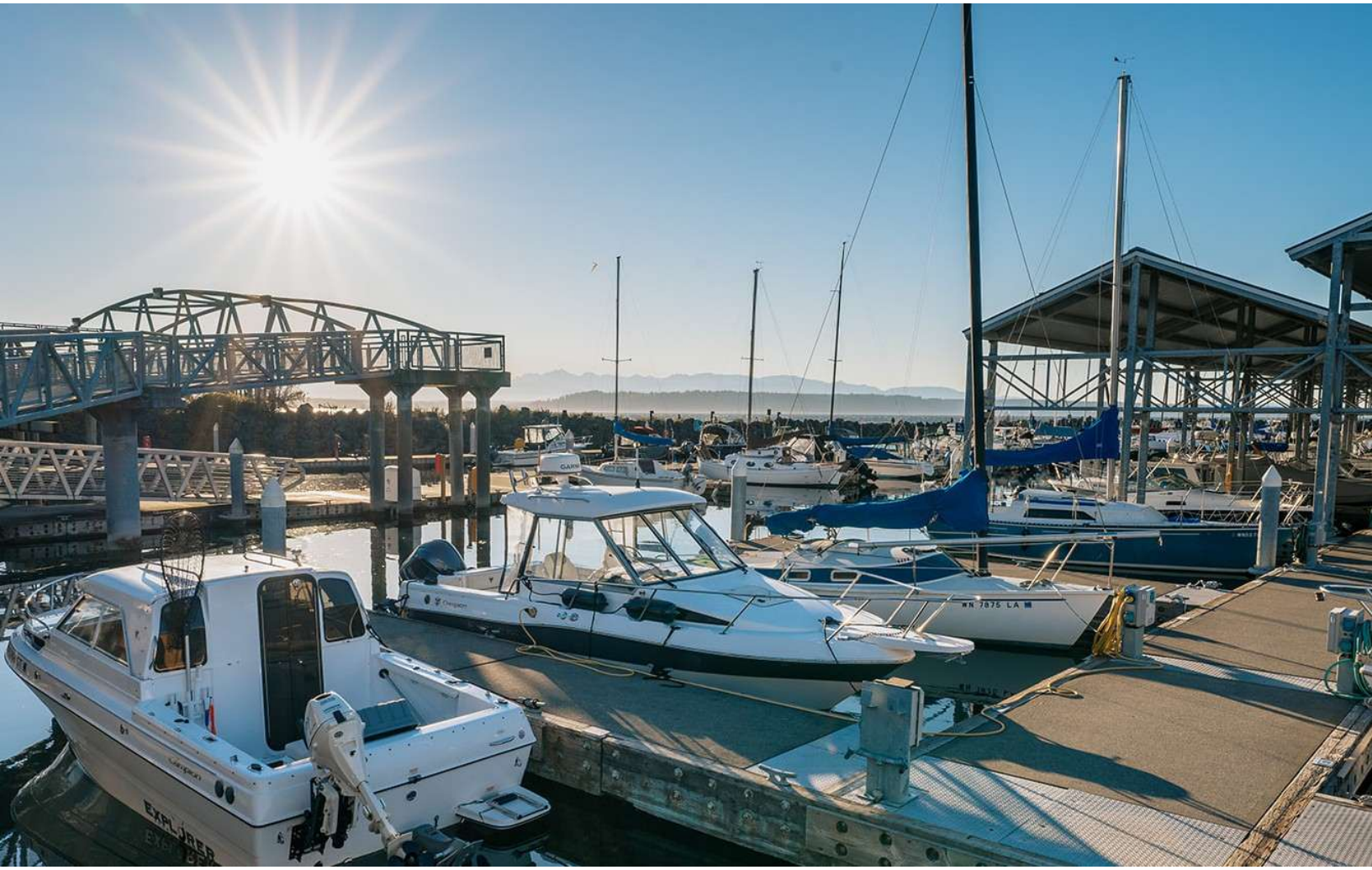
PORT OF EDMONDS



PORT OF EDMONDS

COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

Adopted November 10, 2025

PORT OF EDMONDS

COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

Adopted November 10, 2025

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THE PORT'S MISSION

"The mission of the Port of Edmonds is to provide value to our community through economic development, marina and commercial operations, waterfront public access, and environmental stewardship."

