Keystone Ferry Terminal Study Cost Analysis of Alternative Courses of Action

January 5, 2005

Washington State Department of Transportation

Washington State Ferries

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Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Executive Summary. Washington State Ferries is conducting a study of vessel and in-harbor terminal options for the Keystone Ferry Terminal. An important element of this study is the cost analysis of the various courses of action. There are 35 courses of action, each of which is defined by pairing a vessel option with a terminal option. This analysis provides life cycle cost estimates for all 35 courses of action. However, two are not feasible. 130 and 100 Class ferries with Controllable Pitch Propellers (CPP) cannot operate in the harbor under existing conditions. Further, the Citizen Advisory Group (CAG) eliminated many other courses of action from further consideration. The result is four courses of action still under consideration.

Although the CAG settled on four courses of action, this analysis evaluates the costs of all 35 original courses of action. The findings of the cost analysis are that:

First, vessel costs dominate the total life cycle costs of the courses of action.

- In 2004 present value dollars there are $5 dollars of vessel costs for each dollar of terminal cost. (Present value dollars are used in economic analysis of alternative courses of action).
- In current (inflated) dollars there are $8 of vessel costs for each dollar of terminal cost. (Current dollars are used in budget development).

Second, courses of action that include vessel service provided by Steel Electric Class and Keystone Special Class vessels are significantly more expensive than other courses of action.

Third, courses of action that include vessel service provided by 130 Class vessels with CPP, 100 Class vessels with CPP and Out-of the-Box vessels with special drives are relatively close to each other in terms of costs.

Figure 1 ranks the 35 courses of action in terms of least cost. There is a table for each of the two types of dollar measurement (present value and current (inflated)).

Note the courses of action selected by the CAG for further study consider other factors besides least life cycle costs.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 1. Washington State Ferries
Keystone Ferry Terminal Study
Ranking of Courses of Action By Least Cost
In Millions of 2004 Present Value Dollars

Courses of Action				Total Life	Vessel	Vessel	Vessel	Terminal	Vessel	Terminal	Terminal	Terminal
	Vessel Class		Harbor Configuration	Cycle Cost	Constr	Opns	Preserv	Constr	Maint	Opns	Preserv	Maint
~~130~~	~~130 Class Vessels With CPP~~	~~1~~	~~Existing Conditions~~	~~$236~~	~~$81~~	~~$80~~	~~$30~~	~~$6~~	~~$14~~	~~$9~~	~~$15~~	~~$1~~
130	130 Class Vessels With CPP	7	Existing Slip With Jetty East	$242	$81	$80	$30	$24	$14	$9	$4	$1
~~100~~	~~100 Class Vessels With CPP~~	~~1~~	~~Existing Conditions~~	~~$243~~	~~$84~~	~~$85~~	~~$31~~	~~$6~~	~~$13~~	~~$8~~	~~$15~~	~~$1~~
NP	Out-of-the-Box Class Vessels	1	Existing Conditions	$245	$87	$84	$29	$6	$16	$7	$15	$1
100	100 Class Vessels With CPP	7	Existing Slip With Jetty East	$249	$84	$85	$31	$24	$13	$8	$4	$1
NP	Out-of-the-Box Class Vessels	2	Existing Slip With Jetty Extension	$250	$87	$84	$29	$21	$16	$9	$4	$1
NP	Out-of-the-Box Class Vessels	4	In Harbor Slip State Park Terminal	$252	$87	$84	$29	$23	$16	$9	$4	$1
NP	Out-of-the-Box Class Vessels	7	Existing Slip With Jetty East	$253	$87	$84	$29	$24	$16	$9	$4	$1
130	130 Class Vessels With CPP	6	Existing Slip With Line Dolphins	$255	$81	$80	$30	$33	$14	$9	$8	$1
130	130 Class Vessels With CPP	5	West State Park Slip and Terminal	$257	$81	$80	$30	$39	$14	$9	$4	$1
130	130 Class Vessels With CPP	2	Existing Slip With Jetty Extension	$257	$81	$80	$30	$39	$14	$9	$4	$1
130	130 Class Vessels With CPP	4	In Harbor Slip State Park Terminal	$258	$81	$80	$30	$39	$14	$9	$4	$1
130	130 Class Vessels With CPP	3	Harbor Mouth Slip East State Park	$262	$81	$80	$30	$44	$14	$9	$4	$1
100	100 Class Vessels With CPP	6	Existing Slip With Line Dolphins	$262	$84	$85	$31	$33	$13	$8	$8	$1
NP	Out-of-the-Box Class Vessels	6	Existing Slip With Line Dolphins	$263	$87	$84	$29	$30	$16	$9	$8	$1
100	100 Class Vessels With CPP	5	West State Park Slip and Terminal	$264	$84	$85	$31	$39	$13	$8	$4	$1
100	100 Class Vessels With CPP	2	Existing Slip With Jetty Extension	$264	$84	$85	$31	$39	$13	$8	$4	$1
100	100 Class Vessels With CPP	4	In Harbor Slip State Park Terminal	$264	$84	$85	$31	$39	$13	$8	$4	$1
NP	Out-of-the-Box Class Vessels	5	West State Park Slip and Terminal	$266	$87	$84	$29	$38	$16	$7	$4	$1
100	100 Class Vessels With CPP	3	Harbor Mouth Slip East State Park	$269	$84	$85	$31	$44	$13	$8	$4	$1
NP	Out-of-the-Box Class Vessels	3	Harbor Mouth Slip East State Park	$272	$87	$84	$29	$44	$16	$7	$4	$1
KS	Keystone Special Class Vessels	1	Existing Conditions	$285	$98	$88	$45	$6	$25	$7	$15	$1
KS	Keystone Special Class Vessels	7	Existing Slip With Jetty East	$293	$98	$88	$45	$24	$25	$9	$4	$1
KS	Keystone Special Class Vessels	6	Existing Slip With Line Dolphins	$303	$98	$88	$45	$30	$25	$9	$8	$1
KS	Keystone Special Class Vessels	2	Existing Slip With Jetty Extension	$305	$98	$88	$45	$35	$25	$9	$4	$1
KS	Keystone Special Class Vessels	5	West State Park Slip and Terminal	$306	$98	$88	$45	$38	$25	$7	$4	$1
KS	Keystone Special Class Vessels	4	In Harbor Slip State Park Terminal	$307	$98	$88	$45	$38	$25	$9	$4	$1
KS	Keystone Special Class Vessels	3	Harbor Mouth Slip East State Park	$312	$98	$88	$45	$44	$25	$7	$4	$1
SE	Rebuilt Steel Electric Vessels	1	Existing Conditions	$367	$169	$100	$45	$6	$25	$7	$15	$1
SE	Rebuilt Steel Electric Vessels	7	Existing Slip With Jetty East	$376	$169	$100	$45	$24	$25	$9	$4	$1
SE	Rebuilt Steel Electric Vessels	6	Existing Slip With Line Dolphins	$386	$169	$100	$45	$30	$25	$9	$8	$1
SE	Rebuilt Steel Electric Vessels	2	Existing Slip With Jetty Extension	$387	$169	$100	$45	$35	$25	$9	$4	$1
SE	Rebuilt Steel Electric Vessels	5	West State Park Slip and Terminal	$389	$169	$100	$45	$38	$25	$7	$4	$1
SE	Rebuilt Steel Electric Vessels	4	In Harbor Slip State Park Terminal	$389	$169	$100	$45	$38	$25	$9	$4	$1
SE	Rebuilt Steel Electric Vessels	3	Harbor Mouth Slip East State Park	$394	$169	$100	$45	$44	$25	$7	$4	$1
	Average Life Cycle Costs of All Courses of Action and Component Costs			$291	$104	$87	$36	$30	$19	$8	$6	$1
	Percent Distribution of Average Life Cycle Cost Components			100.0%	35.7%	30.0%	12.3%	10.4%	6.4%	2.8%	2.0%	0.4%

Percentage Distribution of Life Cycle Costs Between	
Vessel Life Cycle Costs	84.3%
Terminal Life Cycle Costs	15.7%

Ratio of Vessel Costs to Terminal Costs	
Vessel Life Cycle Costs	$5
Terminal Life Cycle Costs	$1

Notes:
Two courses of action are struck out because they are not feasible.
The four courses of action designated by shading were chosen for further consideration.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 1 (Continued). Washington State Ferries
Keystone Ferry Terminal Study
Ranking of Courses of Action By Least Cost
In Millions of Current (Inflated) Dollars

Courses of Action				Total Life	Vessel	Vessel	Vessel	Vessel	Terminal	Terminal	Terminal	Terminal
	Vessel Class		Harbor Configuration	Cycle Cost	Opns	Preserv	Constr	Maint	Constr	Opns	Preserv	Maint
~~130~~	~~130 Class Vessels With CPP~~	~~1~~	~~Existing Conditions~~	~~$789~~	~~$356~~	~~$183~~	~~$107~~	~~$59~~	~~$8~~	~~$41~~	~~$30~~	~~$5~~
130	130 Class Vessels With CPP	7	Existing Slip With Jetty East	$805	$356	$183	$107	$59	$31	$41	$22	$5
~~100~~	~~100 Class Vessels With CPP~~	~~1~~	~~Existing Conditions~~	~~$811~~	~~$377~~	~~$185~~	~~$114~~	~~$59~~	~~$8~~	~~$33~~	~~$30~~	~~$5~~
130	130 Class Vessels With CPP	5	West State Park Slip and Terminal	$823	$356	$183	$107	$59	$51	$41	$20	$5
130	130 Class Vessels With CPP	4	In Harbor Slip State Park Terminal	$824	$356	$183	$107	$59	$52	$41	$20	$5
130	130 Class Vessels With CPP	2	Existing Slip With Jetty Extension	$824	$356	$183	$107	$59	$51	$41	$22	$5
100	100 Class Vessels With CPP	7	Existing Slip With Jetty East	$826	$377	$185	$114	$59	$31	$33	$22	$5
130	130 Class Vessels With CPP	6	Existing Slip With Line Dolphins	$828	$356	$183	$107	$59	$43	$41	$33	$5
130	130 Class Vessels With CPP	3	Harbor Mouth Slip East State Park	$830	$356	$183	$107	$59	$58	$41	$20	$5
NP	Out-of-the-Box Class Vessels	1	Existing Conditions	$841	$370	$208	$118	$72	$8	$31	$30	$5
100	100 Class Vessels With CPP	5	West State Park Slip and Terminal	$844	$377	$185	$114	$59	$51	$33	$20	$5
100	100 Class Vessels With CPP	4	In Harbor Slip State Park Terminal	$845	$377	$185	$114	$59	$52	$33	$20	$5
100	100 Class Vessels With CPP	2	Existing Slip With Jetty Extension	$846	$377	$185	$114	$59	$51	$33	$22	$5
100	100 Class Vessels With CPP	6	Existing Slip With Line Dolphins	$850	$377	$185	$114	$59	$43	$33	$33	$5
100	100 Class Vessels With CPP	3	Harbor Mouth Slip East State Park	$852	$377	$185	$114	$59	$58	$33	$20	$5
NP	Out-of-the-Box Class Vessels	2	Existing Slip With Jetty Extension	$860	$370	$208	$118	$72	$27	$38	$22	$5
NP	Out-of-the-Box Class Vessels	4	In Harbor Slip State Park Terminal	$862	$370	$208	$118	$72	$30	$38	$20	$5
NP	Out-of-the-Box Class Vessels	7	Existing Slip With Jetty East	$864	$370	$208	$118	$72	$31	$38	$22	$5
NP	Out-of-the-Box Class Vessels	5	West State Park Slip and Terminal	$876	$370	$208	$118	$72	$51	$32	$20	$5
NP	Out-of-the-Box Class Vessels	3	Harbor Mouth Slip East State Park	$883	$370	$208	$118	$72	$58	$32	$20	$5
NP	Out-of-the-Box Class Vessels	6	Existing Slip With Line Dolphins	$884	$370	$208	$118	$72	$39	$38	$33	$5
KS	Keystone Special Class Vessels	1	Existing Conditions	$1,064	$409	$333	$138	$111	$8	$31	$30	$5
KS	Keystone Special Class Vessels	7	Existing Slip With Jetty East	$1,087	$409	$333	$138	$111	$31	$38	$22	$5
KS	Keystone Special Class Vessels	5	West State Park Slip and Terminal	$1,099	$409	$333	$138	$111	$51	$32	$20	$5
KS	Keystone Special Class Vessels	2	Existing Slip With Jetty Extension	$1,102	$409	$333	$138	$111	$46	$38	$22	$5
KS	Keystone Special Class Vessels	4	In Harbor Slip State Park Terminal	$1,104	$409	$333	$138	$111	$50	$38	$20	$5
KS	Keystone Special Class Vessels	3	Harbor Mouth Slip East State Park	$1,106	$409	$333	$138	$111	$58	$32	$20	$5
KS	Keystone Special Class Vessels	6	Existing Slip With Line Dolphins	$1,106	$409	$333	$138	$111	$39	$38	$33	$5
SE	Rebuilt Steel Electric Vessels	1	Existing Conditions	$1,195	$443	$333	$237	$111	$8	$28	$30	$5
SE	Rebuilt Steel Electric Vessels	7	Existing Slip With Jetty East	$1,220	$443	$333	$237	$111	$31	$38	$22	$5
SE	Rebuilt Steel Electric Vessels	5	West State Park Slip and Terminal	$1,232	$443	$333	$237	$111	$51	$32	$20	$5
SE	Rebuilt Steel Electric Vessels	2	Existing Slip With Jetty Extension	$1,235	$443	$333	$237	$111	$46	$38	$22	$5
SE	Rebuilt Steel Electric Vessels	4	In Harbor Slip State Park Terminal	$1,237	$443	$333	$237	$111	$50	$38	$20	$5
SE	Rebuilt Steel Electric Vessels	3	Harbor Mouth Slip East State Park	$1,239	$443	$333	$237	$111	$58	$32	$20	$5
SE	Rebuilt Steel Electric Vessels	6	Existing Slip With Line Dolphins	$1,240	$443	$333	$237	$111	$39	$38	$33	$5
	Average Life Cycle Costs of All Courses of Action and Component Costs			$969	$391	$249	$143	$82	$40	$36	$24	$5
	Percent Distribution of Average Life Cycle Cost Components			100.0%	40.3%	25.6%	14.7%	8.5%	4.1%	3.7%	2.5%	0.5%

Percentage Distribution of Life Cycle Costs Between	
Vessel Life Cycle Costs	89.2%
Terminal Life Cycle Costs	10.8%

Ratio of Vessel Costs to Terminal Costs	
Vessel Life Cycle Costs	$8
Terminal Life Cycle Costs	$1

Notes:
Two courses of action are struck out because they are not feasible.
The four courses of action designated by shading were chosen for further consideration.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Purpose. This paper presents cost estimates for courses of action proposed for the Keystone Ferry Terminal. It provides detailed information about the assumptions and methods used to calculate costs. The desired result is to instill confidence in the cost estimates developed for the study.

Economic Analysis. Decision-makers consider many factors in selecting a course of action to follow. Some of these factors are cultural, social, political, environmental and economic. This paper addresses aspects of the economic factor, specifically the costs of courses of action.

Economic analysis is a systematic approach to the problem of choosing how to employ scarce resources. It investigates how to achieve an objective in the most efficient and effective manner. It requires the definition of objectives, identification of alternative ways of achieving each objective, and the identification, for each objective, of the alternative which yields the required level of benefits at the lowest cost. The elements of economic analysis are:

1. Objective. An objective is a result that the decision-maker wants to attain. The objective of the Keystone Ferry Terminal Study is to determine the best course of action for providing ferry service into the harbor at which the Keystone Ferry Terminal is currently located.

2. Assumptions and Constraints. Assumptions involve the application of the best available knowledge and rationale to handle unknown or uncertain economic analysis elements. For example, this analysis assumes that the distribution of expenditures by fiscal year for the construction of a specified number of vessels follows the expenditure plan for the current four-vessel construction project. Constraints involve limits on the scope or parameters of an economic analysis. For example, policy-makers may decide not to pursue certain courses of action.

3. Alternatives. An economic analysis specifies the alternatives or ways through which the decision-maker's objectives may be obtained. For example, this analysis considers five vessel service options and 35 ferry terminal options (seven terminal configurations, each modified for the five vessel options).

4. Benefits (Outputs). These are indicators of objective achievement by each alternative. For example, a particular vessel deployment plan provides sufficient vessel carrying capacity to meet the travel demands of riders. Benefits are often more difficult to quantify than costs.

5. Cost Estimates (Inputs). In an economic analysis, cost estimates are the anticipated inputs associated

with each alternative. There are two general methods of cost estimation: parametric or "top-down" and engineering or "bottom-up." For example, in this study estimates of the cost to build new vessels are based on parametric comparisons of the cost per weight of new vessels to the recently constructed Jumbo Mark II ferries. In contrast, estimates of the cost to build a new terminal rely on detailed line item cost calculations based on quantities and prices.

Washington law directs WSDOT to conduct least life cycle cost analysis of highway investments and service delivery. Life cycle cost is the total cost of an item over its life. In this particular analysis, it includes costs for

- Constructing a terminal and vessels;
- Preserving these assets in safe, sound and efficient operating condition;
- Maintaining the assets; and
- Operating the terminal and vessels to deliver marine transportation services to customers.

6. Cost Analysis. Cost analysis is a comparison of the costs and benefits of alternatives or a comparison of the costs of alternatives that have equal benefits. There are three general criteria for ranking alternatives:

    - Equal benefits and unequal costs—select the least cost alternative for a given effectiveness.
    - Unequal benefits and equal costs—select the alternative that yields the greatest effectiveness at a given cost.
    - Unequal benefits and unequal costs—there is no all-purpose criterion in this case. Often the criterion is to select the alternative with the highest benefit / cost ratio.

Constraints On This Analysis. This analysis is limited to an analysis of the costs of terminal and vessel options. However, the Keystone Ferry Terminal Study includes other areas of inquiry. These other parts of the study may identify benefits and additional costs in either quantitative or qualitative terms. Recognition of these other considerations provides a more complete economic analysis.

Objective. The objective of this cost analysis is to rank selected courses of action for the Keystone Ferry Terminal in terms of least life cycle costs. This information will be used, in conjunction with information contained in other parts of the Keystone Study, to provide the basis for a recommendation of the preferred course(s) of action to follow.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Courses of Action. The purpose of the Keystone Ferry Terminal Study is to identify and evaluate alternative courses of action for providing ferry service at the Keystone terminus of the Keystone-Port Townsend Ferry Route. The two most important factors defining alternative courses of action are the class of vessels entering the harbor and the terminal facilities within the harbor.

The vessel options considered for use in the harbor are:

- Rebuilt Steel Electric vessels (SE),
- 130 Class vessels with CPP (130),
- 100 Class vessels with CPP (100),
- Keystone Special vessels (KS), and
- Out-of-the-Box vessels with special drives (NP).

The costs associated with a vessel option include vessel construction, preservation, maintenance and operations.

Terminal options considered for the harbor are based on seven terminal configurations, each of which is modified to meet special requirements of each of the five vessel classes. The types of terminal configurations considered for the harbor include:

- Existing conditions (1),
- Existing slip with jetty extension (2),
- Harbor mouth slip east state park (3),
- In harbor slip state park terminal (4),
- West state park slip and terminal (5),
- Existing slip with line dolphins (6), and
- Existing slip with jetty east (7).

A terminal option is designated by the coding for one of the vessel classes and one of the terminal configurations. For example, “130-6” designates a terminal option in which the terminal configuration consists of the existing slip with line dolphins. The configuration is adapted to receive 130 Class ferries. The costs associated with a terminal option include terminal construction, preservation, maintenance and operations.

The main Keystone Ferry Terminal Study provides detailed descriptions of each of these vessel and terminal options.

Courses of action consist of paired combinations of vessel and terminal options. For example, one course of action consists of 130 Class vessels serving a terminal consisting of the existing slip with line dolphins that is adapted for 130 Class ferries. This alternative course of action is designated “130-6.” Note that the designator for a course of action is the same as that used for a terminal option. However, when the designator is used to name a course of action , it refers to both terminal and vessel construction, preservation, maintenance and operating costs.

Figure 2 presents a matrix of the alternative courses of action. Several courses

Figure 2. Washington State Ferries
Keystone Ferry Terminal Study
Alternative Courses of Action

	(1) Existing Conditions	(2) Existing Slip With Jetty Extension	(3) Harbor Mouth Slip East State Park	(4) In Harbor Slip State Park Terminal	(5) West State Park Slip and Terminal	(6) Existing Slip With Line Dolphins	(7) Existing Slip With Jetty East
(SE) Rebuilt Steel Electric	SE-1	SE-2	SE-3	SE-4	SE-5	SE-6	SE-7
(130)130 Class	~~130-1~~	**130-2**	130-3	130-4	130-5	130-6	**130-7**
(100) 100 Class With CPP	~~100-1~~	100-2	100-3	100-4	100-5	100-6	100-7
(KS) Keystone Special	**KS-1**	KS-2	KS-3	KS-4	KS-5	KS-6	KS-7
(NP) Out-of-Box	**NP-1**	NP-2	NP-3	NP-4	NP-5	NP-6	NP-7

Notes
Each course of action is characterized by eight types of life cycle costs: terminal and vessel construction costs, terminal and vessel preservation costs, terminal and vessel maintenance costs and terminal and vessel operating costs.
~~130-1~~ and ~~100-1~~ are struck-out because the vessels cannot use the existing harbor.
130-7 and other shaded courses of action have been selected for further consideration by the Citizen Advisory Group.

of action are crossed out. They are not feasible because the vessels cannot land in the harbor under existing conditions. The four shaded courses of action were selected by the Citizen Advisory Group for further consideration.

