	0	0	0	0	0	0	0	0	0	482
This project serves as a placeholder for federal grants available primarily through the Department of Homeland Security. Work will be performed on maritime security infrastructure, and it will include upgrades to existing systems, and installation of new systems/equipment (such as Transportation Workers Identification Credential Cards - TWIC-Cards).												
W2 - Vessel Construction												
000 944476B MV Chetzemoka Improvement												
25CONF	435	1	0	329	460	480	510	540	570	600	0	3,925
26DOT001	1,712	510	0	329	460	480	510	540	570	600	0	5,711
Variance	-1,277	-509	0	0	0	0	0	0	0	0	0	-1,786
Targeted improvements for the MV Chetzemoka are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.												
000 990051A MV Suquamish Improvement												
26DOT001	419	0	0	0	0	0	0	0	0	0	0	419
Variance	-419	0	0	0	0	0	0	0	0	0	0	-419
000 L2000301 Maintenance Management System												
26DOT001	413	0	0	0	0	0	0	0	0	0	0	413
Variance	-413	0	0	0	0	0	0	0	0	0	0	-413
Maintenance Management System. $600K initial funding for an RFP												
000 944404E MV Cathlamet Improvement												
25CONF	775	625	0	744	47	50	60	70	80	90	0	2,541
26DOT001	775	934	0	744	47	50	60	70	80	90	0	2,850
Variance	0	-309	0	0	0	0	0	0	0	0	0	-309
Targeted improvements for the MV Cathlamet are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.												
000 998951T Computerized Maintenance Management System (CMMS) Transition												
25CONF	4,217	2,700	0	0	0	0	0	0	0	0	0	6,917
26DOT001	4,217	2,861	0	0	0	0	0	0	0	0	0	7,077
Variance	0	-161	0	0	0	0	0	0	0	0	0	-160
The 15-year old Maintenance Management System cannot capture and present the information needed to support Washington State Ferries accountability, service delivery and operational efficiency goals. The new Computerized Maintenance Management System will provide a modern means to manage consumable inventory.												

000 990041W MV Chimacum Improvement												
25CONF	598	0	0	300	460	480	500	520	540	560	0	3,958
26DOT001	598	71	0	300	460	480	500	520	540	560	0	4,029
Variance	0	-71	0	0	0	0	0	0	0	0	0	-71
000 L1000008 MV Tokitae Improvement												
25CONF	693	0	0	300	461	480	500	520	540	560	0	4,054
26DOT001	693	59	0	300	461	480	500	520	540	560	0	4,113
Variance	0	-59	0	0	0	0	0	0	0	0	0	-59
Targeted improvements for the 1st New Vessel Improvement are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels.												
000 944413C MV Tillikum Improvement												
25CONF	50	2	0	329	462	480	510	540	570	600	0	3,543
26DOT001	50	58	0	329	462	480	510	540	570	600	0	3,599
Variance	0	-56	0	0	0	0	0	0	0	0	0	-56
Targeted improvements for the MV Tillikum are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.												
000 944401E MV Issaquah Improvement												
25CONF	973	1,941	1,546	344	448	470	500	530	560	590	0	7,902
26DOT001	973	1,941	1,546	344	448	470	500	530	560	590	0	7,902
Variance	0	0	0	0	0	0	0	0	0	0	0	0
Targeted improvements for the MV Issaquah are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.												
000 944402E MV Kittitas Improvement												
25CONF	1,005	434	0	623	323	340	360	380	400	420	0	4,285
26DOT001	1,005	434	0	623	323	340	360	380	400	420	0	4,285
Variance	0	0	0	0	0	0	0	0	0	0	0	0
Targeted improvements for the MV Kittitas are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.												
000 944403E MV Kitsap Improvement												
25CONF	811	625	0	329	462	480	510	540	570	600	0	4,927
26DOT001	811	625	0	329	462	480	510	540	570	600	0	4,927
Variance	0	0	0	0	0	0	0	0	0	0	0	0
Targeted improvements for the MV Kitsap are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.												
000 944405F MV Chelan Improvement												
25CONF	818	0	0	457	335	350	370	390	410	430	0	3,560
26DOT001	818	0	0	457	335	350	370	390	410	430	0	3,560
Variance	0	0	0	0	0	0	0	0	0	0	0	0
Targeted improvements for the MV Chelan are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.												

000 944406E MV Sealth Improvement												
25CONF	752	626	0	362	430	450	480	510	540	570	0	4,720
26DOT001	752	626	0	362	430	450	480	510	540	570	0	4,720
Variance	0	0	0	0	0	0	0	0	0	0	0	0

Targeted improvements for the MV Sealth are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.

000 944433E MV Kaleetan Improvement												
25CONF	996	0	0	316	477	500	530	560	590	620	0	4,589
26DOT001	996	0	0	316	477	500	530	560	590	620	0	4,589
Variance	0	0	0	0	0	0	0	0	0	0	0	0

Targeted improvements for the MV Kaleetan are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.

000 944434E MV Yakima Improvement												
25CONF	1,171	367	0	302	462	480	510	540	570	600	0	5,002
26DOT001	1,171	367	0	302	462	480	510	540	570	600	0	5,002
Variance	0	0	0	0	0	0	0	0	0	0	0	0

Targeted improvements for the MV Yakima are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.

000 944441C MV Walla Walla Improvement												
25CONF	953	0	0	66	727	760	800	840	880	920	0	5,946
26DOT001	953	0	0	66	727	760	800	840	880	920	0	5,946
Variance	0	0	0	0	0	0	0	0	0	0	0	0

Targeted improvements for the MV Walla Walla are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.