THE PORT'S VALUES

The Port of Edmond's waterfront connects the greater Edmonds/Woodway community to Puget Sound and its rich natural resources. The Port takes pride in offering top quality facilities and outstanding customer service for its boaters, business tenants; community members; and the thousands of annual visitors who enjoy unapparelled access to the water.

The Port Protects the Environment. Paramount to the Port's connection and interaction with Puget Sound is a deeply held sense of responsibility to protect the region's fragile maritime environment.

The Port Connects to its Government Partners. None of this is possible without strong connections with the Port's government partners and dedicated community groups.

The Port Emphasizes Collaboration Amongst Commission and Staff. The underpinning of the Port's success relies on an internal Port culture of collaboration, trust and innovation with a strong commitment to taking individual responsibility for creative problem solving.

The Port Must be Safe and Secure. Public safety and security are always prioritized in Port planning, its projects, and in all operational considerations.

THE PORT'S BEGINNINGS

The Port of Edmonds was created in 1948 by the residents of Edmonds and Woodway with 96% voter approval to ensure local control over the waterfront, marking the beginning of a fascinating history of service.

After the closure of the last shingle mill on the waterfront in 1951, the Port of Edmonds embarked on a transformative journey, demonstrating remarkable adaptability, turning challenges into opportunities, and paving the way for substantial public access.

In 1952, with a signed lease from the State Ferry System, the Port began funding and building a new, modern Edmonds ferry terminal, which it maintained until its transfer to the State in 1990.

1957, the Port acquired additional property, allowing for a harbor marina that opened in 1962. Since then, it has doubled its size into today's recreational marina.

The Edmonds Fishing Pier opened in 1977, a mutual effort of the Port, the City, and Washington State Fish and Wildlife; our Portwalk remains the gateway to the State Fishing Pier and a central focal point on the Edmonds waterfront.

The last major expansion came in 1978 when the Port acquired the 10-acre Harbor Square property, a project that required millions of dollars, significant building enhancements, and a concentrated ecological clean-up. In 1980, the Port, jointly working with the City, provided a walking path on the South end of the Port's Marsh property and the only public access to the Marsh.

Throughout the decades, the Port's commissioners and its' dedicated staff have remained steadfast in their commitment to responsible and sustainable practices.

1976 building of the Edmonds Fishing Pier

Original development of the marina

THE PORT TODAY

Governed by the five citizens elected to serve on the Port Commission and managed by an executive director, the Port of Edmonds, with 30 full time employees, provides value to community with a focus on marina services, commercial properties, public access, community collaboration and environmental stewardship. The Port today strives to be efficient, innovative and responsive.

Marina Services: Marina services include an award winning 667-slip marina, a dry storage facility for 224 vessels, two public boat launches, a boatyard with a 50-ton travel lift, a fuel dock, guest moorage, and parking facilities. Marina services customers are primarily recreational boaters and sport fishermen, but the Port also accommodates fishing charters, a boat club, and tourism vessels such as large whale watching vessels.

Commercial Properties: Commercial properties include the management of an eight-building business park complex, waterfront properties, and land leases. The Port's lease portfolio features 68 diverse tenants across varying industries and company sizes. Land leases are available to businesses that wish to develop facilities on Port property. Significant land lease tenants include a hotel, an athletic club, three restaurants, a yacht broker, a boat repair facility, and a yacht club. The Port's commercial and land leases tenants account for over 600 jobs.