General Assumptions and Constraints. The cost analysis employs assumptions and constraints. Some of these are applicable to more than one of the cost elements. Others are specific to individual cost elements. This section reviews generally applicable assumptions and constraints. They are:

- Types of dollar measurement,
- Inflators and deflator,
- Time frames,
- Vessel deployments and service schedules and
- Vessel interchangeability.

Types of Dollar Measurement. There are three types of dollar measurements used in this cost analysis:

- Constant year dollars,
- Current year dollars and
- Present value dollars.

Constant Year Dollars. Constant year dollars are dollars associated with a base year that reflects the dollar's purchasing power for that year. Constant year dollars ignore inflation. For example, an engineer develops a cost estimate for a project by determining quantities of labor, tools and materials needed to accomplish the work. He/she uses prices for these items in effect at the time the estimate is prepared. If the estimate is prepared during FY 2004 we say that costs are expressed

in dollars of FY 2004 purchasing power. If several years pass and the engineer revisits the estimate made in FY 2004, he/she notes that the costs are still expressed in terms of the purchasing power of the dollar in FY 2004.

Current Year Dollars. Current year dollars are dollars that reflect purchasing power that is current to the year in which they are expended. Current year dollar cost estimates incorporate the effects of inflation. Inflation is an increase in the quantity of money or credit in relation to the amount of available goods. It causes a rise in the price level or, in effect, a decrease in the purchasing power of money. If the engineer in the example above adds two years of inflationary adjustments to the estimate that is expressed in FY 2004 constant dollars, the resulting estimate is expressed in dollars of the year in which they are expected to be spent; i.e., FY 2006. Current dollars are frequently used in developing budget requests.

Present Value Dollars. The present value is the sum of a time-phased set of costs that have been discounted. Discounting is a technique for converting various cash flows occurring over time to equivalent amounts at a common point in time by using the time value of money to facilitate a valid comparison. Discounting accounts for the fact that money to be paid in the future could theoretically yield an investment return until the time when it is actually spent.

Inflators and Deflator. Figure 3 shows the inflators and present value deflator used in this analysis. They are used to convert between types of dollars. Column 1 lists the fiscal years applicable to this analysis. They are FYs 2003 through 2041. Column 2 shows a 2004

Figure 3. Washington State Ferries
Keystone Ferry Terminal Study
Inflators and Deflator of a 2004 Constant Dollar

(1) Fiscal Year	(2) 2004 Constant Dollar	(3) Vessel Construction Inflator	(4) All Other Inflator	(5) 2004 Present Value Deflator
2003	1	0.974	0.9848	1.0356
2004	1	1.000	1.0000	1.0000
2005	1	1.027	1.0158	0.9656
2006	1	1.053	1.0343	0.9324
2007	1	1.076	1.0545	0.9003
2008	1	1.099	1.0756	0.8694
2009	1	1.122	1.0980	0.8395
2010	1	1.145	1.1219	0.8106
2011	1		1.1496	0.7827
2012	1		1.1799	0.7558
2013	1		1.2115	0.7298
2014	1		1.2472	0.7047
2015	1		1.2871	0.6805
2016	1		1.3284	0.6571
2017	1		1.3729	0.6345
2018	1		1.4210	0.6127
2019	1		1.4733	0.5916
2020	1		1.5288	0.5713
2021	1		1.5881	0.5517
2022	1		1.6519	0.5327
2023	1		1.7195	0.5144
2024	1		1.7907	0.4967
2025	1		1.8659	0.4796
2026	1		1.9467	0.4631
2027	1		2.0314	0.4472
2028	1		2.1214	0.4318
2029	1		2.2154	0.4170
2030	1		2.3135	0.4027
2031	1		2.4160	0.3889
2032	1		2.5230	0.3755
2033	1		2.6348	0.3626
2034	1		2.7515	0.3501
2035	1		2.8734	0.3381
2036	1		3.0007	0.3265
2037	1		3.1336	0.3153
2038	1		3.2724	0.3045
2039	1		3.4174	0.2940
2040	1		3.5688	0.2839
2041	1		3.7269	0.2741

constant dollar for each fiscal year. Columns 3 and 4 show the inflators used to convert a FY 2004 constant dollar to a dollar inflated to the year of expenditure (current dollar). The factors in column 3 are used to inflate 2004 constant dollar cost estimates relating to new vessel construction. The source of this inflator is WSF Vessel Engineering. This inflator was developed in support of the cost estimate for the existing four-vessel construction project. The factors in column 4 are used to inflate 2004 constant dollar cost estimates relating to all other types of spending. This inflator is based on the November 2003 implicit price deflator for personal consumption approved by the Office of Financial Management upon the recommendation of the Interagency Task Force.

Column 5 shows the discount rate used for present value analysis. If costs are expressed in constant dollars, a constant dollar discount rate should be used. This analysis uses a constant dollar discount rate that is calculated as follows: Data Research Institute forecasts a ten year average annual rate of interest for municipal bonds equal to 5.65%. The implicit price deflator, November 2003, forecasts an average annual rate of inflation over the period from FY 2004 through FY 2013 equal to 2.09%. The difference between these two rates is the 2004 constant dollar discount rate equal to 3.56%. This rate is used to construct a present value deflator based on FY 2004 equal to 1.0000.

Cost Analysis Time-Frame. The costs calculated in this analysis span portions of the period from FY 2005 through FY 2041. This 37 year period reflects the start of construction of the first vessel plus thirty years from the year that the last vessel is built. Thirty years is one half the life expectancy of a new vessel. It is the point at which the systems that comprise a vessel that have life cycles of five, ten, fifteen and thirty years converge to require substantial investment in the vessel.

There are specific time frames applicable to each of the eight life cycle cost categories. These will be discussed in subsequent sections.

Vessel Deployments and Service Schedules. During the cost estimation period, annual ridership starts at a base level and grows. As a result vessel usage increases. This is reflected in changes in the number of vessels in use and the number of hours of vessel service. Cost estimates take this into consideration. Based on ridership forecasts, the projected vessel usage is shown below for various vessel options.

Steel Electric Vessel Option (SE): During the period FY 2011 through FY 2027, there will be travel demand for three vessels in the Summer and two vessels in the Winter. In the Summer two vessels will operate 16 hours per day and one vessel will operate

eight hours per day. In the Winter, one vessel will operate 16 hours per day and one vessel will operate eight hours per day.

During the period FY 2028 through FY 2041, there will also be travel demand for three vessels in the Summer and two vessels in the Winter. In the Summer all three vessels will operate 16 hours per day. In the Winter, one vessel will operate 16 hours per day and one vessel will operate eight hours per day.

130 Class Vessel Option (130):
During the period FY 2011 through FY 2014, there will be travel demand for one vessel in both the Summer and the Winter. During each season the vessel will operate 16 hours per day.

During the period FY 2015 through FY 2041, there will be travel demand for two vessels in the Summer and one vessel in the Winter. In the Summer one vessel will operate 16 hours per day and one vessel will operate eight hours per day. In the Winter, one vessel will operate 16 hours per day.

100 Class Vessel Option (100):
During the period FY 2011 through FY 2018, there will be travel demand for two vessels in the Summer and one vessel in the Winter. In the Summer one vessel will operate 16 hours per day and one vessel will operate eight hours per day. In the Winter, one vessel will operate 16 hours per day.

During the period FY 2019 through FY 2041, there will also be travel demand for two vessels in the Summer and one vessel in the Winter. In the Summer both vessels will operate 16 hours per day. In the Winter, one vessel will operate 16 hours per day.

Keystone Special Vessel Option (KS):
During the period FY 2011 through FY 2017, there will be travel demand for two vessels in the Summer and one vessel in the Winter. In the Summer both vessels will operate 16 hours per day. In the Winter, one vessel will operate 16 hours per day.

During the period FY 2018 through FY 2041, there will be travel demand for three vessels in the Summer and two vessels in the Winter. In the Summer two vessels will operate 16 hours per day and one vessel will operate eight hours per day. In the Winter, one vessel will operate 16 hours per day and one vessel will operate eight hours per day.

Out-of-the-Box Vessel Option (NP):
See discussion for 100 Class vessel option (100).

Figure 4 compares the number of vessels deployed on the Keystone-Port Townsend Route at the beginning and the end of the cost estimation period.

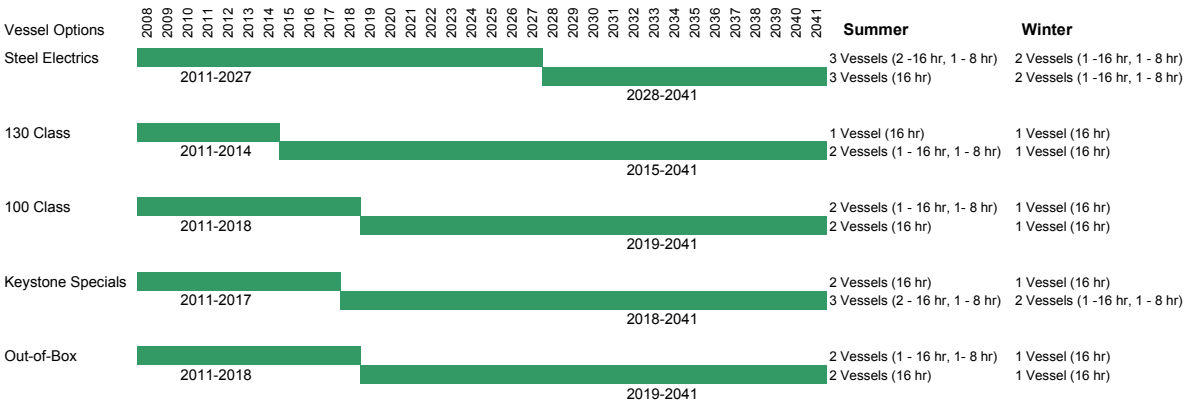
Figure 5 shows vessel service schedules in terms of number of vessels deployed and hours of service.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 4. Washington State Ferries
Keystone Ferry Terminal Study
Vessel Deployment Assumptions Affecting Cost Estimates

Vessel Option	Initial Number of Vessels on Route	Final Number of Vessels on Route
Steel Electric Vessels	3	3
130 Class Vessels	1	2
100 Class Vessels	2	2
Keystone Special Vessels	2	3
Out-of-Box Vessels	2	2

Figure 5. Washington State Ferries
Keystone Ferry Terminal Study
Estimated Boat Schedule Requirements For the Keystone Ferry Terminal



This analysis is based on a maximum (averaged) wait time of 150 minutes. For each boat departure the average wait time is calculated for all the cars on that boat. The maximum averaged wait time for all the boats during the design day is selected. When his number exceeds 120 minutes the next increment of boat service is added. In some cases the boat increment is triggered by cars left on the dock at the end of the day These calculations are made using the 30th highest day of the year (92nd percentile).

Impact of Vessel Interchangeability On Costs. In each of the vessel options considered, the last vessel is used on the Keystone-Port Townsend Route only part of the year. If the particular vessel is interchangeable with similar vessels on other routes, then its costs are distributed between Keystone and the rest of the system. During the period when this vessel is not being used on the Keystone-Port Townsend Route, it is available as a spare for use when like vessels require scheduled and unscheduled repairs and capital preservation.

In this analysis, the test of interchangeability is whether vessels similar to the ones proposed for Keystone are also used on other routes. The 130 Class and 100 Class vessels meet this test. The Keystone Special Class and Steel Electric Class vessels do not meet this test. It is debatable whether the Out-of-the-Box Class of vessels meets the test. They have 100 car carrying capacity like some vessels on other routes. However, their special drives may make them unsuitable for use on routes other than the Keystone-Port Townsend Route.

Figures 6 and 7 describe the methodology used to allocate the costs of the second 130, 100 Class and Out-of-the-Box (Interchangeable) vessels.

Figure 6. Washington State Ferries
Keystone Ferry Terminal Study
Allocation of Construction, Preservation and Maintenance Costs
To the Second 130 Class Vessel

Time Period	Vessel Role	Keystone's Share (%)	Rest of System's Share (%)	Total (%)
FY 2012-FY 2014	Spare to the system	0.62%	4.38%	5.00%
FY 2015-FY2071	Summer service to Keystone	40.19%	0%	40.19%
FY 2015-FY2071	Winter spare to the system	6.85%	47.96%	54.81%
Total		47.66%	52.34%	100.00%

Cost Allocation Methodology For Second 130 Class Ferry:

Distribution of vessel life:
Assumptions:
Vessel has a life of 60 years.
Vessel is not needed at Keystone and serves as a spare to the system from FY 2012 through FY 2014 (three years).
Vessel serves Keystone in the Summer from FY 2015-FY 2071 (57 years).
Vessel serves Keystone during the Summer (22 weeks per year) from FY 2015 through FY 2071 (57 years).
Vessel serves as a spare to the System in the Winter (30 weeks per year) from FY 2015 through FY 2071 (57 years).
Factors:
FY 2012-FY 2014 is 5% of the vessels life.
FY 2015-FY2071 is 95% of the vessel's life.

Distribution of vessels in the 130 Class:
Assumptions:
There are eight other 130 Class vessels.
One 130 Class vessel is assigned to Keystone.
Seven 130 Class vessels are assigned to the rest of the system.
Factors:
Keystone has 12.5% of the vessels.
The rest of the system has 87.5% of the vessels.

Distribution of year by Summer and Winter seasons.
Assumptions:
The Summer season has 22 weeks.
The Winter season has 30 weeks.
Factors:
The Summer season accounts for 42.3% of the year.
The Winter season accounts for 57.7% of the year.

Calculations for distribution of second 130 Class vessel costs:

Time Period	Vessel Role	Keystone's Share (%)	Rest of System's Share (%)
FY 2012-FY 2014	Spare to the system	5%X12.5%	5%X87.5%
FY 2015-FY2071	Summer service to Keystone	95%X42.3%	0%
FY 2015-FY2071	Winter spare to the system	95%X57.7%X12.5%	95%X57.7%X87.5%

Figure 7. Washington State Ferries
Keystone Ferry Terminal Study
Allocation of Construction, Preservation and Maintenance Costs
To the Second 100 or Out-of-Box Class Vessel

Time Period	Vessel Role	Keystone's Share (%)	Rest of System's Share (%)	Total (%)
FY 2012-FY2071	Summer service to Keystone	42.30%	0%	42.30%
FY 2012-FY2071	Winter spare to the system	14.43%	43.27%	57.70%
Total		56.73%	43.27%	100.00%

Cost Allocation Methodology For the Second 100 or Out-of-Box Class Ferry:

Distribution of vessels in the 100 Class:
Assumptions:
There are four other 100 Class vessels.
One 100 Class vessel is assigned to Keystone.
Three 100 Class vessels are assigned to the rest of the system.
Factors:
Keystone has 25% of the vessels.
The rest of the system has 75% of the vessels.

Distribution of year by Summer and Winter seasons.
Assumptions:
The Summer season has 22 weeks.
The Winter season has 30 weeks.
Factors:
The Summer season accounts for 42.3% of the year.
The Winter season accounts for 57.7% of the year.

Calculations for distribution of second 100 / Out-of-Box Class vessel costs:

Time Period	Vessel Role	Keystone's Share (%)	Rest of System's Share (%)
FY 2012-FY2071	Summer service to Keystone	42.30%	0%
FY 2012-FY2071	Winter spare to the system	57.7%X25%	57.7%X75%

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Conclusions of Cost Analysis.
Washington State Ferries is conducting a study of vessel and in-harbor terminal options for the Keystone Ferry Terminal. An important element of this study is the cost analysis of the various courses of action. There are 35 courses of action, each of which is defined by pairing a vessel option with a terminal option. This analysis provides life cycle cost estimates for all 35 courses of action. However, two are not feasible. 130 and 100 Class ferries with Controllable Pitch Propellers (CPP) cannot operate in the harbor under existing conditions. Further, the Citizen Advisory Group (CAG) eliminated many other courses of action from further consideration. The result is four courses of action still under consideration.

Although the CAG settled on four courses of action, this analysis evaluates the costs of all 35 original courses of action. The findings of the cost analysis are that:

First, vessel costs dominate the total life cycle costs of the courses of action.

- In FY 2004 constant dollars there are $7 dollars of vessel costs for each dollar of terminal cost.
- In current (inflated) dollars there are $8 of vessel costs for each dollar of terminal cost. (Current dollars are used in budget development).
- In FY 2004 present value dollars there are $5 dollars of vessel costs for each dollar of terminal cost. (Present value dollars are used in economic analysis of alternative courses of action).

Second, courses of action that include vessel service provided by Steel Electric Class and Keystone Special Class vessels are significantly more expensive than other courses of action.

Third, courses of action that include vessel service provided by 130 Class vessels with CPP, 100 Class vessels with CPP and Out-of the-Box vessels with special drives are relatively close to each other in terms of costs.

Figure 8 ranks the 35 courses of action in terms of least cost. There is a table for each type of dollar measurement (constant, current (inflated) and present value).

Figure 9 shows cost estimates for courses of action in matrix format.

Note the courses of action selected by the CAG for further study consider other factors besides least life cycle costs.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 8. Washington State Ferries
Keystone Ferry Terminal Study
Ranking of Courses of Action By Least Cost
In Millions of FY 2004 Constant Dollars

Courses of Action				Total Life	Vessel	Vessel	Vessel	Vessel	Terminal	Terminal	Terminal	Terminal
	Vessel Class		Harbor Configuration	Cycle Cost	Opns	Constr	Preserv	Maint	Constr	Opns	Preserv	Maint
~~130~~	~~130 Class Vessels With CPP~~	~~1~~	~~Existing Conditions~~	~~$413~~	~~$166~~	~~$96~~	~~$74~~	~~$28~~	~~$7~~	~~$19~~	~~$21~~	~~$3~~
130	130 Class Vessels With CPP	7	Existing Slip With Jetty East	$423	$166	$96	$74	$28	$29	$19	$9	$3
~~100~~	~~100 Class Vessels With CPP~~	~~1~~	~~Existing Conditions~~	~~$425~~	~~$176~~	~~$101~~	~~$74~~	~~$28~~	~~$7~~	~~$16~~	~~$21~~	~~$3~~
NP	Out-of-the-Box Class Vessels	1	Existing Conditions	$432	$173	$105	$76	$34	$7	$15	$21	$3
100	100 Class Vessels With CPP	7	Existing Slip With Jetty East	$435	$176	$101	$74	$28	$29	$16	$9	$3
130	130 Class Vessels With CPP	5	West State Park Slip and Terminal	$440	$166	$96	$74	$28	$46	$19	$9	$3
130	130 Class Vessels With CPP	2	Existing Slip With Jetty Extension	$440	$166	$96	$74	$28	$46	$19	$9	$3
130	130 Class Vessels With CPP	4	In Harbor Slip State Park Terminal	$441	$166	$96	$74	$28	$47	$19	$9	$3
NP	Out-of-the-Box Class Vessels	2	Existing Slip With Jetty Extension	$441	$173	$105	$76	$34	$24	$18	$9	$3
130	130 Class Vessels With CPP	6	Existing Slip With Line Dolphins	$441	$166	$96	$74	$28	$39	$19	$17	$3
NP	Out-of-the-Box Class Vessels	4	In Harbor Slip State Park Terminal	$444	$173	$105	$76	$34	$27	$18	$9	$3
NP	Out-of-the-Box Class Vessels	7	Existing Slip With Jetty East	$445	$173	$105	$76	$34	$29	$18	$9	$3
130	130 Class Vessels With CPP	3	Harbor Mouth Slip East State Park	$446	$166	$96	$74	$28	$53	$19	$9	$3
100	100 Class Vessels With CPP	5	West State Park Slip and Terminal	$452	$176	$101	$74	$28	$46	$16	$9	$3
100	100 Class Vessels With CPP	2	Existing Slip With Jetty Extension	$452	$176	$101	$74	$28	$46	$16	$9	$3
100	100 Class Vessels With CPP	4	In Harbor Slip State Park Terminal	$453	$176	$101	$74	$28	$47	$16	$9	$3
100	100 Class Vessels With CPP	6	Existing Slip With Line Dolphins	$453	$176	$101	$74	$28	$39	$16	$17	$3
100	100 Class Vessels With CPP	3	Harbor Mouth Slip East State Park	$459	$176	$101	$74	$28	$53	$16	$9	$3
NP	Out-of-the-Box Class Vessels	5	West State Park Slip and Terminal	$459	$173	$105	$76	$34	$46	$15	$9	$3
NP	Out-of-the-Box Class Vessels	6	Existing Slip With Line Dolphins	$460	$173	$105	$76	$34	$36	$18	$17	$3
NP	Out-of-the-Box Class Vessels	3	Harbor Mouth Slip East State Park	$466	$173	$105	$76	$34	$53	$15	$9	$3
KS	Keystone Special Class Vessels	1	Existing Conditions	$523	$187	$121	$119	$52	$7	$15	$21	$3
KS	Keystone Special Class Vessels	7	Existing Slip With Jetty East	$536	$187	$121	$119	$52	$29	$18	$9	$3
KS	Keystone Special Class Vessels	2	Existing Slip With Jetty Extension	$549	$187	$121	$119	$52	$42	$18	$9	$3
KS	Keystone Special Class Vessels	5	West State Park Slip and Terminal	$550	$187	$121	$119	$52	$46	$15	$9	$3
KS	Keystone Special Class Vessels	6	Existing Slip With Line Dolphins	$551	$187	$121	$119	$52	$36	$18	$17	$3
KS	Keystone Special Class Vessels	4	In Harbor Slip State Park Terminal	$552	$187	$121	$119	$52	$45	$18	$9	$3
KS	Keystone Special Class Vessels	3	Harbor Mouth Slip East State Park	$557	$187	$121	$119	$52	$53	$15	$9	$3
SE	Rebuilt Steel Electric Vessels	1	Existing Conditions	$628	$207	$207	$119	$52	$7	$13	$21	$3
SE	Rebuilt Steel Electric Vessels	7	Existing Slip With Jetty East	$642	$207	$207	$119	$52	$29	$18	$9	$3
SE	Rebuilt Steel Electric Vessels	2	Existing Slip With Jetty Extension	$656	$207	$207	$119	$52	$42	$18	$9	$3
SE	Rebuilt Steel Electric Vessels	5	West State Park Slip and Terminal	$657	$207	$207	$119	$52	$46	$15	$9	$3
SE	Rebuilt Steel Electric Vessels	6	Existing Slip With Line Dolphins	$657	$207	$207	$119	$52	$36	$18	$17	$3
SE	Rebuilt Steel Electric Vessels	4	In Harbor Slip State Park Terminal	$659	$207	$207	$119	$52	$45	$18	$9	$3
SE	Rebuilt Steel Electric Vessels	3	Harbor Mouth Slip East State Park	$663	$207	$207	$119	$52	$53	$15	$9	$3
	Average Life Cycle Costs of All Courses of Action and Component Costs			$506	$182	$126	$92	$38	$36	$17	$12	$3
	Percent Distribution of Average Life Cycle Cost Components			100.0%	36.0%	24.9%	18.2%	7.6%	7.2%	3.4%	2.3%	0.5%