000 944442C MV Spokane Improvement												
25CONF	468	0	0	255	538	560	590	620	650	680	0	4,361
26DOT001	468	0	0	255	538	560	590	620	650	680	0	4,361
Variance	0	0	0	0	0	0	0	0	0	0	0	0

Targeted improvements for the MV Spokane are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.

000 944477B MV Salish Improvement												
25CONF	435	3,844	0	66	724	750	790	830	870	910	0	9,219
26DOT001	435	3,844	0	66	724	750	790	830	870	910	0	9,219
Variance	0	0	0	0	0	0	0	0	0	0	0	0

Targeted improvements for the MV Salish are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.

000 944478C MV Kennewick Improvement												
25CONF	1,805	0	0	66	724	750	790	830	870	910	0	6,745
26DOT001	1,805	0	0	66	724	750	790	830	870	910	0	6,745
Variance	0	0	0	0	0	0	0	0	0	0	0	0
Targeted improvements for the MV Kennewick are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.												
000 944499G MV Tacoma Improvement												
25CONF	5,203	0	329	329	462	480	510	540	570	600	0	9,023
26DOT001	5,203	0	329	329	462	480	510	540	570	600	0	9,023
Variance	0	0	0	0	0	0	0	0	0	0	0	0
Targeted improvements for the MV Tacoma are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels. An existing deficiency is a situation where there is a clear equipment limitation that would pose a serious safety or operational challenge if left unmitigated. A targeted improvement may be made to replace vital components that have become obsolete, not supported by the manufacturer, or to take advantage of new technology available.												
000 990053F WSF/Systemwide - Fire Fighting Equipment												
25CONF	0	2,134	0	0	0	0	0	0	0	0	0	2,134
26DOT001	0	2,134	0	0	0	0	0	0	0	0	0	2,134
Variance	0	0	0	0	0	0	0	0	0	0	0	0
This replaces fire fight equipment such as bunker gear, masks and gas												
000 998951A WSF/Administrative Support - Allocated to W2												
25CONF	42,153	10,700	12,693	14,935	13,496	13,869	14,690	16,348	19,215	16,586	0	174,685
26DOT001	42,153	10,700	12,693	14,935	13,496	13,869	14,690	16,348	19,215	16,586	0	174,685
Variance	0	0	0	0	0	0	0	0	0	0	0	0
WSF Administrative Support Expenditures Allocated to Subprogram W2. These costs consist of Legal Services, Budget, Planning, Finance and Administration, Communications, Human Resources, and other administrative and agency overhead costs.												
000 998951V Globe Fleetwatch Application and AIS Replacement												
25CONF	148	150	0	0	0	0	0	0	0	0	0	298
26DOT001	148	108	42	0	0	0	0	0	0	0	0	298
Variance	0	42	-42	0	0	0	0	0	0	0	0	0
The fleet's Navigational Data System is out of date and beyond serviceability. This will upgrade the Automatic Identification System to enhance safety.												
000 L1000009 MV Samish Improvement												
25CONF	535	0	0	300	461	480	500	520	540	560	0	3,896
26DOT001	535	0	0	300	461	480	500	520	540	560	0	3,896
Variance	0	0	0	0	0	0	0	0	0	0	0	0
Targeted improvements for the 144-Auto Ferry #2 Improvement are investments that address existing deficiencies, enhance efficiency, and meet other needs to maintain and support existing service levels.												
000 L2021137 Clean Fuel Ferry Reserve												
25CONF	0	0	0	0	0	0	0	0	0	0	500,000	500,000
26DOT001	0	0	0	0	0	0	0	0	0	0	500,000	500,000
Variance	0	0	0	0	0	0	0	0	0	0	0	0
Reserve for funds generated by clean fuels credits to support hybrid vessel construction, conversions and system electrification.												

W3 - Emergency Repairs													
000 999910K Emergency Repair													
25CONF	37,356	25,135	5,000	5,000	5,000	5,000	5,000	5,000	5,000	0	0	97,492
26DOT001	36,079	10,504	5,000	5,000	5,000	5,000	5,000	5,000	5,000	0	0	81,583
Variance	1,277	14,631	0	0	0	0	0	0	0	0	0	15,909

Emergency repairs (ER) is a category of capital work and funding that addresses damage or a deficiency involving a terminal or vessel. Damage must be the result of a casualty incident or discovered damage or a deficiency must be due to an unanticipated regulatory/legal requirement. ER is used to fix a damaged or deficient asset; not to address deterioration or wear that could be reasonably anticipated, to improve an asset, to increase the value of an asset, or to extend the life of an asset. ER funding is limited and should be used only when the damage or deficiency constitutes a real or immediate danger to the people that use and operate the terminal or vessel or precludes the prudent use of these facilities. ER is a key element in WSDOT's strategy to minimize service interruptions and to minimize the fiscal impact of ER on programmed capital projects and budgeted maintenance.

Grand Totals												
25CONF	450,113	590,504	894,739	1,009,194	706,556	492,535	440,234	366,867	304,402	282,343	586,341	6,123,828
26DOT001	1,097,251	481,816	967,132	1,026,463	706,555	492,535	440,234	366,867	304,402	282,343	586,341	6,751,935
Variance	-647,138	108,688	-72,393	-17,269	1	0	0	0	0	0	0	-628,107