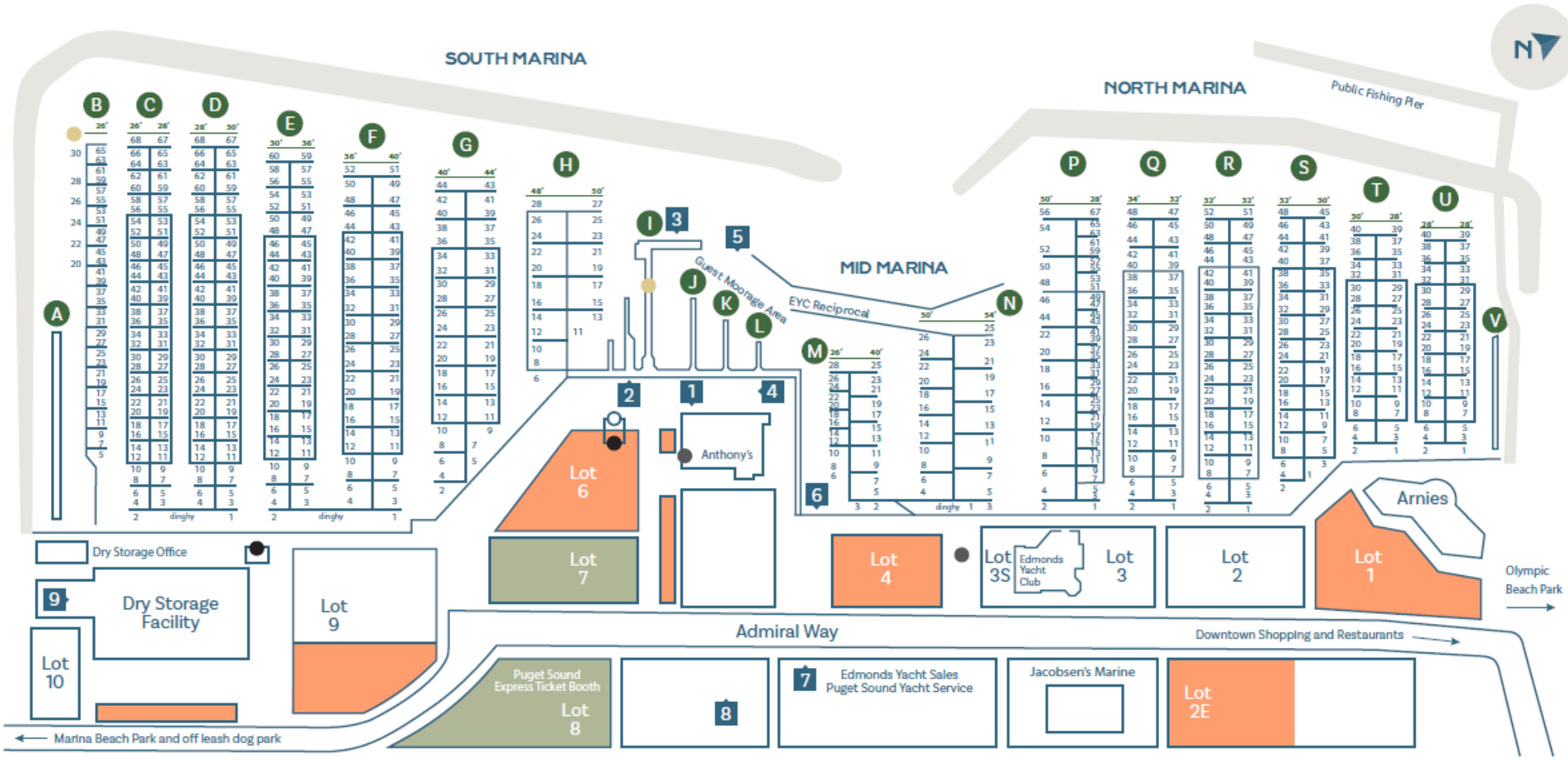
Portwalk: The Port proudly provides the Portwalk as its focal public access amenity. This beloved community asset meanders along the marina's edge while guiding visitors to the public waterfront plazas and connecting the City of Edmond's public parks. The Mary Lou Block Plaza on the Portwalk serves as a platform for environmental educational programs and community events, such as the Sea Notes Summer Music Program.

Community Collaboration: The Port collaborates with community groups and government partners at the local, state, federal, and tribal levels. Additionally, it works with state and national associations to coordinate legislative efforts, stay abreast of innovations, and track grant and other funding opportunities for essential infrastructure projects.

Environmental Stewardship: Environmental stewardship is embedded in all that the Port does. The Port embraces its responsibility to always consider the impact of its facilities and operations on the fragile marine environment.