Percentage Distribution of Life Cycle Costs Between	
Vessel Life Cycle Costs	86.7%
Terminal Life Cycle Costs	13.3%

Ratio of Vessel Costs to Terminal Costs	
Vessel Life Cycle Costs	$7
Terminal Life Cycle Costs	$1

Notes:
Two courses of action are struck out because they are not feasible.
The four courses of action designated by shading were chosen for further consideration.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 8 (Continued). Washington State Ferries
Keystone Ferry Terminal Study
Ranking of Courses of Action By Least Cost
In Millions of Current (Inflated) Dollars

Courses of Action				Total Life	Vessel	Vessel	Vessel	Vessel	Terminal	Terminal	Terminal	Terminal
	Vessel Class		Harbor Configuration	Cycle Cost	Opns	Preserv	Constr	Maint	Constr	Opns	Preserv	Maint
~~130~~	~~130 Class Vessels With CPP~~	~~1~~	~~Existing Conditions~~	~~$789~~	~~$356~~	~~$183~~	~~$107~~	~~$59~~	~~$8~~	~~$41~~	~~$30~~	~~$5~~
130	130 Class Vessels With CPP	7	Existing Slip With Jetty East	$805	$356	$183	$107	$59	$31	$41	$22	$5
~~100~~	~~100 Class Vessels With CPP~~	~~1~~	~~Existing Conditions~~	~~$811~~	~~$377~~	~~$185~~	~~$114~~	~~$59~~	~~$8~~	~~$33~~	~~$30~~	~~$5~~
130	130 Class Vessels With CPP	5	West State Park Slip and Terminal	$823	$356	$183	$107	$59	$51	$41	$20	$5
130	130 Class Vessels With CPP	4	In Harbor Slip State Park Terminal	$824	$356	$183	$107	$59	$52	$41	$20	$5
130	130 Class Vessels With CPP	2	Existing Slip With Jetty Extension	$824	$356	$183	$107	$59	$51	$41	$22	$5
100	100 Class Vessels With CPP	7	Existing Slip With Jetty East	$826	$377	$185	$114	$59	$31	$33	$22	$5
130	130 Class Vessels With CPP	6	Existing Slip With Line Dolphins	$828	$356	$183	$107	$59	$43	$41	$33	$5
130	130 Class Vessels With CPP	3	Harbor Mouth Slip East State Park	$830	$356	$183	$107	$59	$58	$41	$20	$5
NP	Out-of-the-Box Class Vessels	1	Existing Conditions	$841	$370	$208	$118	$72	$8	$31	$30	$5
100	100 Class Vessels With CPP	5	West State Park Slip and Terminal	$844	$377	$185	$114	$59	$51	$33	$20	$5
100	100 Class Vessels With CPP	4	In Harbor Slip State Park Terminal	$845	$377	$185	$114	$59	$52	$33	$20	$5
100	100 Class Vessels With CPP	2	Existing Slip With Jetty Extension	$846	$377	$185	$114	$59	$51	$33	$22	$5
100	100 Class Vessels With CPP	6	Existing Slip With Line Dolphins	$850	$377	$185	$114	$59	$43	$33	$33	$5
100	100 Class Vessels With CPP	3	Harbor Mouth Slip East State Park	$852	$377	$185	$114	$59	$58	$33	$20	$5
NP	Out-of-the-Box Class Vessels	2	Existing Slip With Jetty Extension	$860	$370	$208	$118	$72	$27	$38	$22	$5
NP	Out-of-the-Box Class Vessels	4	In Harbor Slip State Park Terminal	$862	$370	$208	$118	$72	$30	$38	$20	$5
NP	Out-of-the-Box Class Vessels	7	Existing Slip With Jetty East	$864	$370	$208	$118	$72	$31	$38	$22	$5
NP	Out-of-the-Box Class Vessels	5	West State Park Slip and Terminal	$876	$370	$208	$118	$72	$51	$32	$20	$5
NP	Out-of-the-Box Class Vessels	3	Harbor Mouth Slip East State Park	$883	$370	$208	$118	$72	$58	$32	$20	$5
NP	Out-of-the-Box Class Vessels	6	Existing Slip With Line Dolphins	$884	$370	$208	$118	$72	$39	$38	$33	$5
KS	Keystone Special Class Vessels	1	Existing Conditions	$1,064	$409	$333	$138	$111	$8	$31	$30	$5
KS	Keystone Special Class Vessels	7	Existing Slip With Jetty East	$1,087	$409	$333	$138	$111	$31	$38	$22	$5
KS	Keystone Special Class Vessels	5	West State Park Slip and Terminal	$1,099	$409	$333	$138	$111	$51	$32	$20	$5
KS	Keystone Special Class Vessels	2	Existing Slip With Jetty Extension	$1,102	$409	$333	$138	$111	$46	$38	$22	$5
KS	Keystone Special Class Vessels	4	In Harbor Slip State Park Terminal	$1,104	$409	$333	$138	$111	$50	$38	$20	$5
KS	Keystone Special Class Vessels	3	Harbor Mouth Slip East State Park	$1,106	$409	$333	$138	$111	$58	$32	$20	$5
KS	Keystone Special Class Vessels	6	Existing Slip With Line Dolphins	$1,106	$409	$333	$138	$111	$39	$38	$33	$5
SE	Rebuilt Steel Electric Vessels	1	Existing Conditions	$1,195	$443	$333	$237	$111	$8	$28	$30	$5
SE	Rebuilt Steel Electric Vessels	7	Existing Slip With Jetty East	$1,220	$443	$333	$237	$111	$31	$38	$22	$5
SE	Rebuilt Steel Electric Vessels	5	West State Park Slip and Terminal	$1,232	$443	$333	$237	$111	$51	$32	$20	$5
SE	Rebuilt Steel Electric Vessels	2	Existing Slip With Jetty Extension	$1,235	$443	$333	$237	$111	$46	$38	$22	$5
SE	Rebuilt Steel Electric Vessels	4	In Harbor Slip State Park Terminal	$1,237	$443	$333	$237	$111	$50	$38	$20	$5
SE	Rebuilt Steel Electric Vessels	3	Harbor Mouth Slip East State Park	$1,239	$443	$333	$237	$111	$58	$32	$20	$5
SE	Rebuilt Steel Electric Vessels	6	Existing Slip With Line Dolphins	$1,240	$443	$333	$237	$111	$39	$38	$33	$5
	Average Life Cycle Costs of All Courses of Action and Component Costs			$969	$391	$249	$143	$82	$40	$36	$24	$5
	Percent Distribution of Average Life Cycle Cost Components			100.0%	40.3%	25.6%	14.7%	8.5%	4.1%	3.7%	2.5%	0.5%

Percentage Distribution of Life Cycle Costs Between		Ratio of Vessel Costs to Terminal Costs	
Vessel Life Cycle Costs	89.2%	Vessel Life Cycle Costs	$8
Terminal Life Cycle Costs	10.8%	Terminal Life Cycle Costs	$1

Notes:
Two courses of action are struck out because they are not feasible.
The four courses of action designated by shading were chosen for further consideration.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 8 (Continued). Washington State Ferries
Keystone Ferry Terminal Study
Ranking of Courses of Action By Least Cost
In Millions of FY 2004 Present Value Dollars

Courses of Action				Total Life	Vessel	Vessel	Vessel	Terminal	Vessel	Terminal	Terminal	Terminal
	Vessel Class		Harbor Configuration	Cycle Cost	Constr	Opns	Preserv	Constr	Maint	Opns	Preserv	Maint
~~130~~	~~130 Class Vessels With CPP~~	~~1~~	~~Existing Conditions~~	~~$236~~	~~$81~~	~~$80~~	~~$30~~	~~$6~~	~~$14~~	~~$9~~	~~$15~~	~~$1~~
130	130 Class Vessels With CPP	7	Existing Slip With Jetty East	$242	$81	$80	$30	$24	$14	$9	$4	$1
~~100~~	~~100 Class Vessels With CPP~~	~~1~~	~~Existing Conditions~~	~~$243~~	~~$84~~	~~$85~~	~~$31~~	~~$6~~	~~$13~~	~~$8~~	~~$15~~	~~$1~~
NP	Out-of-the-Box Class Vessels	1	Existing Conditions	$245	$87	$84	$29	$6	$16	$7	$15	$1
100	100 Class Vessels With CPP	7	Existing Slip With Jetty East	$249	$84	$85	$31	$24	$13	$8	$4	$1
NP	Out-of-the-Box Class Vessels	2	Existing Slip With Jetty Extension	$250	$87	$84	$29	$21	$16	$9	$4	$1
NP	Out-of-the-Box Class Vessels	4	In Harbor Slip State Park Terminal	$252	$87	$84	$29	$23	$16	$9	$4	$1
NP	Out-of-the-Box Class Vessels	7	Existing Slip With Jetty East	$253	$87	$84	$29	$24	$16	$9	$4	$1
130	130 Class Vessels With CPP	6	Existing Slip With Line Dolphins	$255	$81	$80	$30	$33	$14	$9	$8	$1
130	130 Class Vessels With CPP	5	West State Park Slip and Terminal	$257	$81	$80	$30	$39	$14	$9	$4	$1
130	130 Class Vessels With CPP	2	Existing Slip With Jetty Extension	$257	$81	$80	$30	$39	$14	$9	$4	$1
130	130 Class Vessels With CPP	4	In Harbor Slip State Park Terminal	$258	$81	$80	$30	$39	$14	$9	$4	$1
130	130 Class Vessels With CPP	3	Harbor Mouth Slip East State Park	$262	$81	$80	$30	$44	$14	$9	$4	$1
100	100 Class Vessels With CPP	6	Existing Slip With Line Dolphins	$262	$84	$85	$31	$33	$13	$8	$8	$1
NP	Out-of-the-Box Class Vessels	6	Existing Slip With Line Dolphins	$263	$87	$84	$29	$30	$16	$9	$8	$1
100	100 Class Vessels With CPP	5	West State Park Slip and Terminal	$264	$84	$85	$31	$39	$13	$8	$4	$1
100	100 Class Vessels With CPP	2	Existing Slip With Jetty Extension	$264	$84	$85	$31	$39	$13	$8	$4	$1
100	100 Class Vessels With CPP	4	In Harbor Slip State Park Terminal	$264	$84	$85	$31	$39	$13	$8	$4	$1
NP	Out-of-the-Box Class Vessels	5	West State Park Slip and Terminal	$266	$87	$84	$29	$38	$16	$7	$4	$1
100	100 Class Vessels With CPP	3	Harbor Mouth Slip East State Park	$269	$84	$85	$31	$44	$13	$8	$4	$1
NP	Out-of-the-Box Class Vessels	3	Harbor Mouth Slip East State Park	$272	$87	$84	$29	$44	$16	$7	$4	$1
KS	Keystone Special Class Vessels	1	Existing Conditions	$285	$98	$88	$45	$6	$25	$7	$15	$1
KS	Keystone Special Class Vessels	7	Existing Slip With Jetty East	$293	$98	$88	$45	$24	$25	$9	$4	$1
KS	Keystone Special Class Vessels	6	Existing Slip With Line Dolphins	$303	$98	$88	$45	$30	$25	$9	$8	$1
KS	Keystone Special Class Vessels	2	Existing Slip With Jetty Extension	$305	$98	$88	$45	$35	$25	$9	$4	$1
KS	Keystone Special Class Vessels	5	West State Park Slip and Terminal	$306	$98	$88	$45	$38	$25	$7	$4	$1
KS	Keystone Special Class Vessels	4	In Harbor Slip State Park Terminal	$307	$98	$88	$45	$38	$25	$9	$4	$1
KS	Keystone Special Class Vessels	3	Harbor Mouth Slip East State Park	$312	$98	$88	$45	$44	$25	$7	$4	$1
SE	Rebuilt Steel Electric Vessels	1	Existing Conditions	$367	$169	$100	$45	$6	$25	$7	$15	$1
SE	Rebuilt Steel Electric Vessels	7	Existing Slip With Jetty East	$376	$169	$100	$45	$24	$25	$9	$4	$1
SE	Rebuilt Steel Electric Vessels	6	Existing Slip With Line Dolphins	$386	$169	$100	$45	$30	$25	$9	$8	$1
SE	Rebuilt Steel Electric Vessels	2	Existing Slip With Jetty Extension	$387	$169	$100	$45	$35	$25	$9	$4	$1
SE	Rebuilt Steel Electric Vessels	5	West State Park Slip and Terminal	$389	$169	$100	$45	$38	$25	$7	$4	$1
SE	Rebuilt Steel Electric Vessels	4	In Harbor Slip State Park Terminal	$389	$169	$100	$45	$38	$25	$9	$4	$1
SE	Rebuilt Steel Electric Vessels	3	Harbor Mouth Slip East State Park	$394	$169	$100	$45	$44	$25	$7	$4	$1
	Average Life Cycle Costs of All Courses of Action and Component Costs			$291	$104	$87	$36	$30	$19	$8	$6	$1
	Percent Distribution of Average Life Cycle Cost Components			100.0%	35.7%	30.0%	12.3%	10.4%	6.4%	2.8%	2.0%	0.4%

Percentage Distribution of Life Cycle Costs Between		Ratio of Vessel Costs to Terminal Costs	
Vessel Life Cycle Costs	84.3%	Vessel Life Cycle Costs	$5
Terminal Life Cycle Costs	15.7%	Terminal Life Cycle Costs	$1

Notes:
Two courses of action are struck out because they are not feasible.
The four courses of action designated by shading were chosen for further consideration.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 9. Washington State Ferries
Keystone Ferry Terminal Study
Cost Estimates For Keystone Ferry Terminal Study Courses of Action
In Millions of FY 2004 Constant Dollars

Summary

	Tml 1	Tml 2	Tml 3	Tml 4	Tml 5	Tml 6	Tml 7
Steel Electric Class	$628	$656	$663	$659	$657	$657	$642
New / Existing 130 Class	n/f	$440	$446	$441	$440	$441	$423
New 100 Class	n/f	$452	$459	$453	$452	$453	$435
Keystone Special Class	$523	$549	$557	$552	$550	$551	$536
"Out-of-the-Box" Idea	$432	$441	$466	$444	$460	$460	$445

1. Existing Conditions

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$7	$21	$3	$13	
	Vessel	$207	$119	$52	$207	
	Total					$628
New / Existing 130 Class	Terminal	$7	$21	$3	$19	
	Vessel	$96	$74	$28	$166	
	Total					$413
New 100 Class	Terminal	$7	$21	$3	$16	
	Vessel	$101	$74	$28	$176	
	Total					$425
Keystone Special Class	Terminal	$7	$21	$3	$15	
	Vessel	$121	$119	$52	$187	
	Total					$523
"Out-of-the-Box" Idea	Terminal	$7	$21	$3	$15	
	Vessel	$105	$76	$34	$173	
	Total					$432

2. Existing Slip with Jetty Extension

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$42	$9	$3	$18	
	Vessel	$207	$119	$52	$207	
	Total					$656
New / Existing 130 Class	Terminal	$46	$9	$3	$19	
	Vessel	$96	$74	$28	$166	
	Total					$440
New 100 Class	Terminal	$46	$9	$3	$16	
	Vessel	$101	$74	$28	$176	
	Total					$452
Keystone Special Class	Terminal	$42	$9	$3	$18	
	Vessel	$121	$119	$52	$187	
	Total					$549
"Out-of-the-Box" Idea	Terminal	$24	$9	$3	$18	
	Vessel	$105	$76	$34	$173	
	Total					$441

3. Harbor Mouth Slip East State Park

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$53	$9	$3	$15	
	Vessel	$207	$119	$52	$207	
	Total					$663
New / Existing 130 Class	Terminal	$53	$9	$3	$19	
	Vessel	$96	$74	$28	$166	
	Total					$446
New 100 Class	Terminal	$53	$9	$3	$16	
	Vessel	$101	$74	$28	$176	
	Total					$459
Keystone Special Class	Terminal	$53	$9	$3	$15	
	Vessel	$121	$119	$52	$187	
	Total					$557
"Out-of-the-Box" Idea	Terminal	$53	$9	$3	$15	
	Vessel	$105	$76	$34	$173	
	Total					$466

4. In Harbor Slip State Park Terminal

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$45	$9	$3	$18	
	Vessel	$207	$119	$52	$207	
	Total					$659
New / Existing 130 Class	Terminal	$47	$9	$3	$19	
	Vessel	$96	$74	$28	$166	
	Total					$441
New 100 Class	Terminal	$47	$9	$3	$16	
	Vessel	$101	$74	$28	$176	
	Total					$453
Keystone Special Class	Terminal	$45	$9	$3	$18	
	Vessel	$121	$119	$52	$187	
	Total					$552
"Out-of-the-Box" Idea	Terminal	$27	$9	$3	$18	
	Vessel	$105	$76	$34	$173	
	Total					$444

5. West State Park Slip and Terminal

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$46	$9	$3	$15	
	Vessel	$207	$119	$52	$207	
	Total					$657
New / Existing 130 Class	Terminal	$46	$9	$3	$19	
	Vessel	$96	$74	$28	$166	
	Total					$440
New 100 Class	Terminal	$46	$9	$3	$16	
	Vessel	$101	$74	$28	$176	
	Total					$452
Keystone Special Class	Terminal	$46	$9	$3	$15	
	Vessel	$121	$119	$52	$187	
	Total					$550
"Out-of-the-Box" Idea	Terminal	$46	$9	$3	$15	
	Vessel	$105	$77	$34	$173	
	Total					$460

6. Existing Slip with Line Dolphins

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$36	$17	$3	$18	
	Vessel	$207	$119	$52	$207	
	Total					$657
New / Existing 130 Class	Terminal	$39	$17	$3	$19	
	Vessel	$96	$74	$28	$166	
	Total					$441
New 100 Class	Terminal	$39	$17	$3	$16	
	Vessel	$101	$74	$28	$176	
	Total					$453
Keystone Special Class	Terminal	$36	$17	$3	$18	
	Vessel	$121	$119	$52	$187	
	Total					$551
"Out-of-the-Box" Idea	Terminal	$36	$17	$3	$18	
	Vessel	$105	$76	$34	$173	
	Total					$460

7. Existing Slip with Jetty East

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$29	$9	$3	$18	
	Vessel	$207	$119	$52	$207	
	Total					$642
New / Existing 130 Class	Terminal	$29	$9	$3	$19	
	Vessel	$96	$74	$28	$166	
	Total					$423
New 100 Class	Terminal	$29	$9	$3	$16	
	Vessel	$101	$74	$28	$176	
	Total					$435
Keystone Special Class	Terminal	$29	$9	$3	$18	
	Vessel	$121	$119	$52	$187	
	Total					$536
"Out-of-the-Box" Idea	Terminal	$29	$9	$3	$18	
	Vessel	$105	$76	$34	$173	
	Total					$445

Notes:
"n/f" indicates the course of action is not feasible.
Shaded courses of action were selcted by the Citizen Advisory Group for further consideration.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 9 (Continued). Washington State Ferries
Keystone Ferry Terminal Study
Cost Estimates For Keystone Ferry Terminal Study Courses of Action
In Millions of Current Dollars Inflated to the Year of Expenditure

