1) **Introduction and Purpose**
   a) Level of service (LOS) base-line goals (Whatcom County Resolution 2017-012)
      i) Vessel minimums (ADA, passengers, etc.)
      ii) Mainland landing will be on Gooseberry Point
      iii) Parking availability
      iv) Basic amenities

2) **Background**
   a) Previous studies
   b) Existing ferry conditions
      i) Vessel specifications, including passenger and vehicle capacity
      ii) Landing infrastructure and Gooseberry lease ending date
      iii) Schedules and ridership
      iv) Wait times (LIFAC data)

3) **Ferry Operations Alternatives**
   a) Growth projections
   b) Quantified measurable LOS (Volume/Capacity) alternatives
   c) Evaluate options for peak load capacity management
   d) Ferry vessel alternatives
      i) Size alternatives
         (1) Vehicle loading rate
         (2) Sailing time and arrival rates
      ii) Type alternatives
         (1) Fuel vs electric (carbon neutral discussion)
         (2) Advantages of different propulsion systems
   e) Size of queuing area
   f) Landings
      i) Lummi Island
         (1) Modification to existing facility for the vessel alternatives
         (2) Modification to existing facility for accessibility
         (3) Emergency landing site options
      ii) Gooseberry Point
         (1) Modification to existing facility for the vessel alternatives
         (2) Location alternative
            (a) Property availability
            (b) Development issues
               (i) Cultural Resources
               (ii) Utilities
               (iii) Stormwater
               (iv) ADA accessibility
         (3) Emergency landing site options
g) Rider amenities
   i) Parking
      (1) Parking LOS
         (a) Size of lots (both sides)
         (b) Security
         (c) Location or proximity to landing
      (2) Alternatives to meet LOS
         (a) Property availability
         (b) Development issues
         (c) Alternative location (Shuttle?)
   ii) Restrooms alternatives
   iii) Queuing cameras

4) Climate Change Measures

5) Second Vehicle Vessel Availability

6) Cost Projection Analysis
   a) Vessel alternatives
      i) Size and type
         ii) Retrofit surplus vessel availability
         iii) Leasing options
   b) Queuing area alternatives
   c) Landing area alternatives
   d) Amenities alternatives

7) Funding Sources

8) Recommended Level of Service

9) Project Management and Outreach
   a) Attend monthly LIFAC meetings
   b) Collaborative process between: Consultant, LIFAC and WC Public Works for each element of the alternative analysis.
   c) Collaborative process between: Consultant, LIFAC and WC Public Works for a recommended level of service that balances cost and funding alternatives.
   d) At least one two (2) Public Meetings to receive comments on the alternatives and proposed Draft LOS
   e) At least one Whatcom County Council meeting with LIFAC and WC Public Works for the recommended LOS

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