Summary

	Tml 1	Tml 2	Tml 3	Tml 4	Tml 5	Tml 6	Tml 7
Steel Electric Class	$1,195	$1,235	$1,239	$1,237	$1,232	$1,240	$1,220
New / Existing 130 Class	n/f	$824	$830	$824	$823	$828	$805
New 100 Class	n/f	$846	$852	$845	$844	$850	$826
Keystone Special Class	$1,064	$1,102	$1,106	$1,104	$1,099	$1,106	$1,087
"Out-of-the-Box" Idea	$841	$860	$883	$862	$876	$884	$864

1. Existing Conditions

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$8	$30	$5	$28	
	Vessel	$237	$333	$111	$443	
	Total					$1,195
New / Existing 130 Class	Terminal	$8	$30	$5	$41	
	Vessel	$107	$183	$59	$356	
	Total					$789
New 100 Class	Terminal	$8	$30	$5	$33	
	Vessel	$114	$185	$59	$377	
	Total					$811
Keystone Special Class	Terminal	$8	$30	$5	$31	
	Vessel	$138	$333	$111	$409	
	Total					$1,064
"Out-of-the-Box" Idea	Terminal	$8	$30	$5	$31	
	Vessel	$118	$208	$72	$370	
	Total					$841

2. Existing Slip with Jetty Extension

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$46	$22	$5	$38	
	Vessel	$237	$333	$111	$443	
	Total					$1,235
New / Existing 130 Class	Terminal	$51	$22	$5	$41	
	Vessel	$107	$183	$59	$356	
	Total					$824
New 100 Class	Terminal	$51	$22	$5	$33	
	Vessel	$114	$185	$59	$377	
	Total					$846
Keystone Special Class	Terminal	$46	$22	$5	$38	
	Vessel	$138	$333	$111	$409	
	Total					$1,102
"Out-of-the-Box" Idea	Terminal	$27	$22	$5	$38	
	Vessel	$118	$208	$72	$370	
	Total					$860

3. Harbor Mouth Slip East State Park

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$58	$20	$5	$32	
	Vessel	$237	$333	$111	$443	
	Total					$1,239
New / Existing 130 Class	Terminal	$58	$20	$5	$41	
	Vessel	$107	$183	$59	$356	
	Total					$830
New 100 Class	Terminal	$58	$20	$5	$33	
	Vessel	$114	$185	$59	$377	
	Total					$852
Keystone Special Class	Terminal	$58	$20	$5	$32	
	Vessel	$138	$333	$111	$409	
	Total					$1,106
"Out-of-the-Box" Idea	Terminal	$58	$20	$5	$32	
	Vessel	$118	$208	$72	$370	
	Total					$883

4. In Harbor Slip State Park Terminal

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$50	$20	$5	$38	
	Vessel	$237	$333	$111	$443	
	Total					$1,237
New / Existing 130 Class	Terminal	$52	$20	$5	$41	
	Vessel	$107	$183	$59	$356	
	Total					$824
New 100 Class	Terminal	$52	$20	$5	$33	
	Vessel	$114	$185	$59	$377	
	Total					$845
Keystone Special Class	Terminal	$50	$20	$5	$38	
	Vessel	$138	$333	$111	$409	
	Total					$1,104
"Out-of-the-Box" Idea	Terminal	$30	$20	$5	$38	
	Vessel	$118	$208	$72	$370	
	Total					$862

5. West State Park Slip and Terminal

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$51	$20	$5	$32	
	Vessel	$237	$333	$111	$443	
	Total					$1,232
New / Existing 130 Class	Terminal	$51	$20	$5	$41	
	Vessel	$107	$183	$59	$356	
	Total					$823
New 100 Class	Terminal	$51	$20	$5	$33	
	Vessel	$114	$185	$59	$377	
	Total					$844
Keystone Special Class	Terminal	$51	$20	$5	$32	
	Vessel	$138	$333	$111	$409	
	Total					$1,099
"Out-of-the-Box" Idea	Terminal	$51	$20	$5	$32	
	Vessel	$118	$208	$72	$370	
	Total					$876

6. Existing Slip with Line Dolphins

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$39	$33	$5	$38	
	Vessel	$237	$333	$111	$443	
	Total					$1,240
New / Existing 130 Class	Terminal	$43	$33	$5	$41	
	Vessel	$107	$183	$59	$356	
	Total					$828
New 100 Class	Terminal	$43	$33	$5	$33	
	Vessel	$114	$185	$59	$377	
	Total					$850
Keystone Special Class	Terminal	$39	$33	$5	$38	
	Vessel	$138	$333	$111	$409	
	Total					$1,106
"Out-of-the-Box" Idea	Terminal	$39	$33	$5	$38	
	Vessel	$118	$208	$72	$370	
	Total					$884

7. Existing Slip with Jetty East

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$31	$22	$5	$38	
	Vessel	$237	$333	$111	$443	
	Total					$1,220
New / Existing 130 Class	Terminal	$31	$22	$5	$41	
	Vessel	$107	$183	$59	$356	
	Total					$805
New 100 Class	Terminal	$31	$22	$5	$33	
	Vessel	$114	$185	$59	$377	
	Total					$826
Keystone Special Class	Terminal	$31	$22	$5	$38	
	Vessel	$138	$333	$111	$409	
	Total					$1,087
"Out-of-the-Box" Idea	Terminal	$31	$22	$5	$38	
	Vessel	$118	$208	$72	$370	
	Total					$864

Notes:
"n/f" indicates the course of action is not feasible.
Shaded courses of action were selcted by the Citizen Advisory Group for further consideration.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 9 (Continued). Washington State Ferries
Keystone Ferry Terminal Study
Cost Estimates For Keystone Ferry Terminal Study Courses of Action
In Millions of FY 2004 Present Value Dollars

Summary

	Tml 1	Tml 2	Tml 3	Tml 4	Tml 5	Tml 6	Tml 7
Steel Electric Class	$367	$387	$394	$389	$389	$386	$376
New / Existing 130 Class	n/f	$257	$262	$258	$257	$255	$242
New 100 Class	n/f	$264	$269	$264	$264	$262	$249
Keystone Special Class	$285	$305	$312	$307	$306	$303	$293
"Out-of-the-Box" Idea	$245	$250	$272	$252	$266	$263	$253

1. Existing Conditions

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$6	$15	$1	$7	
	Vessel	$169	$45	$25	$100	
	Total					$367
New / Existing 130 Class	Terminal	$6	$15	$1	$9	
	Vessel	$81	$30	$14	$80	
	Total					$236
New 100 Class	Terminal	$6	$15	$1	$8	
	Vessel	$84	$31	$13	$85	
	Total					$243
Keystone Special Class	Terminal	$6	$15	$1	$7	
	Vessel	$98	$45	$25	$88	
	Total					$285
"Out-of-the-Box" Idea	Terminal	$6	$15	$1	$7	
	Vessel	$87	$29	$16	$84	
	Total					$245

2. Existing Slip with Jetty Extension

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$35	$4	$1	$9	
	Vessel	$169	$45	$25	$100	
	Total					$387
New / Existing 130 Class	Terminal	$39	$4	$1	$9	
	Vessel	$81	$30	$14	$80	
	Total					$257
New 100 Class	Terminal	$39	$4	$1	$8	
	Vessel	$84	$31	$13	$85	
	Total					$264
Keystone Special Class	Terminal	$35	$4	$1	$9	
	Vessel	$98	$45	$25	$88	
	Total					$305
"Out-of-the-Box" Idea	Terminal	$21	$4	$1	$9	
	Vessel	$87	$29	$16	$84	
	Total					$250

3. Harbor Mouth Slip East State Park

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$44	$4	$1	$7	
	Vessel	$169	$45	$25	$100	
	Total					$394
New / Existing 130 Class	Terminal	$44	$4	$1	$9	
	Vessel	$81	$30	$14	$80	
	Total					$262
New 100 Class	Terminal	$44	$4	$1	$8	
	Vessel	$84	$31	$13	$85	
	Total					$269
Keystone Special Class	Terminal	$44	$4	$1	$7	
	Vessel	$98	$45	$25	$88	
	Total					$312
"Out-of-the-Box" Idea	Terminal	$44	$4	$1	$7	
	Vessel	$87	$29	$16	$84	
	Total					$272

4. In Harbor Slip State Park Terminal

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$38	$4	$1	$9	
	Vessel	$169	$45	$25	$100	
	Total					$389
New / Existing 130 Class	Terminal	$39	$4	$1	$9	
	Vessel	$81	$30	$14	$80	
	Total					$258
New 100 Class	Terminal	$39	$4	$1	$8	
	Vessel	$84	$31	$13	$85	
	Total					$264
Keystone Special Class	Terminal	$38	$4	$1	$9	
	Vessel	$98	$45	$25	$88	
	Total					$307
"Out-of-the-Box" Idea	Terminal	$23	$4	$1	$9	
	Vessel	$87	$29	$16	$84	
	Total					$252

5. West State Park Slip and Terminal

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$38	$4	$1	$7	
	Vessel	$169	$45	$25	$100	
	Total					$389
New / Existing 130 Class	Terminal	$39	$4	$1	$9	
	Vessel	$81	$30	$14	$80	
	Total					$257
New 100 Class	Terminal	$39	$4	$1	$8	
	Vessel	$84	$31	$13	$85	
	Total					$264
Keystone Special Class	Terminal	$38	$4	$1	$7	
	Vessel	$98	$45	$25	$88	
	Total					$306
"Out-of-the-Box" Idea	Terminal	$38	$4	$1	$7	
	Vessel	$87	$29	$16	$84	
	Total					$266

6. Existing Slip with Line Dolphins

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$30	$8	$1	$9	
	Vessel	$169	$45	$25	$100	
	Total					$386
New / Existing 130 Class	Terminal	$33	$8	$1	$9	
	Vessel	$81	$30	$14	$80	
	Total					$255
New 100 Class	Terminal	$33	$8	$1	$8	
	Vessel	$84	$31	$13	$85	
	Total					$262
Keystone Special Class	Terminal	$30	$8	$1	$9	
	Vessel	$98	$45	$25	$88	
	Total					$303
"Out-of-the-Box" Idea	Terminal	$30	$8	$1	$9	
	Vessel	$87	$29	$16	$84	
	Total					$263

7. Existing Slip with Jetty East

		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	$24	$4	$1	$9	
	Vessel	$169	$45	$25	$100	
	Total					$376
New / Existing 130 Class	Terminal	$24	$4	$1	$9	
	Vessel	$81	$30	$14	$80	
	Total					$242
New 100 Class	Terminal	$24	$4	$1	$8	
	Vessel	$84	$31	$13	$85	
	Total					$249
Keystone Special Class	Terminal	$24	$4	$1	$9	
	Vessel	$98	$45	$25	$88	
	Total					$293
"Out-of-the-Box" Idea	Terminal	$24	$4	$1	$9	
	Vessel	$87	$29	$16	$84	
	Total					$253

Notes:
"n/f" indicates the course of action is not feasible.
Shaded courses of action were selcted by the Citizen Advisory Group for further consideration.

Categories of Life Cycle Costs. This life cycle cost analysis develops cost estimates for eight categories of life cycle costs.

- Terminal construction,
- Vessel construction,
- Terminal preservation,
- Vessel preservation,
- Terminal maintenance,
- Vessel maintenance,
- Terminal operations and
- Vessel operations.

The following sections describe the assumptions and methods used to calculate each of these costs.

Terminal Construction Costs. The terminal construction cost for a course of action varies depending on the class of vessels landing at the terminal and the specific terminal configuration. Terminal construction cost estimates consider the following vessel classes:

- Rebuilt Steel Electric vessels (SE),
- 130 Class vessels with CPP (130),
- 100 Class vessels with CPP (100),
- Keystone Special vessels (KS) and
- Out-of-the-Box vessels with special drives (NP);

and the following terminal configurations:

- Existing conditions (1),
- Existing slip with jetty extension (2),
- Harbor mouth slip east state park (3),
- In harbor slip state park terminal (4),
- West state park slip and terminal (5),
- Existing slip with line dolphins (6) and
- Existing slip with jetty east (7).

Estimates of the costs to construct the various terminal options employ an engineering or “bottom-up” approach. For example, in this study estimates of the cost to build a new terminal rely on line item cost calculations based on quantities and prices. Figure 10 illustrates the construction cost estimate for the course of action in which 130 Class vessels land at terminal configuration 7 (existing slip with jetty east).

Figure 11 summarizes the terminal construction cost estimates for all of the courses of action in terms of construction, environmental and design costs in FY 2004 constant dollars.

The time frame for constructing each of the terminal options is assumed to be FY 2006 through FY 2010. Figure 12 shows the fiscal year aging of these costs in FY 2004 constant dollars. Appendix A contains the spreadsheet used to calculate the expenditure demand of each terminal construction option in each of the three ways that dollars are measured.

Figure 13 provides a listing of terminal construction costs that are shown in the cost rankings and matrices on pages 17 through 22.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 10. Wshington State Ferries
Keystone Ferry Terminal Study
Illustration of Terminal Construction Cost Estimate
In FY 2004 Constant Dollars

Option Name: (130-7) 130 Class Vessels-Terminal Configuration 7 (Existing Slip With Jetty East)

	Item	Unit	Unit Price	Quantity	Cost
2	**Upland Terminal**				**1,680,750**
3	Clearing and Grubbing	Acres	11,000	0.25	2,750
4	Overburden Excavation	CY	7	5,000	35,000
5	Terminal Pavement incl. Base	SY	15	2,200	33,000
6	Concrete Sidewalk	LS	10,000	1	10,000
7	Concrete Curb and Gutter	LS	15,000	1	15,000
8	Striping and Signing	LS	10,000	1	10,000
9	Storm Drainage	LS	25,000	1	25,000
10	Toll Booths	EA	50,000	2	100,000
11	Terminal Building	SF	300	3,000	900,000
12	Storage Building	SF	100	500	50,000
13	Mitigation	LS	500,000	1	500,000
14	**Marine Terminal**				**9,665,528**
15	Pier Section	SF	0	500	0
16	Covered Walkway	SF	0	6,000	0
17	Bridge Seat	Ea	200,000	1	200,000
18	Transfer Span	Ea	550,000	1	550,000
19	Electrical and Mechanical Systems for Transfer Span	Ea	800,000	1	800,000
20	Towers, Headframe & Foundations	Ea	500,000	1	500,000
21	Wingwalls	Ea	1,000,000	1	1,000,000
22	Inner Dolphins	Ea	450,000	2	900,000
23	Outer Dolphins	Ea	600,000	2	1,200,000
24	Protective Dolphins	Ea	500,000	0	0
25	Sheet Pile Wall	SF	50	0	0
26	Rock Jetty	CY	15	95,850	1,437,750
27	Steel Jetty	LB	3	0	0
28	Rip Rap	CY	30	0	0
29	Dredging	CY	10	177,778	1,777,778
30	Covered Waiting Area	SF	150	2,000	300,000
31	Mitigation	LS	1,000,000	1	1,000,000
32	**Utilities**				**770,000**
33	Water Supply System	LS	100,000	1	100,000
34	Sanitary Sewer System	LS	70,000	1	70,000
35	Communication System	LS	100,000	1	100,000
36	Electrical Supply and Distribution	LS	500,000	1	500,000
37	**SR 20 Improvements**				**600,000**
38	Center Left Turn Lane	LS	400,000	1	400,000
39	Signal	LS	200,000	1	200,000
	Subtotal Without Mobilization				12,716,278
	Mobilization		0.1		1,271,628
	Subtotal With Mobilization				13,987,906
	Design Contingency		0.3		4,196,372
	Subtotal with Contengency				18,184,277
	Sales Tax		0.083		1,509,295
	Subtotal with Contengency				19,693,572
	Construction Engineering		0.1		1,969,357
	Construction Contingency		0.05		984,679
	Subtotal				22,647,608
	Environmental Impact Statement				3,000,000
	Design Engineering		0.15		2,727,642
	Subtotal				5,727,642
	Project Total*				28,375,250

* Does not include physical security enhancements.

Figure 11. Washington State Ferries
Keystone Ferry Terminal Study
Terminal Construction Costs
In Millions of FY 2004 Constant Dollars

Terminal Options	Construction	Environ	Design	Total
Terminal Option SE-1	5.6	0.5	0.7	6.8
Terminal Option 130-1	5.6	0.5	0.7	6.8
Terminal Option 100-1	5.6	0.5	0.7	6.8
Terminal Option KS-1	5.6	0.5	0.7	6.8
Terminal Option NP-1	5.6	0.5	0.7	6.8
Terminal Option SE-2	34.8	3.0	4.2	42.0
Terminal Option 130-2	38.6	3.0	4.6	46.2
Terminal Option 100-2	38.6	3.0	4.6	46.2
Terminal Option KS-2	34.8	3.0	4.2	42.0
Terminal Option NP-2	19.2	3.0	2.3	24.5
Terminal Option SE-3	44.2	3.0	5.3	52.5
Terminal Option 130-3	44.3	3.0	5.3	52.6
Terminal Option 100-3	44.3	3.0	5.3	52.6
Terminal Option KS-3	44.2	3.0	5.3	52.5
Terminal Option NP-3	44.2	3.0	5.3	52.5
Terminal Option SE-4	37.4	3.0	4.5	44.9
Terminal Option 130-4	39.4	3.0	4.7	47.1
Terminal Option 100-4	39.4	3.0	4.7	47.1
Terminal Option KS-4	37.4	3.0	4.5	44.9
Terminal Option NP-4	21.8	3.0	2.6	27.4
Terminal Option SE-5	38.4	3.0	4.6	46.0
Terminal Option 130-5	38.5	3.0	4.6	46.1
Terminal Option 100-5	38.5	3.0	4.6	46.1
Terminal Option KS-5	38.4	3.0	4.6	46.0
Terminal Option NP-5	38.4	3.0	4.6	46.0
Terminal Option SE-6	28.9	3.0	3.5	35.4
Terminal Option 130-6	32.3	3.0	3.9	39.2
Terminal Option 100-6	32.3	3.0	3.9	39.2
Terminal Option KS-6	28.9	3.0	3.5	35.4
Terminal Option NP-6	28.9	3.0	3.5	35.4
Terminal Option SE-7	22.8	3.0	2.7	28.5
Terminal Option 130-7	22.8	3.0	2.7	28.5
Terminal Option 100-7	22.8	3.0	2.7	28.5
Terminal Option KS-7	22.8	3.0	2.7	28.5
Terminal Option NP-7	22.8	3.0	2.7	28.5

Figure 12. Washington State Ferries
Keystone Ferry Terminal Study
% Distribution of Project Phase Costs by Fiscal Year

Project Phase	FY 2006		FY 2007		FY 2008		FY 2009		FY 2010		Phase Total
	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	
EIS	25%	25%	25%	25%							100%
Design				15%	38%	23%	24%				100%
Construction								50%	50%		100%

Figure 13. Washington State Ferries
Keystone Ferry Terminal Study
Terminal Construction Costs

In Millions of FY 2004 Constant Dollars, Current (Inflated) Dollars and FY 2004 Present Value Dollars

Terminal Options	FY 2004 Constant Dollars in Mil	Current (Inflated) Dollars in Mil	FY 2004 Present Value Dollars in Mil
Terminal Option SE-1	6.9	7.6	5.8
Terminal Option 130-1	6.9	7.6	5.8
Terminal Option 100-1	6.9	7.6	5.8
Terminal Option KS-1	6.9	7.6	5.8
Terminal Option NP-1	6.9	7.6	5.8
Terminal Option SE-2	42.0	46.3	35.1
Terminal Option 130-2	46.2	50.9	38.6
Terminal Option 100-2	46.2	50.9	38.6
Terminal Option KS-2	42.0	46.3	35.1
Terminal Option NP-2	24.4	26.8	20.5
Terminal Option SE-3	52.5	57.9	43.8
Terminal Option 130-3	52.7	58.1	44.0
Terminal Option 100-3	52.7	58.1	44.0
Terminal Option KS-3	52.5	57.9	43.8
Terminal Option NP-3	52.5	57.9	43.8
Terminal Option SE-4	45.0	49.6	37.6
Terminal Option 130-4	47.1	51.9	39.3
Terminal Option 100-4	47.1	51.9	39.3
Terminal Option KS-4	45.0	49.6	37.6
Terminal Option NP-4	27.4	30.1	23.0
Terminal Option SE-5	46.0	50.7	38.4
Terminal Option 130-5	46.2	50.9	38.6
Terminal Option 100-5	46.2	50.9	38.6
Terminal Option KS-5	46.0	50.7	38.4
Terminal Option NP-5	46.0	50.7	38.4
Terminal Option SE-6	35.5	39.1	29.7
Terminal Option 130-6	39.3	43.3	32.9
Terminal Option 100-6	39.3	43.3	32.9
Terminal Option KS-6	35.5	39.1	29.7
Terminal Option NP-6	35.5	39.1	29.7
Terminal Option SE-7	28.5	31.3	23.9
Terminal Option 130-7	28.5	31.3	23.9
Terminal Option 100-7	28.5	31.3	23.9
Terminal Option KS-7	28.5	31.3	23.9
Terminal Option NP-7	28.5	31.3	23.9

Vessel Construction Costs. This cost analysis prices five vessel construction options.

- Rebuilt Steel Electric vessels (SE),
- 130 Class vessels with CPP (130),
- 100 Class vessels with CPP (100),
- Keystone Special vessels (KS) and
- Out-of-the-Box vessels with special drives (NP).

Vessel construction cost estimates use a parametric method of cost estimation. Key elements of this methodology include:

- Actual costs from a previous new vessel construction contract (the Jumbo Mark II project);
- Addition of costs from lessons learned;
- Scaling of this data to the size of the new vessel; and
- Addition of improvements, such as ADA, physical security and on-board revenue-generating items.

Figure 14 shows the parametric cost estimates for the types of vessels considered in the Keystone Study. Several aspects of this table should be noted.

- The first vessel in a multi-vessel procurement contract is more expensive in FY 2004 constant dollars. This is because the preconstruction expenses are normally attributed to the first vessel and because the shipyard experiences a learning curve that makes it more efficient in building the second vessel.

- The difference in cost between the first rebuilt Steel Electric Class vessel and the second and third vessels is smaller than for new construction work. Preconstruction costs are assigned to the first vessel but there is no learning curve for rehabilitation work in contrast to new construction.

- If 130 Class vessels are deployed to Keystone, this analysis assumes they are built under the four vessel construction project currently in progress. Rather than arbitrarily picking two vessels from this procurement contract, the cost analysis uses the average vessel construction cost for the cost of each of the two vessels assigned to Keystone.

- This analysis uses the parametric vessel construction cost estimates prepared by Glosten and Associates, with two exceptions. First, Glosten assumes that the Steel Electrics would be rebuilt using separate contracts. Therefore, the costs are the same for each vessel contract. This analysis assumes that all three vessels are rebuilt in succession under the same contract. This leads to preconstruction cost savings on the second and third vessels. Under these revised

assumptions, Glosten estimates that the second and third vessels' costs are 92% of the first vessel's cost. Second, there is a slight difference in the estimate for the average cost of four 130 Class vessels. Glosten uses $65.1 million. This analysis uses $64.7 million. The difference arises from the method used to convert the original cost estimate in FY 2001 constant dollars to FY 2004 constant dollars.

This cost analysis uses the average vessel construction cost for each vessel option. This ensures that all vessel classes are treated the same as the 130 Class vessels. Also, it avoids arbitrary decisions with respect to allocating the costs of the second vessel between Keystone and the rest of the system for those vessel classes that are interchangeable with vessels on other routes. This has no impact with respect to vessel construction costs measured in FY 2004 constant dollars. However, it tends to increase these costs when measured in current dollars and decrease them when measured in FY 2004 present value dollars.

The existing four vessel construction project provides the standard model for constructing vessels. Given a start date in late FY 2003, the existing project delivers the four vessels as follows:

- 1st vessel delivered in FY 2008,
- 2nd vessel delivered in FY 2009,
- 3rd vessel delivered in FY 2009,
- 4th vessel delivered in FY 2010.

Assuming construction could begin on other types of vessels in late FY 2005, the other new vessels could be delivered as follows:

- 1st vessel delivered in FY 2010,
- 2nd vessel delivered in FY 2011,
- 3rd vessel delivered in FY 2011.

Figure 15 displays the methodology used to age vessel construction costs by fiscal year. The model for this aging is the current schedule for the existing four vessel construction contract. Appendix B contains the spreadsheet used to calculate the expenditure demand of each vessel construction option in each of the three ways that dollars are measured.

Figure 16 provides a listing of vessel construction costs that are shown in the cost rankings and matrices on pages 17 through 22.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 14. Washington State Ferries
Keystone Ferry Terminal Study
Parametric Vessel Construction Cost Estimates
In Millions of Dollars of FY 2004 Purchasing Power

Vsl Option	Vsl-Harbor Scenario	Vessel Options	Number of Vessels	1st Vsl Cost	2nd Vsl Cost	3rd Vsl Cost	4th Vsl Cost	Total Cost	Average Cost
--	SE-	**Rebuilt Steel Electrics**-- Extend lives 30 years; replace majority of hull plates, replace vehicle deck, install new internal subdivision bulkheads, purchase and install new main propulsion systems to improve serviceability; PE for all vessels included in 1st vessel; 2nd and 3rd vessels cost 92% of 1st; 59 cars.	3	72.9	67.1	67.1		207.1	69.0
1	130-	**New 130 Class**--with CPP and upper vehicle deck; costs shown as average of four vessel construction plan shown below; 133 Cars.	2	64.7	64.7			129.4	64.7
--	--	**Four Programmed Replacement 130 Class Ferries.**	4	79.4	61.0	59.7	58.8	258.9	64.7
2	100-	**New 100 Class**--with CPP; 130 Class less upper vehicle deck; 100 Cars.	2	74.1	54.9			129.0	64.5
3A	KS-	"**Keystone Special**"; 68 Cars.	3	48.6	36.0	36.0		120.6	40.2
3B	KS-	"**Keystone Special With Special Drives**"--with Z-Drives or Cycloidal Propellers; 68 Cars.	3	51.1	37.8	37.8		126.7	42.2
4A	NP-	**Out-of-Box**--New 100 Class with Z-Drives; 100 Cars.	2	75.4	55.8			131.2	65.6
4B	NP-	**Out-of-Box**--New 100 Class with Cycloidal Propellers; 100 Cars.	2	76.7	56.8			133.5	66.8

Figure 15. Washington State Ferries
Keystone Ferry Terminal Study
Parametric Estimate of Vessel Construction Expenditures By Vessel By Fiscal Year
In Millions of FY 2004 Constant Dollars and Percent Distribution Per Vessel Per Fiscal Year

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Total
Vessel Costs By Vessel By Fiscal Year									
1st Vessel	0.2	2.6	3.2	24.1	30.3	19.1	0.0	0.0	79.4
2nd Vessel	0.0	0.0	0.0	0.0	9.6	36.7	14.7	0.0	61.0
3rd Vessel	0.0	0.0	0.0	0.0	0.0	20.2	39.5	0.0	59.7
4th Vessel	0.0	0.0	0.0	0.0	0.0	1.4	34.1	23.2	58.8
Cost By Fiscal Year	0.2	2.6	3.2	24.1	39.8	77.4	88.4	23.2	258.9
Percent Distribution of Expenditures By Vessel By Fiscal Year									
1st Vessel	0.28%	3.33%	4.00%	30.28%	38.09%	24.02%	0.00%	0.00%	100.00%
2nd Vessel	0.00%	0.00%	0.00%	0.00%	15.66%	60.19%	24.15%	0.00%	100.00%
3rd Vessel	0.00%	0.00%	0.00%	0.00%	0.00%	33.78%	66.22%	0.00%	100.00%
4th Vessel	0.00%	0.00%	0.00%	0.00%	0.00%	2.36%	58.08%	39.56%	100.00%

Notes

The dollar and percent distribution of vessel construction costs by fiscal year are based on the same assumptions used in developing the expenditure plan for the four programmed replacement ferries. Key assumptions include:

The budgetary estimate assumes a procurement partnership process resulting in a single contract under which vessels are built in succession at the same shipyard.

No early delivery bonus is included.

Estimate is based on a four vessel contract with no options.

Cost of financing is not included.

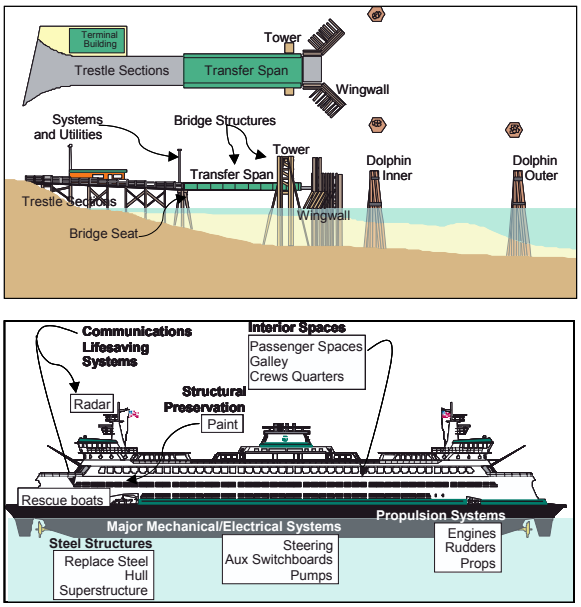
Labor rate is based on WA shipyards.

Figure 16. Washington State Ferries
Keystone Ferry Terminal Study
Vessel Construction Costs
In Millions of FY 2004 Constant Dollars, Current (Inflated) Dollars and FY 2004 Present Value Dollars

Vessel Options	FY 2004 Constant Dollars in Mil	Current (Inflated) Dollars in Mil	FY 2004 Present Value Dollars in Mil
Vessel Option: Rebuilt Steel Electric (SE)	207.1	236.7	169.1
Vessel Option 1: New 130 Class with CPP & Upper Vehicle Deck (130)	95.6	107.0	80.6
Vessel Option 2: New 100 Class with CPP (100)	101.1	113.9	84.2
Vessel Option 3A: Keystone Special (KS)	120.6	137.8	98.4
Vessel Option 4B: Out-of-the-Box with Cycloidal Propellers (NP) (Interchangeable)	104.6	117.9	87.1

Terminal and Vessel Preservation Costs. Washington State Ferries uses a life cycle cost model to manage the preservation of its terminals and vessels. At the heart of WSF's life cycle approach to preservation is the terminal and vessel system. WSF's terminals and vessels consist of a number of systems, some of which are illustrated in Figure 17.

Figure 17.
Ferry Terminal and Vessel Systems



Each terminal or vessel system has an expected life. Starting with the date the system was last preserved, you can project when the system will next need to be replaced. Given the cost of replacement you can estimate preservation expenditures over time. This approach is illustrated in Figure 18 along with the cost of preserving the systems of a vessel.

Terminal and vessel systems are grouped into two categories. Category 1 systems are those classified by regulatory agencies as vital to the protection of WSF employees and customers, the environment and the terminal or vessel. Category 2 systems consist of all other systems.

WSF measures the condition of its terminals and vessels in terms of life cycle

ratings. A life cycle rating is the percentage of a terminal's or vessel's systems that are operating within their expected lives. The Joint Task Force on Ferries recommended that WSDOT reach a category 1 life cycle rating for "vital" terminal and vessel systems of between 90% and 100% and a category 2 life cycle rating for "other" systems of between 60% and 80% within the ten-year planning period.

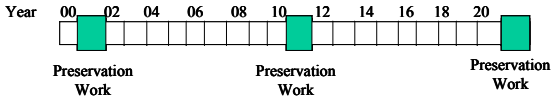
This cost analysis employs WSF's life cycle model to estimate preservation costs of the terminal and vessel options. In the case of the terminal configurations, the process starts with the life cycle cost model for the existing Keystone Terminal. The life cycle inventory data base is adjusted to reflect replacement of existing structures with new structures and the addition of structures that are not part of the original terminal. In the case of the vessel options, the life cycle models of vessels similar to the proposed new vessels are used. Their life cycle data bases are adjusted to reflect that all of the vessel's systems start new from the date the vessel is delivered by the shipyard. The following existing vessels are used as stand-in's for calculating the preservation costs of the proposed vessel options:

- The MV Issaquah represents new 130 Class vessels with CPP.
- The MV Sealth represents new 100 Class vessels with CPP.
- The MV Klickitat represents rebuilt Steel Electric and Keystone Special Class vessels.
- The MV Klahowya represents Out-of-the-Box vessels with special drives.

Figure 18.
Life Cycle Approach to Preservation

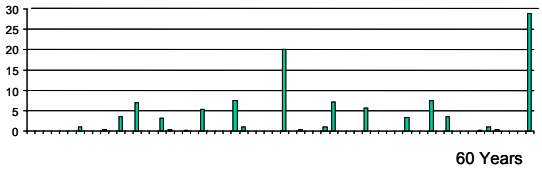
Each terminal and vessel system has a

- Life cycle 10 years
- Date work was last done FY 1995
- Date work is next due FY 2005, 2015, 2025
- Standard cost $400,000



WSF uses this information to identify the need to preserve terminal and vessel systems.

M.V. Wenatchee Life Cycle Preservation Costs
FYs 1999-2059, Millions of Dollars of 1997 Purchasing Power



Based on the vessel delivery dates discussed in the previous section, vessel, preservation costs are projected for 31 years for the first vessel and 30 years for subsequent vessels. Note, 30-years marks the half-way point in a vessel's life when preservation costs peak due to the convergence of the needs to replace systems with five, ten, 15 and 30 year life-cycles. As a result, preservation costs are computed over the following time frames:

- 1st vessel—FY 2011 through FY 2041 and

- 2nd and 3rd vessels—FY 2012 through FY 2041.

Terminal preservation costs are calculated over the same period as vessel preservation costs

Figures 19 and 20 provide lists of terminal and vessel preservation costs that are shown in the cost rankings and matrices on pages 17 through 22. Appendices C and D contain the spreadsheets used to calculate the expenditure demand for preservation of each terminal and vessel construction option in each of the three ways that dollars are measured.

Figure 19. Washington State Ferries
Keystone Ferry Terminal Study
Terminal Preservation Costs
In Millions of FY 2004 Constant Dollars, Current (Inflated) Dollars and FY 2004 Present Value Dollars

Terminal Options	FY 2004 Constant Dollars in Mil	Current (Inflated) Dollars in Mil	FY 2004 Present Value Dollars in Mil
Terminal Option SE-1	20.7	29.7	15.1
Terminal Option 130-1	20.7	29.7	15.1
Terminal Option 100-1	20.7	29.7	15.1
Terminal Option KS-1	20.7	29.7	15.1
Terminal Option NP-1	20.7	29.7	15.1
Terminal Option SE-2	8.9	21.6	3.6
Terminal Option 130-2	8.9	21.6	3.6
Terminal Option 100-2	8.9	21.6	3.6
Terminal Option KS-2	8.9	21.6	3.6
Terminal Option NP-2	8.9	21.6	3.6
Terminal Option SE-3	8.6	20.2	3.5
Terminal Option 130-3	8.6	20.2	3.5
Terminal Option 100-3	8.6	20.2	3.5
Terminal Option KS-3	8.6	20.2	3.5
Terminal Option NP-3	8.6	20.2	3.5
Terminal Option SE-4	8.6	20.2	3.5
Terminal Option 130-4	8.6	20.2	3.5
Terminal Option 100-4	8.6	20.2	3.5
Terminal Option KS-4	8.6	20.2	3.5
Terminal Option NP-4	8.6	20.2	3.5
Terminal Option SE-5	8.6	20.2	3.5
Terminal Option 130-5	8.6	20.2	3.5
Terminal Option 100-5	8.6	20.2	3.5
Terminal Option KS-5	8.6	20.2	3.5
Terminal Option NP-5	8.6	20.2	3.5
Terminal Option SE-6	16.7	33.2	7.8
Terminal Option 130-6	16.7	33.2	7.8
Terminal Option 100-6	16.7	33.2	7.8
Terminal Option KS-6	16.7	33.2	7.8
Terminal Option NP-6	16.7	33.2	7.8
Terminal Option SE-7	8.9	21.6	3.6
Terminal Option 130-7	8.9	21.6	3.6
Terminal Option 100-7	8.9	21.6	3.6
Terminal Option KS-7	8.9	21.6	3.6
Terminal Option NP-7	8.9	21.6	3.6

Figure 20. Washington State Ferries
Keystone Ferry Terminal Study
Vessel Preservation Costs

In Millions of FY 2004 Constant Dollars, Current (Inflated) Dollars and FY 2004 Present Value Dollars

Vessel Options	FY 2004 Constant Dollars in Mil	Current (Inflated) Dollars in Mil	FY 2004 Present Value Dollars in Mil
Vessel Option: Rebuilt Steel Electric (Klickitat) (SE)	118.6	333.1	44.5
Vessel Option 1: New 130 Class with CPP (Issaquah) (130)	73.8	183.3	30.4
Vessel Option 2: New 100 Class with CPP (Sealth) (100)	74.3	185.4	30.5
Vessel Option 3A and 3 B: Keystone Special (Klickitat) (KS)	118.6	333.1	44.5
Vessel Option 4A and 4B: Out-of-the-Box (Klahowya) (NP) (Interchangeable)	75.9	207.7	29.0

Terminal and Vessel Maintenance Costs. Both terminal and vessel maintenance costs are based on projecting current maintenance expenditures into the future.

Keystone Terminal maintenance costs in FY 2004 are estimated to be $80,000.

Vessel maintenance costs are calculated by distributing approximately $15 million in FY 2004 among the vessels in the fleet. Each vessel receives a maintenance allocation based on the proportion that the value of its system inventory bears in relation to the value of the system inventory of the fleet. The new vessel classes are assigned maintenance funds in accordance with funds allocated to comparable existing vessels.

This cost analysis uses the following annual maintenance costs per vessel in FY 2004 constant dollars for the vessel options:

- Steel Electric $.557 mil
- 130 Class $.587 mil
- 100 Class $.565 mil
- Keystone Special $.557 mil
- Out-0f-the-Box $.678 mil

Terminal and vessel maintenance costs are calculated over the same period as preservation costs.

Figures 21 and 22 provide lists of terminal and vessel maintenance costs that are shown in the cost rankings and matrices on pages 17 through 22. Appendices E and F contain the spreadsheets used to calculate the expenditure demand for maintenance of each terminal and vessel option in each of the three ways that dollars are measured.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 21. Washington State Ferries
Keystone Ferry Terminal Study
Terminal Maintenance Costs

In Millions of FY 2004 Constant Dollars, Current (Inflated) Dollars and FY 2004 Present Value Dollars

	FY 2004 Constant Dollars in Mil	Current (Inflated) Dollars in Mil	FY 2004 Present Value Dollars in Mil
All Terminal Configurations	2.5	5.3	1.2

Figure 22. Washington State Ferries
Keystone Ferry Terminal Study
Vessel Maintenance Costs

In Millions of FY 2004 Constant Dollars, Current (Inflated) Dollars and FY 2004 Present Value Dollars

Vessel Options	FY 2004 Constant Dollars in Mil	Current (Inflated) Dollars in Mil	FY 2004 Present Value Dollars in Mil
Vessel Option: Rebuilt Steel Electric (Klickitat) (SE)	51.6	110.5	24.8
Vessel Option 1: New 130 Class with CPP (Issaquah) (130)	27.9	59.2	13.6
Vessel Option 2: New 100 Class with CPP (Sealth) (100)	27.6	58.8	13.3
Vessel Option 3A: Keystone Special (Klickitat) (KS)	51.6	110.5	24.8
Vessel Option 4B: Out-of-the-Box with Cycloidal Propellers (Klahowya) (NP) (Interchangeable)	33.7	71.9	16.3

Terminal and Vessel Operating Costs. Terminal operating costs include labor costs for persons such as ticket sellers and traffic attendants. Non-labor costs include purchased items, such as cleaning supplies, utilities, and ticket and schedule printing. Purchased services are illustrated by armored car service. Figure 23 shows estimated terminal operating costs. These costs vary depending upon the class of vessels calling at the terminal and on the configuration of the terminal.

Vessel operating costs include deck crew labor, engine crew labor, fuel and non-labor. The cost of vessel service depends on the class of vessel and the vessel's service schedule. Figure 24 is divided into three sections. The first section displays vessel operating cost building blocks. These building blocks compile the various costs applicable to hours of service for different vessel classes. The second section combines building blocks to show the cost of operating each class of vessel depending on the season and hours of service. The third section, calculates the annual operating costs of each vessel option proposed for Keystone and the associated schedule shown on page 12.

Figures 25 and 26 provide lists of terminal and vessel operating costs that are shown in the cost rankings and matrices on pages 17 through 22. Appendices G and H contain the spreadsheets used to calculate the operating expenditures for each terminal and vessel option in each of the three ways that dollars are measured.

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 23. Washington State Ferries
Keystone Ferry Terminal Study
Annual Terminal Operating Costs
In FY 2004 Constant Dollars

LABOR COSTS:

Terminal Options	Vessel Options: Steel Electrics (SE)	130 Class (130)	100 Class (100)	Keystone Specials (KS), Out-of-the-Box (NP)
Existing Conditions (1)	**398,300**	**590,100**	**473,500**	**436,800**
Existing Slip With Jetty Extension (2)	**551,500**	**590,100**	**473,500**	**551,500**
Harbor Mouth Slip East State Park Terminal (3)	**457,400**	**590,100**	**473,500**	**457,400**
In Harbor Slip State Park Terminal (4)	**551,500**	**590,100**	**473,500**	**551,500**
West State Park Slip and Terminal (5)	**457,400**	**590,100**	**473,500**	**457,400**
Eisting Slip With Line Dolphins (6)	**551,500**	**590,100**	**473,500**	**551,500**
Existing Slip With Jetty East (7)	**551,500**	**590,100**	**473,500**	**551,500**

NON-LABOR COSTS:

For all service options and terminal configurations:	**31,300**

Figure 24. Washington State Ferries
Keystone Ferry Terminal Study
Vessel Operating Costs
In FY 2004 Constant Dollars

Operating Cost Building Blocks

	Deck Labor	Fuel	Non-labor	Engine Labor	Total
Baseline					
Steel Electric 365*16	1,372,678	485,888	379,600	886,174	**3,124,340**
Steel Electric 8*7*22	289,579	102,502	80,080	886,174	**1,358,335**
Total Baseline	**1,662,257**	**588,390**	**459,680**	**1,772,348**	**4,482,675**
Scenario 1					
Issaquah 130 - 365*16	1,753,058	873,080	379,600	1,283,285	**4,289,023**
Total Scenario 1	**1,753,058**	**873,080**	**379,600**	**1,283,285**	**4,289,023**
Scenario 2					
2 "Keystone Specials" 365*16	2,745,356	971,776	759,200	1,772,348	**6,248,680**
"Keystone Special" 8*7*22	289,579	102,502	80,080	886,174	**1,358,335**
Total Scenario 2	**3,034,935**	**1,074,278**	**839,280**	**2,658,522**	**7,607,015**
Scenario 3					
E. State class 365*16	1,753,058	607,360	379,600	1,211,279	**3,951,297**
E. State Class 8*7*22	369,823	128,128	80,080	1,211,279	**1,789,310**
Total Scenario 3	**2,122,881**	**735,488**	**459,680**	**2,422,558**	**5,740,607**
Scenario 4					
New Sealth Class 365*16	1,572,421	873,080	379,600	1,283,285	**4,108,386**
New Sealth Class 8*7*22	331,716	184,184	80,080	1,283,285	**1,879,265**
Total Scenario 4	**1,904,137**	**1,057,264**	**459,680**	**2,566,570**	**5,987,651**

Operating Cost Building Blocks By Vessel Class By Type of Service

	C	D	E	F	G	H
	Summer-8 Hrs	Summer-16 Hrs	Winter-8 Hours	Winter-16 Hrs	Summer	Winter
	22*7*8	**22*7*16**	**30*7*8**	**30*7*16**	**22*engine**	**30*engine**
Steel Electric	472,161	944,323	646,922	1,293,843	374,920	511,254
Option 1: Issaquah 130	635,829	1,271,658	867,040	1,734,080	542,928	740,357
Option 2: Sealth Class	595,980	1,191,960	816,571	1,633,141	542,928	740,357
Option 3A and 3B: Keystone Special	472,161	944,323	646,922	1,293,843	374,920	511,254
Option 4A and 4B: E-State	578,031	1,156,062	791,978	1,583,956	512,464	698,815

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 24 (Continued). Washington State Ferries
Keystone Ferry Terminal Study
Vessel Operating Costs Factors
In FY 2004 Constant Dollars

Vessel Operating Costs Per Year By Vessel Class

Option: Steel Electric	FY 2011- FY 2027			FY 2028-FY 2041		
Vessel 1	Summer-16 Hrs	D+G	1,319,243	Summer-16 Hr	D+G	1,319,243
	Winter-16 Hrs	F+H	1,805,097	Winter-16 Hrs	F+H	1,805,097
Vessel 2	Summer-16 Hrs	D+G	1,319,243	Summer-16 Hr	D+G	1,319,243
	Winter-8 Hrs	E+H	1,158,176	Winter-8 Hrs	E+H	1,158,176
Vessel 3	Summer-8 Hrs	C+G	847,081	Summer-16 Hr	D+G	1,319,243
Total			6,448,840			6,921,001
Option 1: Issaquah 130	FY 2011- FY 2014			FY 2015-FY 2041		
Vessel 1	Summer-16 Hrs	D+G	1,814,587	Summer-16 Hr	D+G	1,814,587
	Winter-16 Hrs	F+H	2,474,436	Winter-16 Hrs	F+H	2,474,436
Vessel 2				Summer-8 Hrs	C+G	1,178,757
Total			4,289,023			5,467,780
Option 2: Sealth	FY 2011- FY 2018			FY 2019-FY 2041		
Vessel 1	Summer-16 Hrs	D+G	1,734,888	Summer-16 Hr	D+G	1,734,888
	Winter-16 Hrs	F+H	2,373,498	Winter-16 Hrs	F+H	2,373,498
Vessel 2	Summer-8 Hrs	C+G	1,138,908	Summer-16 Hr	D+G	1,734,888
Total			5,247,294			5,843,274
Option 3A: Keystone Special	FY 2011- FY 2017			FY 2018-FY 2041		
Vessel 1	Summer-16 Hrs	D+G	1,319,243	Summer-16 Hr	D+G	1,319,243
	Winter-16 Hrs	F+H	1,805,097	Winter-16 Hrs	F+H	1,805,097
Vessel 2	Summer-16 Hrs	D+G	1,319,243	Summer-16 Hr	D+G	1,319,243
				Winter-8 Hrs	E+H	1,158,176
Vessel 3				Summer-8 Hrs	C+G	847,081
Total			4,443,583			6,448,840
Options 4A and4B: E-State	FY 2011- FY 2018			FY 2019-FY 2041		
Vessel 1	Summer-16 Hrs	D+G	1,668,526	Summer-16 Hr	D+G	1,668,526
	Winter-16 Hrs	F+H	2,282,771	Winter-16 Hrs	F+H	2,282,771
Vessel 2	Summer-8 Hrs	C+G	1,090,495	Summer-16 Hr	D+G	1,668,526
Total			5,041,792			5,619,823

Figure 25. Washington State Ferries Keystone Ferry Terminal Study Terminal Operating Costs

In Millions of FY 2004 Constant Dollars, Current (Inflated) Dollars and FY 2004 Present Value Dollars

Terminal Options	FY 2004 Constant Dollars in Mil	Current (Inflated) Dollars in Mil	FY 2004 Present Value Dollars in Mil
Terminal Option SE-1	13.3	28.3	6.5
Terminal Option 130-1	19.3	40.9	9.4
Terminal Option 100-1	15.6	33.2	7.6
Terminal Option KS-1	14.5	30.8	7.1
Terminal Option NP-1	14.5	30.8	7.1
Terminal Option SE-2	18.1	38.3	8.8
Terminal Option 130-2	19.3	40.9	9.4
Terminal Option 100-2	15.6	33.2	7.6
Terminal Option KS-2	18.1	38.3	8.8
Terminal Option NP-2	18.1	38.3	8.8
Terminal Option SE-3	15.1	32.1	7.4
Terminal Option 130-3	19.3	40.9	9.4
Terminal Option 100-3	15.6	33.2	7.6
Terminal Option KS-3	15.1	32.1	7.4
Terminal Option NP-3	15.1	32.1	7.4
Terminal Option SE-4	18.1	38.3	8.8
Terminal Option 130-4	19.3	40.9	9.4
Terminal Option 100-4	15.6	33.2	7.6
Terminal Option KS-4	18.1	38.3	8.8
Terminal Option NP-4	18.1	38.3	8.8
Terminal Option SE-5	15.1	32.1	7.4
Terminal Option 130-5	19.3	40.9	9.4
Terminal Option 100-5	15.6	33.2	7.6
Terminal Option KS-5	15.1	32.1	7.4
Terminal Option NP-5	15.1	32.1	7.4
Terminal Option SE-6	18.1	38.3	8.8
Terminal Option 130-6	19.3	40.9	9.4
Terminal Option 100-6	15.6	33.2	7.6
Terminal Option KS-6	18.1	38.3	8.8
Terminal Option NP-6	18.1	38.3	8.8
Terminal Option SE-7	18.1	38.3	8.8
Terminal Option 130-7	19.3	40.9	9.4
Terminal Option 100-7	15.6	33.2	7.6
Terminal Option KS-7	18.1	38.3	8.8
Terminal Option NP-7	18.1	38.3	8.8

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Figure 26. Washington State Ferries
Keystone Ferry Terminal Study
Vessel Operating Costs

In Millions of FY 2004 Constant Dollars, Current (Inflated) Dollars and FY 2004 Present Value Dollars

Vessel Options	2004 Constant Dollars in Mil	Inflated Dollars in Mil	Present Value Dollars in Mil
Vessel Option: Rebuilt Steel Electric (SE)	207.1	443.4	99.9
Vessel Option 1: New 130 Class with CPP (130)	166.0	356.2	79.5
Vessel Option 2: New 100 Class with CPP (100)	176.1	376.6	84.8
Vessel Option 3A: Keystone Special (KS)	187.1	409.0	88.1
Vessel Option 4B: Out-of-the-Box with Cycloidal Propellers (NP) (Interchangeable)	173.0	370.1	83.5

Keystone Ferry Terminal Study
Cost Analysis of Alternative Courses of Action

Appendices

Appendix A—Construction Costs For Terminal Options By Fiscal Year
Appendix B—Construction Costs For Vessel Options By Fiscal Year
Appendix C—Preservation Costs For Terminal Options By Fiscal Year
Appendix D—Preservation Costs For Vessel Options By Fiscal Year
Appendix E—Maintenance Costs For Terminal Options By Fiscal Year
Appendix F—Maintenance Costs For Vessel Options By Fiscal Year
Appendix G—Operating Costs For Terminal Options By Fiscal Year
Appendix H—Operating Costs For Vessel Options By Fiscal Year

Appendix A
Washington State Ferries
Keystone Ferry Terminal Study
Construction Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option SE-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	6.9	0.0	0.3	0.4	0.4	3.0	2.8	0.0	6.9	5.6	0.5	0.7	6.8
Cost in Current (Inflated) Dollars	7.6	0.0	0.3	0.4	0.4	3.3	3.1	0.0	7.6				
Cost in 2004 Present Value Dollars	5.8	0.0	0.3	0.4	0.3	2.5	2.3	0.0	5.8				

Terminal Option 130-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	6.9	0.0	0.3	0.4	0.4	3.0	2.8	0.0	6.9	5.6	0.5	0.7	6.8
Cost in Current (Inflated) Dollars	7.6	0.0	0.3	0.4	0.4	3.3	3.1	0.0	7.6				
Cost in 2004 Present Value Dollars	5.8	0.0	0.3	0.4	0.3	2.5	2.3	0.0	5.8				

Terminal Option 100-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	6.9	0.0	0.3	0.4	0.4	3.0	2.8	0.0	6.9	5.6	0.5	0.7	6.8
Cost in Current (Inflated) Dollars	7.6	0.0	0.3	0.4	0.4	3.3	3.1	0.0	7.6				
Cost in 2004 Present Value Dollars	5.8	0.0	0.3	0.4	0.3	2.5	2.3	0.0	5.8				

Terminal Option KS-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	6.9	0.0	0.3	0.4	0.4	3.0	2.8	0.0	6.9	5.6	0.5	0.7	6.8
Cost in Current (Inflated) Dollars	7.6	0.0	0.3	0.4	0.4	3.3	3.1	0.0	7.6				
Cost in 2004 Present Value Dollars	5.8	0.0	0.3	0.4	0.3	2.5	2.3	0.0	5.8				

Terminal Option NP-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	6.9	0.0	0.3	0.4	0.4	3.0	2.8	0.0	6.9	5.6	0.5	0.7	6.8
Cost in Current (Inflated) Dollars	7.6	0.0	0.3	0.4	0.4	3.3	3.1	0.0	7.6				
Cost in 2004 Present Value Dollars	5.8	0.0	0.3	0.4	0.3	2.5	2.3	0.0	5.8				

Terminal Option SE-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	42.0	0.0	1.5	2.1	2.6	18.4	17.4	0.0	42.0	34.8	3.0	4.2	42.0
Cost in Current (Inflated) Dollars	46.3	0.0	1.6	2.2	2.8	20.2	19.5	0.0	46.3				
Cost in 2004 Present Value Dollars	35.1	0.0	1.4	1.9	2.3	15.4	14.1	0.0	35.1				

Terminal Option 130-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	46.2	0.0	1.5	2.2	2.8	20.4	19.3	0.0	46.2	38.6	3.0	4.6	46.2
Cost in Current (Inflated) Dollars	50.9	0.0	1.6	2.3	3.0	22.4	21.7	0.0	50.9				
Cost in 2004 Present Value Dollars	38.6	0.0	1.4	2.0	2.4	17.1	15.6	0.0	38.6				

Appendix A
Washington State Ferries
Keystone Ferry Terminal Study
Construction Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option 100-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	46.2	0.0	1.5	2.2	2.8	20.4	19.3	0.0	46.2	38.6	3.0	4.6	46.2
Cost in Current (Inflated) Dollars	50.9	0.0	1.6	2.3	3.0	22.4	21.7	0.0	50.9				
Cost in 2004 Present Value Dollars	38.6	0.0	1.4	2.0	2.4	17.1	15.6	0.0	38.6				

Terminal Option KS-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	42.0	0.0	1.5	2.1	2.6	18.4	17.4	0.0	42.0	34.8	3.0	4.2	42.0
Cost in Current (Inflated) Dollars	46.3	0.0	1.6	2.2	2.8	20.2	19.5	0.0	46.3				
Cost in 2004 Present Value Dollars	35.1	0.0	1.4	1.9	2.3	15.4	14.1	0.0	35.1				

Terminal Option NP-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	24.4	0.0	1.5	1.8	1.4	10.1	9.6	0.0	24.4	19.2	3.0	2.3	24.5
Cost in Current (Inflated) Dollars	26.8	0.0	1.6	1.9	1.5	11.1	10.8	0.0	26.8				
Cost in 2004 Present Value Dollars	20.5	0.0	1.4	1.6	1.2	8.5	7.8	0.0	20.5				

Terminal Option SE-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	52.5	0.0	1.5	2.3	3.3	23.3	22.1	0.0	52.5	44.2	3.0	5.3	52.5
Cost in Current (Inflated) Dollars	57.9	0.0	1.6	2.4	3.5	25.6	24.8	0.0	57.9				
Cost in 2004 Present Value Dollars	43.8	0.0	1.4	2.1	2.9	19.6	17.9	0.0	43.8				

Terminal Option 130-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	52.7	0.0	1.5	2.3	3.3	23.4	22.2	0.0	52.7	44.3	3.0	5.3	52.6
Cost in Current (Inflated) Dollars	58.1	0.0	1.6	2.4	3.5	25.7	24.9	0.0	58.1				
Cost in 2004 Present Value Dollars	44.0	0.0	1.4	2.1	2.9	19.6	18.0	0.0	44.0				

Terminal Option 100-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	52.7	0.0	1.5	2.3	3.3	23.4	22.2	0.0	52.7	44.3	3.0	5.3	52.6
Cost in Current (Inflated) Dollars	58.1	0.0	1.6	2.4	3.5	25.7	24.9	0.0	58.1				
Cost in 2004 Present Value Dollars	44.0	0.0	1.4	2.1	2.9	19.6	18.0	0.0	44.0				

Terminal Option KS-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	52.5	0.0	1.5	2.3	3.3	23.3	22.1	0.0	52.5	44.2	3.0	5.3	52.5
Cost in Current (Inflated) Dollars	57.9	0.0	1.6	2.4	3.5	25.6	24.8	0.0	57.9				
Cost in 2004 Present Value Dollars	43.8	0.0	1.4	2.1	2.9	19.6	17.9	0.0	43.8				

Appendix A
Washington State Ferries
Keystone Ferry Terminal Study
Construction Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option NP-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	52.5	0.0	1.5	2.3	3.3	23.3	22.1	0.0	52.5	44.2	3.0	5.3	52.5
Cost in Current (Inflated) Dollars	57.9	0.0	1.6	2.4	3.5	25.6	24.8	0.0	57.9				
Cost in 2004 Present Value Dollars	43.8	0.0	1.4	2.1	2.9	19.6	17.9	0.0	43.8				

Terminal Option SE-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	45.0	0.0	1.5	2.2	2.8	19.8	18.7	0.0	45.0	37.4	3.0	4.5	44.9
Cost in Current (Inflated) Dollars	49.6	0.0	1.6	2.3	3.0	21.7	21.0	0.0	49.6				
Cost in 2004 Present Value Dollars	37.6	0.0	1.4	2.0	2.4	16.6	15.2	0.0	37.6				

Terminal Option 130-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	47.1	0.0	1.5	2.2	2.9	20.8	19.7	0.0	47.1	39.4	3.0	4.7	47.1
Cost in Current (Inflated) Dollars	51.9	0.0	1.6	2.3	3.1	22.8	22.1	0.0	51.9				
Cost in 2004 Present Value Dollars	39.3	0.0	1.4	2.0	2.5	17.5	16.0	0.0	39.3				

Terminal Option 100-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	47.1	0.0	1.5	2.2	2.9	20.8	19.7	0.0	47.1	39.4	3.0	4.7	47.1
Cost in Current (Inflated) Dollars	51.9	0.0	1.6	2.3	3.1	22.8	22.1	0.0	51.9				
Cost in 2004 Present Value Dollars	39.3	0.0	1.4	2.0	2.5	17.5	16.0	0.0	39.3				

Terminal Option KS-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	45.0	0.0	1.5	2.2	2.8	19.8	18.7	0.0	45.0	37.4	3.0	4.5	44.9
Cost in Current (Inflated) Dollars	49.6	0.0	1.6	2.3	3.0	21.7	21.0	0.0	49.6				
Cost in 2004 Present Value Dollars	37.6	0.0	1.4	2.0	2.4	16.6	15.2	0.0	37.6				

Terminal Option NP-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	27.4	0.0	1.5	1.9	1.6	11.5	10.9	0.0	27.4	21.8	3.0	2.6	27.4
Cost in Current (Inflated) Dollars	30.1	0.0	1.6	2.0	1.7	12.6	12.2	0.0	30.1				
Cost in 2004 Present Value Dollars	23.0	0.0	1.4	1.7	1.4	9.7	8.8	0.0	23.0				

Terminal Option SE-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	46.0	0.0	1.5	2.2	2.8	20.3	19.2	0.0	46.0	38.4	3.0	4.6	46.0
Cost in Current (Inflated) Dollars	50.7	0.0	1.6	2.3	3.0	22.3	21.5	0.0	50.7				
Cost in 2004 Present Value Dollars	38.4	0.0	1.4	2.0	2.4	17.0	15.6	0.0	38.4				

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Terminal Option 130-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	46.2	0.0	1.5	2.2	2.8	20.4	19.3	0.0	46.2	38.5	3.0	4.6	46.1
Cost in Current (Inflated) Dollars	50.9	0.0	1.6	2.3	3.0	22.4	21.7	0.0	50.9				
Cost in 2004 Present Value Dollars	38.6	0.0	1.4	2.0	2.4	17.1	15.6	0.0	38.6				

Terminal Option 100-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	46.2	0.0	1.5	2.2	2.8	20.4	19.3	0.0	46.2	38.5	3.0	4.6	46.1
Cost in Current (Inflated) Dollars	50.9	0.0	1.6	2.3	3.0	22.4	21.7	0.0	50.9				
Cost in 2004 Present Value Dollars	38.6	0.0	1.4	2.0	2.4	17.1	15.6	0.0	38.6				

Terminal Option KS-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	46.0	0.0	1.5	2.2	2.8	20.3	19.2	0.0	46.0	38.4	3.0	4.6	46.0
Cost in Current (Inflated) Dollars	50.7	0.0	1.6	2.3	3.0	22.3	21.5	0.0	50.7				
Cost in 2004 Present Value Dollars	38.4	0.0	1.4	2.0	2.4	17.0	15.6	0.0	38.4				

Terminal Option NP-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	46.0	0.0	1.5	2.2	2.8	20.3	19.2	0.0	46.0	38.4	3.0	4.6	46.0
Cost in Current (Inflated) Dollars	50.7	0.0	1.6	2.3	3.0	22.3	21.5	0.0	50.7				
Cost in 2004 Present Value Dollars	38.4	0.0	1.4	2.0	2.4	17.0	15.6	0.0	38.4				

Terminal Option SE-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	35.5	0.0	1.5	2.0	2.2	15.3	14.5	0.0	35.5	28.9	3.0	3.5	35.4
Cost in Current (Inflated) Dollars	39.1	0.0	1.6	2.1	2.4	16.8	16.3	0.0	39.1				
Cost in 2004 Present Value Dollars	29.7	0.0	1.4	1.8	1.9	12.8	11.8	0.0	29.7				

Terminal Option 130-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	39.3	0.0	1.5	2.1	2.4	17.1	16.2	0.0	39.3	32.3	3.0	3.9	39.2
Cost in Current (Inflated) Dollars	43.3	0.0	1.6	2.2	2.6	18.8	18.2	0.0	43.3				
Cost in 2004 Present Value Dollars	32.9	0.0	1.4	1.9	2.1	14.4	13.1	0.0	32.9				

Terminal Option 100-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	39.3	0.0	1.5	2.1	2.4	17.1	16.2	0.0	39.3	32.3	3.0	3.9	39.2
Cost in Current (Inflated) Dollars	43.3	0.0	1.6	2.2	2.6	18.8	18.2	0.0	43.3				
Cost in 2004 Present Value Dollars	32.9	0.0	1.4	1.9	2.1	14.4	13.1	0.0	32.9				

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Terminal Option KS-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	35.5	0.0	1.5	2.0	2.2	15.3	14.5	0.0	35.5	28.9	3.0	3.5	35.4
Cost in Current (Inflated) Dollars	39.1	0.0	1.6	2.1	2.4	16.8	16.3	0.0	39.1				
Cost in 2004 Present Value Dollars	29.7	0.0	1.4	1.8	1.9	12.8	11.8	0.0	29.7				

Terminal Option NP-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	35.5	0.0	1.5	2.0	2.2	15.3	14.5	0.0	35.5	28.9	3.0	3.5	35.4
Cost in Current (Inflated) Dollars	39.1	0.0	1.6	2.1	2.4	16.8	16.3	0.0	39.1				
Cost in 2004 Present Value Dollars	29.7	0.0	1.4	1.8	1.9	12.8	11.8	0.0	29.7				

Terminal Option SE-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	28.5	0.0	1.5	1.9	1.7	12.0	11.4	0.0	28.5	22.8	3.0	2.7	28.5
Cost in Current (Inflated) Dollars	31.3	0.0	1.6	2.0	1.8	13.2	12.8	0.0	31.3				
Cost in 2004 Present Value Dollars	23.9	0.0	1.4	1.7	1.5	10.1	9.2	0.0	23.9				

Terminal Option 130-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	28.5	0.0	1.5	1.9	1.7	12.0	11.4	0.0	28.5	22.8	3.0	2.7	28.5
Cost in Current (Inflated) Dollars	31.3	0.0	1.6	2.0	1.8	13.2	12.8	0.0	31.3				
Cost in 2004 Present Value Dollars	23.9	0.0	1.4	1.7	1.5	10.1	9.2	0.0	23.9				

Terminal Option 100-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	28.5	0.0	1.5	1.9	1.7	12.0	11.4	0.0	28.5	22.8	3.0	2.7	28.5
Cost in Current (Inflated) Dollars	31.3	0.0	1.6	2.0	1.8	13.2	12.8	0.0	31.3				
Cost in 2004 Present Value Dollars	23.9	0.0	1.4	1.7	1.5	10.1	9.2	0.0	23.9				

Terminal Option KS-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	28.5	0.0	1.5	1.9	1.7	12.0	11.4	0.0	28.5	22.8	3.0	2.7	28.5
Cost in Current (Inflated) Dollars	31.3	0.0	1.6	2.0	1.8	13.2	12.8	0.0	31.3				
Cost in 2004 Present Value Dollars	23.9	0.0	1.4	1.7	1.5	10.1	9.2	0.0	23.9				

Terminal Option NP-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011					
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total	CN	EIS	PE	Total
Cost in FY 2004 Constant Dollars	28.5	0.0	1.5	1.9	1.7	12.0	11.4	0.0	28.5	22.8	3.0	2.7	28.5
Cost in Current (Inflated) Dollars	31.3	0.0	1.6	2.0	1.8	13.2	12.8	0.0	31.3				
Cost in 2004 Present Value Dollars	23.9	0.0	1.4	1.7	1.5	10.1	9.2	0.0	23.9				

Appendix B
Washington State Ferries
Keystone Ferry Terminal Study
Construction Costs For Vessel Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Vessel Option: Rebuilt Steel Electrics (SE)		FY2005	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011
(Not Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
lst Ferry	69.0	0.2	2.3	2.8	20.9	26.3	16.6	0.0
2nd Ferry	69.0	0.0	0.0	0.0	0.0	10.8	41.6	16.7
3rd Ferry	69.0	0.0	0.0	0.0	0.0	0.0	23.3	45.7
Cost in FY 2004 Constant Dollars	207.1	0.2	2.3	2.8	20.9	37.1	81.5	62.4
Cost in Current (Inflated) Dollars	236.7	0.2	2.4	3.0	23.0	41.6	93.4	73.0
Cost in FY 2004 Present Value Dollars	169.1	0.2	2.1	2.5	18.2	31.1	66.1	48.8

Vessel Option 1: New 130 Class with CPP (130)		FY2005	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
3rd Ferry	64.7	0.0	0.0	0.0	21.9	42.9	0.0	0.0
4th Ferry	30.9	0.0	0.0	0.0	0.7	17.9	12.2	0.0
Cost in FY 2004 Constant Dollars	95.6	0.0	0.0	0.0	22.6	60.8	12.2	0.0
Cost in Current (Inflated) Dollars	107.0	0.0	0.0	0.0	24.8	68.2	14.0	0.0
Cost in FY 2004 Present Value Dollars	80.6	0.0	0.0	0.0	19.6	51.0	9.9	0.0

Vessel Option 2: New 100 Class with CPP (100)		FY2005	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
lst Ferry	64.5	0.2	2.1	2.6	19.5	24.6	15.5	0.0
2nd Ferry	36.6	0.0	0.0	0.0	0.0	5.7	22.0	8.8
Cost in FY 2004 Constant Dollars	101.1	0.2	2.1	2.6	19.5	30.3	37.5	8.8
Cost in Current (Inflated) Dollars	113.9	0.2	2.2	2.8	21.4	34.0	43.0	10.3
Cost in FY 2004 Present Value Dollars	84.2	0.2	2.0	2.3	17.0	25.4	30.4	6.9

Vessel Option 3A: Keystone Special (KS)		FY2005	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011
(Not Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
lst Ferry	40.2	0.1	1.3	1.6	12.2	15.3	9.7	0.0
2nd Ferry	40.2	0.0	0.0	0.0	0.0	6.3	24.2	9.7
3rd Ferry	40.2	0.0	0.0	0.0	0.0	0.0	13.6	26.6
Cost in FY 2004 Constant Dollars	120.6	0.1	1.3	1.6	12.2	21.6	47.5	36.3
Cost in Current (Inflated) Dollars	137.8	0.1	1.4	1.7	13.4	24.2	54.4	42.5
Cost in FY 2004 Present Value Dollars	98.4	0.1	1.2	1.4	10.6	18.1	38.5	28.4

Vessel Option 4B: Out-of-the-Box with Cycloidal Propellers (NF		FY2005	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
lst Ferry	66.8	0.2	2.2	2.7	20.2	25.4	16.0	0.0
2nd Ferry	37.9	0.0	0.0	0.0	0.0	5.9	22.8	9.1
Cost in FY 2004 Constant Dollars	104.6	0.2	2.2	2.7	20.2	31.3	38.8	9.1
Cost in Current (Inflated) Dollars	117.9	0.2	2.3	2.9	22.2	35.1	44.5	10.7
Cost in FY 2004 Present Value Dollars	87.1	0.2	2.1	2.4	17.6	26.3	31.5	7.1

Appendix C
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Terminal Option SE-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	20.7	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	29.7	0.0	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	15.1	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Terminal Option 130-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	20.7	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	29.7	0.0	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	15.1	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Terminal Option 100-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	20.7	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	29.7	0.0	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	15.1	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Terminal Option KS-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	20.7	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	29.7	0.0	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	15.1	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Terminal Option NP-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	20.7	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	29.7	0.0	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	15.1	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Terminal Option SE-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Terminal Option SE-1	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3	0.0	0.0	0.9	0.0	3.5
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	1.3	0.0	0.0	1.0	0.0	4.2	0.0	0.0	1.8	0.0	7.6
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.4	0.0	1.4

Terminal Option 130-1	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3	0.0	0.0	0.9	0.0	3.5
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	1.3	0.0	0.0	1.0	0.0	4.2	0.0	0.0	1.8	0.0	7.6
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.4	0.0	1.4

Terminal Option 100-1	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3	0.0	0.0	0.9	0.0	3.5
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	1.3	0.0	0.0	1.0	0.0	4.2	0.0	0.0	1.8	0.0	7.6
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.4	0.0	1.4

Terminal Option KS-1	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3	0.0	0.0	0.9	0.0	3.5
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	1.3	0.0	0.0	1.0	0.0	4.2	0.0	0.0	1.8	0.0	7.6
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.4	0.0	1.4

Terminal Option NP-1	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3	0.0	0.0	0.9	0.0	3.5
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	1.3	0.0	0.0	1.0	0.0	4.2	0.0	0.0	1.8	0.0	7.6
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.4	0.0	1.4

Terminal Option SE-2	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	5.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.0

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Terminal Option SE-1	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 130-1	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 100-1	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option KS-1	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option NP-1	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option SE-2	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	3.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	2.3	0.0	9.5	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

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Terminal Option 130-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 100-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option KS-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option NP-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option SE-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 130-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Terminal Option 130-2	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	5.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.0

Terminal Option 100-2	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	5.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.0

Terminal Option KS-2	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	5.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.0

Terminal Option NP-2	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	5.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.0

Terminal Option SE-3	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option 130-3	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

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Terminal Option 130-2	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	3.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	2.3	0.0	9.5	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option 100-2	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	3.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	2.3	0.0	9.5	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option KS-2	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	3.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	2.3	0.0	9.5	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option NP-2	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	3.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	2.3	0.0	9.5	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option SE-3	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option 130-3	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

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Dollars and FY 2004 Present Value Dollars

Terminal Option 100-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option KS-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option NP-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option SE-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 130-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 100-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Terminal Option 100-3	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option KS-3	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option NP-3	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option SE-4	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option 130-4	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option 100-4	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

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Terminal Option 100-3	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option KS-3	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option NP-3	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option SE-4	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option 130-4	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option 100-4	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

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Terminal Option KS-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option NP-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option SE-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 130-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 100-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option KS-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Terminal Option KS-4	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option NP-4	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option SE-5	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option 130-5	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option 100-5	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option KS-5	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

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Terminal Option KS-4	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option NP-4	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option SE-5	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option 130-5	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option 100-5	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option KS-5	FY 2030 Year 26	FY 2031 Year 27	FY 2032 Year 28	FY 2033 Year 29	FY 2034 Year 30	FY 2035 Year 31	FY 2036 Year 32	FY 2037 Year 33	FY 2038 Year 34	FY 2039 Year 35	FY 2040 Year 36	FY 2041 Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

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Terminal Option NP-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option SE-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Terminal Option 130-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Terminal Option 100-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Terminal Option KS-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Terminal Option NP-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

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Terminal Option NP-5	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	4.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9.4
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.8

Terminal Option SE-6	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	0.0	0.6	0.0	5.9	0.0	0.0	0.9	0.0	7.6
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	1.3	0.0	0.0	1.0	0.0	10.6	0.0	0.0	1.8	0.0	16.8
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.5	0.0	0.0	0.3	0.0	2.9	0.0	0.0	0.4	0.0	3.2

Terminal Option 130-6	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	0.0	0.6	0.0	5.9	0.0	0.0	0.9	0.0	7.6
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	1.3	0.0	0.0	1.0	0.0	10.6	0.0	0.0	1.8	0.0	16.8
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.5	0.0	0.0	0.3	0.0	2.9	0.0	0.0	0.4	0.0	3.2

Terminal Option 100-6	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	0.0	0.6	0.0	5.9	0.0	0.0	0.9	0.0	7.6
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	1.3	0.0	0.0	1.0	0.0	10.6	0.0	0.0	1.8	0.0	16.8
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.5	0.0	0.0	0.3	0.0	2.9	0.0	0.0	0.4	0.0	3.2

Terminal Option KS-6	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	0.0	0.6	0.0	5.9	0.0	0.0	0.9	0.0	7.6
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	1.3	0.0	0.0	1.0	0.0	10.6	0.0	0.0	1.8	0.0	16.8
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.5	0.0	0.0	0.3	0.0	2.9	0.0	0.0	0.4	0.0	3.2

Terminal Option NP-6	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	0.0	0.6	0.0	5.9	0.0	0.0	0.9	0.0	7.6
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	1.3	0.0	0.0	1.0	0.0	10.6	0.0	0.0	1.8	0.0	16.8
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.5	0.0	0.0	0.3	0.0	2.9	0.0	0.0	0.4	0.0	3.2

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Terminal Option NP-5	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option SE-6	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 130-6	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 100-6	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option KS-6	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option NP-6	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Dollars and FY 2004 Present Value Dollars

Terminal Option SE-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 130-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option 100-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option KS-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Terminal Option NP-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Terminal Option SE-7	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	5.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.0

Terminal Option 130-7	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	5.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.0

Terminal Option 100-7	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	5.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.0

Terminal Option KS-7	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	5.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.0

Terminal Option NP-7	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.6	0.0	2.3
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	5.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	0.0	1.0

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Terminal Option SE-7	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	3.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	2.3	0.0	9.5	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option 130-7	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	3.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	2.3	0.0	9.5	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option 100-7	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	3.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	2.3	0.0	9.5	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option KS-7	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	3.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	2.3	0.0	9.5	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Terminal Option NP-7	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.0	0.0	0.9	0.0	3.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cost in Millions of Curent (Inflated) Dollars	0.0	0.0	2.3	0.0	9.5	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cost in Millions of 2004 Present Value Dollars	0.0	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

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Dollars and FY 2004 Present Value Dollars

Vessel Option: Rebuilt Steel Electrics (SE)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
(Not Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost in Millions of 2004 Constant Dollars	118.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.4
Cost in Millions of Current (Inflated) Dollars	333.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	1.8
Cost in Millions of 2004 Present Value Dollars	44.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.9

Vessel Option 1: New 130 Class with CPP (Issaquah) (130)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost in Millions of 2004 Constant Dollars	73.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	1.0
Cost in Millions of Current (Inflated) Dollars	183.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	1.4
Cost in Millions of 2004 Present Value Dollars	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.7

Vessel Option 2: New 100 Class with CPP (Sealth) (100)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost in Millions of 2004 Constant Dollars	74.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.1
Cost in Millions of Current (Inflated) Dollars	185.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	1.5
Cost in Millions of 2004 Present Value Dollars	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.7

Vessel Option 3A: Keystone Special (Klickitat) (KS)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
(Not Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost in Millions of 2004 Constant Dollars	118.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.4
Cost in Millions of Current (Inflated) Dollars	333.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	1.8
Cost in Millions of 2004 Present Value Dollars	44.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.9

Vessel Option 4B: Out-of-the-Box (Klahowya) (NP)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost in Millions of 2004 Constant Dollars	75.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.5
Cost in Millions of Current (Inflated) Dollars	207.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.7
Cost in Millions of 2004 Present Value Dollars	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3

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Vessel Option: Rebuilt Steel Electrics (SE)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
(Not Interchangeable)	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost in Millions of 2004 Constant Dollars	0.0	0.4	0.8	3.9	7.8	3.0	5.9	0.0	3.5	7.4	0.8	0.0	0.1
Cost in Millions of Current (Inflated) Dollars	0.0	0.6	1.2	5.9	12.3	4.9	10.2	0.0	6.5	14.3	1.7	0.1	0.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.3	0.5	2.2	4.3	1.6	3.0	0.0	1.7	3.4	0.4	0.0	0.0

Vessel Option 1: New 130 Class with CPP (Issaquah) (130)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
(Interchangeable)	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost in Millions of 2004 Constant Dollars	0.0	0.6	0.3	6.1	2.9	4.5	2.1	0.0	2.5	1.8	0.3	0.1	0.0
Cost in Millions of Current (Inflated) Dollars	0.0	0.9	0.4	9.3	4.6	7.4	3.7	0.0	4.7	3.5	0.6	0.2	0.1
Cost in Millions of 2004 Present Value Dollars	0.0	0.4	0.2	3.5	1.6	2.4	1.1	0.0	1.2	0.8	0.1	0.0	0.0

Vessel Option 2: New 100 Class with CPP (Sealth) (100)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
(Interchangeable)	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost in Millions of 2004 Constant Dollars	0.0	0.6	0.3	5.5	3.1	4.5	2.5	0.0	2.6	2.1	0.3	0.1	0.1
Cost in Millions of Current (Inflated) Dollars	0.0	0.9	0.5	8.4	4.9	7.4	4.4	0.0	4.8	4.0	0.7	0.2	0.1
Cost in Millions of 2004 Present Value Dollars	0.0	0.4	0.2	3.1	1.7	2.4	1.3	0.0	1.2	1.0	0.2	0.0	0.0

Vessel Option 3A: Keystone Special (Klickitat) (KS)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
(Not Interchangeable)	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost in Millions of 2004 Constant Dollars	0.0	0.4	0.8	3.9	7.8	3.0	5.9	0.0	3.5	7.4	0.8	0.0	0.1
Cost in Millions of Current (Inflated) Dollars	0.0	0.6	1.2	5.9	12.3	4.9	10.2	0.0	6.5	14.3	1.7	0.1	0.2
Cost in Millions of 2004 Present Value Dollars	0.0	0.3	0.5	2.2	4.3	1.6	3.0	0.0	1.7	3.4	0.4	0.0	0.0

Vessel Option 4B: Out-of-the-Box (Klahowya) (NP)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
(Interchangeable)	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost in Millions of 2004 Constant Dollars	0.0	0.6	0.3	5.0	2.8	4.1	2.4	0.0	1.6	1.4	0.3	0.1	0.0
Cost in Millions of Current (Inflated) Dollars	0.0	0.8	0.5	7.6	4.5	6.9	4.0	0.0	2.9	2.8	0.6	0.1	0.1
Cost in Millions of 2004 Present Value Dollars	0.0	0.3	0.2	2.8	1.6	2.2	1.2	0.0	0.8	0.7	0.1	0.0	0.0

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Vessel Option: Rebuilt Steel Electrics (SE)	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Not Interchangeable)	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	5.7	11.5	0.0	0.0	3.4	7.5	1.5	0.0	0.0	0.0	17.8	35.6
Cost in Millions of Current (Inflated) Dollars	13.3	27.7	0.0	0.0	9.3	21.5	4.4	0.0	0.0	0.0	63.5	132.7
Cost in Millions of 2004 Present Value Dollars	2.3	4.5	0.0	0.0	1.2	2.5	0.5	0.0	0.0	0.0	5.1	9.8

Vessel Option 1: New 130 Class with CPP (Issaquah) (130)	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Interchangeable)	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	14.0	6.7	0.0	0.0	5.1	4.6	1.0	0.0	0.0	0.0	12.1	5.8
Cost in Millions of Current (Inflated) Dollars	32.3	16.1	0.0	0.0	14.0	13.3	3.1	0.0	0.0	0.0	43.4	21.6
Cost in Millions of 2004 Present Value Dollars	5.6	2.6	0.0	0.0	1.8	1.6	0.3	0.0	0.0	0.0	3.4	1.6

Vessel Option 2: New 100 Class with CPP (Sealth) (100)	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Interchangeable)	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	12.8	7.3	0.0	0.0	5.1	4.9	1.2	0.0	0.0	0.0	11.7	6.6
Cost in Millions of Current (Inflated) Dollars	29.6	17.5	0.0	0.0	14.0	14.1	3.5	0.0	0.0	0.0	41.7	24.7
Cost in Millions of 2004 Present Value Dollars	5.2	2.8	0.0	0.0	1.8	1.7	0.4	0.0	0.0	0.0	3.3	1.8

Vessel Option 3A: Keystone Special (Klickitat) (KS)	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Not Interchangeable)	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	5.7	11.5	0.0	0.0	3.4	7.5	1.5	0.0	0.0	0.0	17.8	35.6
Cost in Millions of Current (Inflated) Dollars	13.3	27.7	0.0	0.0	9.3	21.5	4.4	0.0	0.0	0.0	63.5	132.7
Cost in Millions of 2004 Present Value Dollars	2.3	4.5	0.0	0.0	1.2	2.5	0.5	0.0	0.0	0.0	5.1	9.8

Vessel Option 4B: Out-of-the-Box (Klahowya) (NP)	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Interchangeable)	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	10.3	5.8	0.0	0.0	4.7	3.6	0.5	0.0	0.0	0.0	19.7	11.2
Cost in Millions of Current (Inflated) Dollars	23.8	14.1	0.0	0.0	12.9	10.4	1.6	0.0	0.0	0.0	70.4	41.7
Cost in Millions of 2004 Present Value Dollars	4.1	2.3	0.0	0.0	1.6	1.2	0.2	0.0	0.0	0.0	5.6	3.1

Appendix E
Washington State Ferries
Keystone Ferry Terminal Study
Maintenance Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

All Terminal Configurations

	Total	FY 2005 Year 1	FY 2006 Year 2	FY 2007 Year 3	FY 2008 Year 4	FY 2009 Year 5	FY 2010 Year 6	FY 2011 Year 7	FY 2012 Year 8	FY 2013 Year 9	FY 2014 Year 10	FY 2015 Year 11	FY 2016 Year 12
Cost in Millions of 2004 Constant Dollars	2.5	0.0	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.08	0.08	0.08	0.08
Cost in Millions of Current (Inflated) Dollars	5.3	0.0	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.10	0.10	0.10	0.11
Cost in Millions of 2004 Present Value Dollars	1.2	0.0	0.00	0.00	0.00	0.00	0.00	0.06	0.06	0.06	0.06	0.05	0.05

Appendix E
Washington State Ferries
Keystone Ferry Terminal Study
Maintenance Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

All Terminal Configurations	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost in Millions of 2004 Constant Dollars	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
Cost in Millions of Current (Inflated) Dollars	0.11	0.11	0.12	0.12	0.13	0.13	0.14	0.14	0.15	0.16	0.16	0.17	0.18
Cost in Millions of 2004 Present Value Dollars	0.05	0.05	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03

Appendix E
Washington State Ferries
Keystone Ferry Terminal Study
Maintenance Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

All Terminal Configurations	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
Cost in Millions of Current (Inflated) Dollars	0.19	0.19	0.20	0.21	0.22	0.23	0.24	0.25	0.26	0.27	0.29	0.30
Cost in Millions of 2004 Present Value Dollars	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02

Appendix F
Washington State Ferries
Keystone Ferry Terminal Study
Maintenance Costs For Vessel Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Vessel Option: Rebuilt Steel Electric (SE)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
(Not Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13
Cost in Millions of 2004 Constant Dollars	51.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.7	1.7	1.7	1.7	1.7	1.7
Cost in Millions of Current (Inflated) Dollars	110.5	0.0	0.0	0.0	0.0	0.0	0.0	0.7	2.0	2.1	2.1	2.2	2.3	2.3
Cost in Millions of 2004 Present Value Dollars	24.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.3	1.2	1.2	1.2	1.1	1.1

Vessel Option 1: New 130 Class with CPP (Issaquah) (130)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13
Cost in Millions of 2004 Constant Dollars	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Cost in Millions of Current (Inflated) Dollars	59.2	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.1	1.1	1.2	1.2	1.2
Cost in Millions of 2004 Present Value Dollars	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.6	0.6	0.6	0.6

Vessel Option 2: New 100 Class with CPP (Sealth) (100)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13
Cost in Millions of 2004 Constant Dollars	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.9	0.9	0.9	0.9	0.9	0.9
Cost in Millions of Current (Inflated) Dollars	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.1	1.1	1.1	1.2	1.2	1.2
Cost in Millions of 2004 Present Value Dollars	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.7	0.6	0.6	0.6	0.6

Vessel Options 3A: Keystone Special (Klickitat) (KS)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
(Not Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13
Cost in Millions of 2004 Constant Dollars	51.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.7	1.7	1.7	1.7	1.7	1.7
Cost in Millions of Current (Inflated) Dollars	110.5	0.0	0.0	0.0	0.0	0.0	0.0	0.7	2.0	2.1	2.1	2.2	2.3	2.3
Cost in Millions of 2004 Present Value Dollars	24.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.3	1.2	1.2	1.2	1.1	1.1

Vessel Options 4B: Out-of-the-Box (Klahowya) (NP		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13
Cost in Millions of 2004 Constant Dollars	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.1	1.1	1.1	1.1	1.1	1.1
Cost in Millions of Current (Inflated) Dollars	71.9	0.0	0.0	0.0	0.0	0.0	0.0	0.8	1.3	1.3	1.4	1.4	1.5	1.5
Cost in Millions of 2004 Present Value Dollars	16.3	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.8	0.8	0.7	0.7	0.7

Appendix F
Washington State Ferries
Keystone Ferry Terminal Study
Maintenance Costs For Vessel Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Vessel Option: Rebuilt Steel Electric (SE)	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
(Not Interchangeable)	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27
Cost in Millions of 2004 Constant Dollars	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Cost in Millions of Current (Inflated) Dollars	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.2	3.3	3.5	3.6	3.8	3.9	4.1
Cost in Millions of 2004 Present Value Dollars	1.0	1.0	1.0	0.9	0.9	0.9	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.7

Vessel Option 1: New 130 Class with CPP (Issaquah) (130)	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
(Interchangeable)	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27
Cost in Millions of 2004 Constant Dollars	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Cost in Millions of Current (Inflated) Dollars	1.3	1.3	1.4	1.4	1.5	1.5	1.6	1.7	1.8	1.8	1.9	2.0	2.1	2.2
Cost in Millions of 2004 Present Value Dollars	0.6	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4

Vessel Option 2: New 100 Class with CPP (Sealth) (100)	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
(Interchangeable)	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27
Cost in Millions of 2004 Constant Dollars	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Cost in Millions of Current (Inflated) Dollars	1.3	1.3	1.4	1.4	1.5	1.5	1.6	1.7	1.8	1.8	1.9	2.0	2.1	2.2
Cost in Millions of 2004 Present Value Dollars	0.6	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4

Vessel Options 3A: Keystone Special (Klickitat) (KS)	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
(Not Interchangeable)	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27
Cost in Millions of 2004 Constant Dollars	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Cost in Millions of Current (Inflated) Dollars	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.2	3.3	3.5	3.6	3.8	3.9	4.1
Cost in Millions of 2004 Present Value Dollars	1.0	1.0	1.0	0.9	0.9	0.9	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.7

Vessel Options 4B: Out-of-the-Box (Klahowya) (NP	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
(Interchangeable)	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27
Cost in Millions of 2004 Constant Dollars	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Cost in Millions of Current (Inflated) Dollars	1.6	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.1	2.2	2.3	2.4	2.5	2.7
Cost in Millions of 2004 Present Value Dollars	0.7	0.7	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.4

Appendix F
Washington State Ferries
Keystone Ferry Terminal Study
Maintenance Costs For Vessel Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Vessel Option: Rebuilt Steel Electric (SE)	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Not Interchangeable)	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Cost in Millions of Current (Inflated) Dollars	4.3	4.5	4.7	4.9	5.1	5.3	5.6	5.8	6.1	6.3
Cost in Millions of 2004 Present Value Dollars	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.5

Vessel Option 1: New 130 Class with CPP (Issaquah) (130)	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Interchangeable)	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Cost in Millions of Current (Inflated) Dollars	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.1	3.2	3.4
Cost in Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Vessel Option 2: New 100 Class with CPP (Sealth) (100)	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Interchangeable)	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Cost in Millions of Current (Inflated) Dollars	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.1	3.2	3.4
Cost in Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Vessel Options 3A: Keystone Special (Klickitat) (KS)	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Not Interchangeable)	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Cost in Millions of Current (Inflated) Dollars	4.3	4.5	4.7	4.9	5.1	5.3	5.6	5.8	6.1	6.3
Cost in Millions of 2004 Present Value Dollars	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.5

Vessel Options 4B: Out-of-the-Box (Klahowya) (NP	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Interchangeable)	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Cost in Millions of Current (Inflated) Dollars	2.8	2.9	3.0	3.2	3.3	3.4	3.6	3.8	3.9	4.1
Cost in Millions of 2004 Present Value Dollars	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3

Appendix G
Washington State Ferries
Keystone Ferry Terminal Study
Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option SE-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.4	0.4
Cost In Millions of Current (Inflated) Dollars	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.6	0.6
Costs In Millions of 2004 Present Value Dollars	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.3	0.3

Terminal Option 130-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.8	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.4	0.4	0.4

Terminal Option 100-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.7
Costs In Millions of 2004 Present Value Dollars	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.3	0.3

Terminal Option KS-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.6	0.6	0.6	0.6
Costs In Millions of 2004 Present Value Dollars	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.3	0.3	0.3	0.3

Terminal Option NP-1		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.6	0.6	0.6	0.6
Costs In Millions of 2004 Present Value Dollars	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.3	0.3	0.3	0.3

Terminal Option SE-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

Appendix G
Washington State Ferries
Keystone Ferry Terminal Study
Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option SE-1	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Cost In Millions of Current (Inflated) Dollars	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	1.0
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 130-1	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.9	0.9	0.9	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Terminal Option 100-1	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.1	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2

Terminal Option KS-1	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.6	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	1.0	1.0	1.0
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option NP-1	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.6	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	1.0	1.0	1.0
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option SE-2	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

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Washington State Ferries
Keystone Ferry Terminal Study
Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option SE-1	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Cost In Millions of Current (Inflated) Dollars	1.0	1.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Terminal Option 130-1	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.4	1.5	1.6	1.6	1.7	1.8	1.9	1.9	2.0	2.1	2.2	2.3
Costs In Millions of 2004 Present Value Dollars	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 100-1	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1

Terminal Option KS-1	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.1	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1

Terminal Option NP-1	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.1	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1

Terminal Option SE-2	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

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Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option 130-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.8	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.4	0.4	0.4

Terminal Option 100-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.7
Costs In Millions of 2004 Present Value Dollars	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.3	0.3

Terminal Option KS-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

Terminal Option NP-2		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

Terminal Option SE-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Costs In Millions of 2004 Present Value Dollars	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3

Terminal Option 130-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.8	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.4	0.4	0.4

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In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option 130-2	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.9	0.9	0.9	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Terminal Option 100-2	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.1	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2

Terminal Option KS-2	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Terminal Option NP-2	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Terminal Option SE-3	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	1.0	1.0	1.0	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 130-3	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.9	0.9	0.9	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

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Terminal Option 130-2	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.4	1.5	1.6	1.6	1.7	1.8	1.9	1.9	2.0	2.1	2.2	2.3
Costs In Millions of 2004 Present Value Dollars	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 100-2	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1

Terminal Option KS-2	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option NP-2	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option SE-3	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1

Terminal Option 130-3	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.4	1.5	1.6	1.6	1.7	1.8	1.9	1.9	2.0	2.1	2.2	2.3
Costs In Millions of 2004 Present Value Dollars	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Appendix G
Washington State Ferries
Keystone Ferry Terminal Study
Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option 100-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.7
Costs In Millions of 2004 Present Value Dollars	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.3	0.3

Terminal Option KS-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Costs In Millions of 2004 Present Value Dollars	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3

Terminal Option NP-3		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Costs In Millions of 2004 Present Value Dollars	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3

Terminal Option SE-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

Terminal Option 130-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.8	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.4	0.4	0.4

Terminal Option 100-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.7
Costs In Millions of 2004 Present Value Dollars	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.3	0.3

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Washington State Ferries
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Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option 100-3	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.1	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2

Terminal Option KS-3	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	1.0	1.0	1.0	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option NP-3	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	1.0	1.0	1.0	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option SE-4	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Terminal Option 130-4	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.9	0.9	0.9	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Terminal Option 100-4	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.1	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2

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In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option 100-3	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1

Terminal Option KS-3	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1

Terminal Option NP-3	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1

Terminal Option SE-4	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 130-4	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.4	1.5	1.6	1.6	1.7	1.8	1.9	1.9	2.0	2.1	2.2	2.3
Costs In Millions of 2004 Present Value Dollars	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 100-4	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1

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In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option KS-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

Terminal Option NP-4		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

Terminal Option SE-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Costs In Millions of 2004 Present Value Dollars	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3

Terminal Option 130-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.8	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.4	0.4	0.4

Terminal Option 100-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.7
Costs In Millions of 2004 Present Value Dollars	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.3	0.3

Terminal Option KS-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Costs In Millions of 2004 Present Value Dollars	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3

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Dollars and FY 2004 Present Value Dollars

Terminal Option KS-4	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Terminal Option NP-4	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Terminal Option SE-5	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	1.0	1.0	1.0	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 130-5	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.9	0.9	0.9	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Terminal Option 100-5	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.1	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2

Terminal Option KS-5	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	1.0	1.0	1.0	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2

Appendix G
Washington State Ferries
Keystone Ferry Terminal Study
Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option KS-4	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option NP-4	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option SE-5	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1

Terminal Option 130-5	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.4	1.5	1.6	1.6	1.7	1.8	1.9	1.9	2.0	2.1	2.2	2.3
Costs In Millions of 2004 Present Value Dollars	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 100-5	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1

Terminal Option KS-5	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1

Appendix G
Washington State Ferries
Keystone Ferry Terminal Study
Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option NP-5		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Costs In Millions of 2004 Present Value Dollars	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3

Terminal Option SE-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

Terminal Option 130-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.8	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.4	0.4	0.4

Terminal Option 100-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.7
Costs In Millions of 2004 Present Value Dollars	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.3	0.3

Terminal Option KS-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

Terminal Option NP-6		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

Appendix G
Washington State Ferries
Keystone Ferry Terminal Study
Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option NP-5	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	1.0	1.0	1.0	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option SE-6	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Terminal Option 130-6	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.9	0.9	0.9	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Terminal Option 100-6	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.1	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2

Terminal Option KS-6	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Terminal Option NP-6	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Appendix G
Washington State Ferries
Keystone Ferry Terminal Study
Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option NP-5	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1

Terminal Option SE-6	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 130-6	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.4	1.5	1.6	1.6	1.7	1.8	1.9	1.9	2.0	2.1	2.2	2.3
Costs In Millions of 2004 Present Value Dollars	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 100-6	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1

Terminal Option KS-6	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option NP-6	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Appendix G
Washington State Ferries
Keystone Ferry Terminal Study
Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option SE-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

Terminal Option 130-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.8	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.4	0.4	0.4

Terminal Option 100-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.7
Costs In Millions of 2004 Present Value Dollars	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.3	0.3

Terminal Option KS-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

Terminal Option NP-7		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost In Millions of 2004 Constant Dollars	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.8	0.8
Costs In Millions of 2004 Present Value Dollars	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.4	0.4	0.4

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Washington State Ferries
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Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option SE-7	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Terminal Option 130-7	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.9	0.9	0.9	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Terminal Option 100-7	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.1	1.1
Costs In Millions of 2004 Present Value Dollars	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2

Terminal Option KS-7	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

Terminal Option NP-7	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	0.8	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3
Costs In Millions of 2004 Present Value Dollars	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2

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Washington State Ferries
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Operating Costs For Terminal Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Terminal Option SE-7	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 130-7	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.4	1.5	1.6	1.6	1.7	1.8	1.9	1.9	2.0	2.1	2.2	2.3
Costs In Millions of 2004 Present Value Dollars	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option 100-7	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cost In Millions of Current (Inflated) Dollars	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1

Terminal Option KS-7	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Terminal Option NP-7	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost In Millions of 2004 Constant Dollars	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Cost In Millions of Current (Inflated) Dollars	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	2.0	2.1	2.2
Costs In Millions of 2004 Present Value Dollars	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

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Washington State Ferries
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Operating Costs For Vessel Options By Fiscal Year
In Millions FY 2004 Constant Dollars, Current (Inflated)
Dollars and FY 2004 Present Value Dollars

Vessel Option: Rebuilt Steel Electric (SE)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
(Not Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost in Millions of 2004 Constant Dollars	207.1	0.0	0.0	0.0	0.0	0.0	0.0	6.5	6.5	6.5	6.5	6.5	6.5
Cost in Millions of Current (Inflated) Dollars	443.4	0.0	0.0	0.0	0.0	0.0	0.0	7.5	7.7	7.9	8.1	8.4	8.6
Cost in Millions of 2004 Present Value Dollars	99.9	0.0	0.0	0.0	0.0	0.0	0.0	5.1	4.9	4.7	4.6	4.4	4.3

Vessel Option 1: New 130 Class with CPP (Issaquah) (130)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost in Millions of 2004 Constant Dollars	166.0	0.0	0.0	0.0	0.0	0.0	0.3	4.3	4.3	4.3	4.3	5.5	5.5
Cost in Millions of Current (Inflated) Dollars	356.2	0.0	0.0	0.0	0.0	0.0	0.3	4.9	5.1	5.2	5.4	7.1	7.3
Cost in Millions of 2004 Present Value Dollars	79.5	0.0	0.0	0.0	0.0	0.0	0.2	3.4	3.2	3.1	3.0	3.7	3.6

Vessel Option 2: New 100 Class with CPP (Sealth) (NP)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost in Millions of 2004 Constant Dollars	176.1	0.0	0.0	0.0	0.0	0.0	0.3	5.3	5.3	5.3	5.3	5.3	5.3
Cost in Millions of Current (Inflated) Dollars	376.6	0.0	0.0	0.0	0.0	0.0	0.3	6.1	6.3	6.4	6.6	6.8	7.0
Cost in Millions of 2004 Present Value Dollars	84.8	0.0	0.0	0.0	0.0	0.0	0.2	4.1	4.0	3.9	3.7	3.6	3.5

Vessel Options 3A: Keystone Special (Klickitat) (KS)		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
(Not Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost in Millions of 2004 Constant Dollars	187.1	0.0	0.0	0.0	0.0	0.0	0.6	4.7	4.7	4.7	4.7	4.7	4.5
Cost in Millions of Current (Inflated) Dollars	409.0	0.0	0.0	0.0	0.0	0.0	0.7	5.4	5.5	5.7	5.9	6.0	6.0
Cost in Millions of 2004 Present Value Dollars	88.1	0.0	0.0	0.0	0.0	0.0	0.5	3.7	3.6	3.4	3.3	3.2	3.0

Vessel Options 4B: Out-of-the-Box (Klahowya) (NP		FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
(Interchangeable)	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Cost in Millions of 2004 Constant Dollars	173.0	0.0	0.0	0.0	0.0	0.0	0.6	5.2	5.2	5.2	5.2	5.2	5.1
Cost in Millions of Current (Inflated) Dollars	370.1	0.0	0.0	0.0	0.0	0.0	0.7	6.0	6.1	6.3	6.5	6.7	6.8
Cost in Millions of 2004 Present Value Dollars	83.5	0.0	0.0	0.0	0.0	0.0	0.5	4.1	3.9	3.8	3.7	3.5	3.4

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Dollars and FY 2004 Present Value Dollars

Vessel Option: Rebuilt Steel Electric (SE)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
(Not Interchangeable)	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost in Millions of 2004 Constant Dollars	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.9	6.9
Cost in Millions of Current (Inflated) Dollars	8.9	9.2	9.6	9.9	10.3	10.7	11.2	11.6	12.1	12.7	13.2	14.6	15.3
Cost in Millions of 2004 Present Value Dollars	4.1	4.0	3.8	3.7	3.6	3.5	3.3	3.2	3.1	3.0	2.9	3.0	2.9

Vessel Option 1: New 130 Class with CPP (Issaquah)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
(Interchangeable)	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost in Millions of 2004 Constant Dollars	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Cost in Millions of Current (Inflated) Dollars	7.6	7.8	8.1	8.4	8.7	9.1	9.5	9.8	10.3	10.7	11.2	11.7	12.2
Cost in Millions of 2004 Present Value Dollars	3.5	3.4	3.3	3.1	3.0	2.9	2.8	2.7	2.6	2.5	2.5	2.4	2.3

Vessel Option 2: New 100 Class with CPP (Sealth) (NI	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
(Interchangeable)	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost in Millions of 2004 Constant Dollars	5.3	5.3	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8
Cost in Millions of Current (Inflated) Dollars	7.3	7.5	8.5	8.9	9.2	9.6	10.0	10.4	10.8	11.3	11.8	12.3	12.8
Cost in Millions of 2004 Present Value Dollars	3.4	3.2	3.4	3.3	3.2	3.1	3.0	2.9	2.8	2.7	2.6	2.5	2.4

Vessel Options 3A: Keystone Special (Klickitat) (KS)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
(Not Interchangeable)	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost in Millions of 2004 Constant Dollars	4.5	4.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Cost in Millions of Current (Inflated) Dollars	6.2	6.4	9.6	9.9	10.3	10.7	11.2	11.6	12.1	12.7	13.2	13.8	14.4
Cost in Millions of 2004 Present Value Dollars	2.9	2.8	3.8	3.7	3.6	3.5	3.3	3.2	3.1	3.0	2.9	2.8	2.7

Vessel Options 4B: Out-of-the-Box (Klahowya) (NP	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
(Interchangeable)	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25
Cost in Millions of 2004 Constant Dollars	5.1	5.1	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Cost in Millions of Current (Inflated) Dollars	7.0	7.2	8.4	8.7	9.1	9.4	9.8	10.2	10.6	11.1	11.6	12.1	12.6
Cost in Millions of 2004 Present Value Dollars	3.2	3.1	3.4	3.3	3.1	3.0	2.9	2.8	2.7	2.6	2.5	2.5	2.4

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Dollars and FY 2004 Present Value Dollars

Vessel Option: Rebuilt Steel Electric (SE)	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Not Interchangeable)	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9
Cost in Millions of Current (Inflated) Dollars	16.0	16.7	17.4	18.2	19.0	19.8	20.7	21.6	22.6	23.6	24.6	25.7
Cost in Millions of 2004 Present Value Dollars	2.8	2.7	2.6	2.5	2.4	2.3	2.3	2.2	2.1	2.0	2.0	1.9

Vessel Option 1: New 130 Class with CPP (Issaquah)	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Interchangeable)	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Cost in Millions of Current (Inflated) Dollars	12.7	13.3	13.9	14.5	15.1	15.8	16.5	17.2	18.0	18.8	19.6	20.5
Cost in Millions of 2004 Present Value Dollars	2.2	2.1	2.1	2.0	1.9	1.9	1.8	1.7	1.7	1.6	1.6	1.5

Vessel Option 2: New 100 Class with CPP (Sealth) (NI	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Interchangeable)	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8
Cost in Millions of Current (Inflated) Dollars	13.4	14.0	14.6	15.3	16.0	16.7	17.4	18.2	19.0	19.8	20.7	21.6
Cost in Millions of 2004 Present Value Dollars	2.3	2.3	2.2	2.1	2.0	2.0	1.9	1.8	1.8	1.7	1.6	1.6

Vessel Options 3A: Keystone Special (Klickitat) (KS)	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Not Interchangeable)	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Cost in Millions of Current (Inflated) Dollars	15.0	15.7	16.4	17.1	17.9	18.7	19.5	20.4	21.3	22.2	23.2	24.2
Cost in Millions of 2004 Present Value Dollars	2.6	2.5	2.4	2.4	2.3	2.2	2.1	2.0	2.0	1.9	1.8	1.8

Vessel Options 4B: Out-of-the-Box (Klahowya) (NP	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040	FY 2041
(Interchangeable)	Year 26	Year 27	Year 28	Year 29	Year 30	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37
Cost in Millions of 2004 Constant Dollars	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Cost in Millions of Current (Inflated) Dollars	13.2	13.8	14.4	15.0	15.7	16.4	17.1	17.9	18.7	19.5	20.3	21.2
Cost in Millions of 2004 Present Value Dollars	2.3	2.2	2.1	2.1	2.0	1.9	1.9	1.8	1.7	1.7	1.6	1.6