PORT OF EDMONDS

MARINA MAP



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- Trailer Parking Areas
- Pumpout
- Public Restrooms
- Restrooms
- Showers

1. Marina Operations Office
2. Public Launch
3. Fuel Dock
4. Mary Lou Block Plaza
5. Guest Moorage Area
6. Travelift
7. Boatyard
8. Administration Office & Maintenance Facility
9. Dry Storage Facility

Marina Operations: 425.775.4588

Radio: VHF CH 69/16
Administration Office: 425.774.0549
Dry Storage: 206.940.1348
Security: 425.508.7490

471 Admiral Way, Edmonds WA
Lat 47° 48' 41" Long 122° 22' 57"

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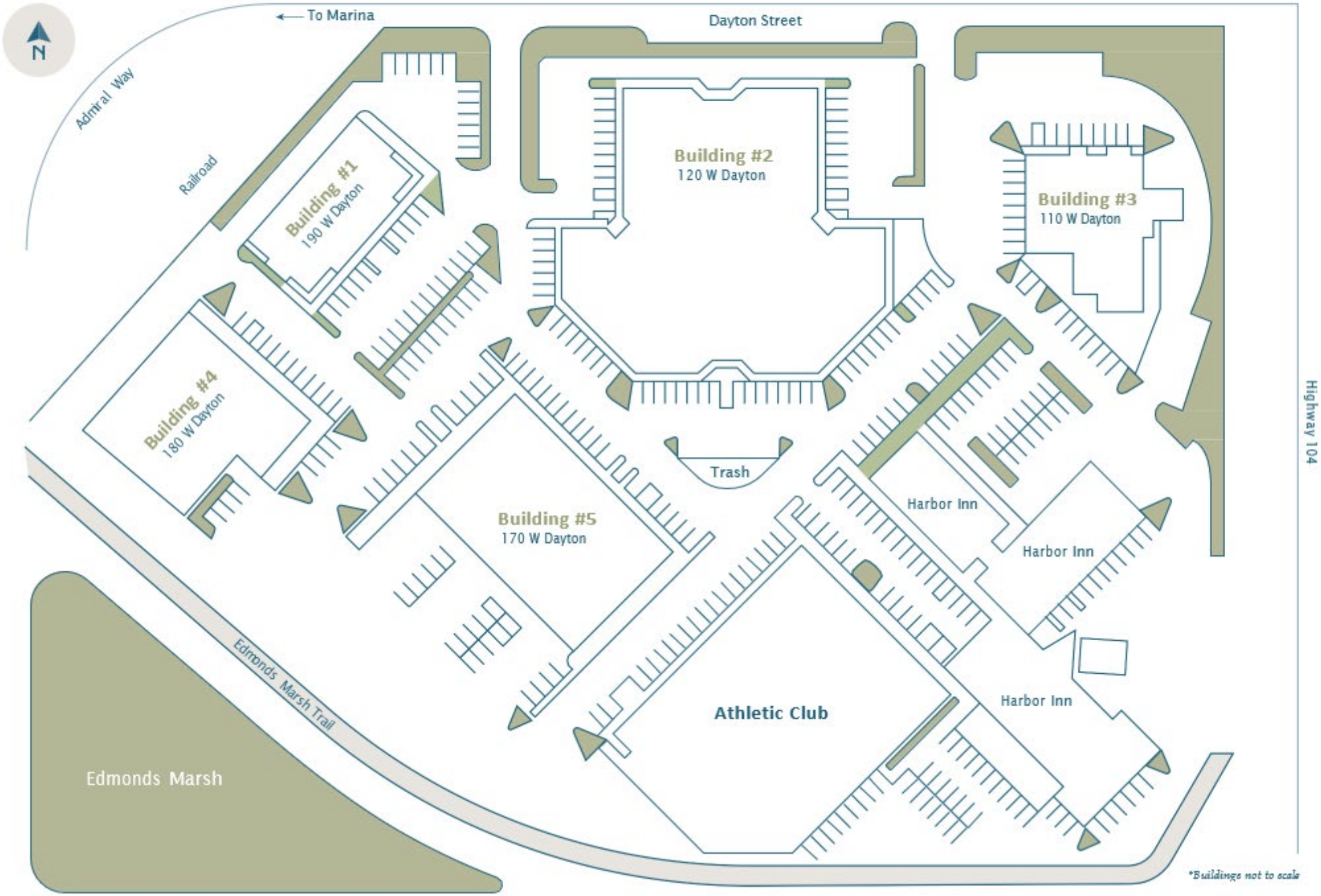
PORT OF EDMONDS
HARBOR SQUARE

HARBOR SQUARE BUSINESS COMPLEX



PORT OF EDMONDS, WA
COMMISSION DISTRICT MAP

JANELLE CASS
District 1

DAVID PRESTON
District 2

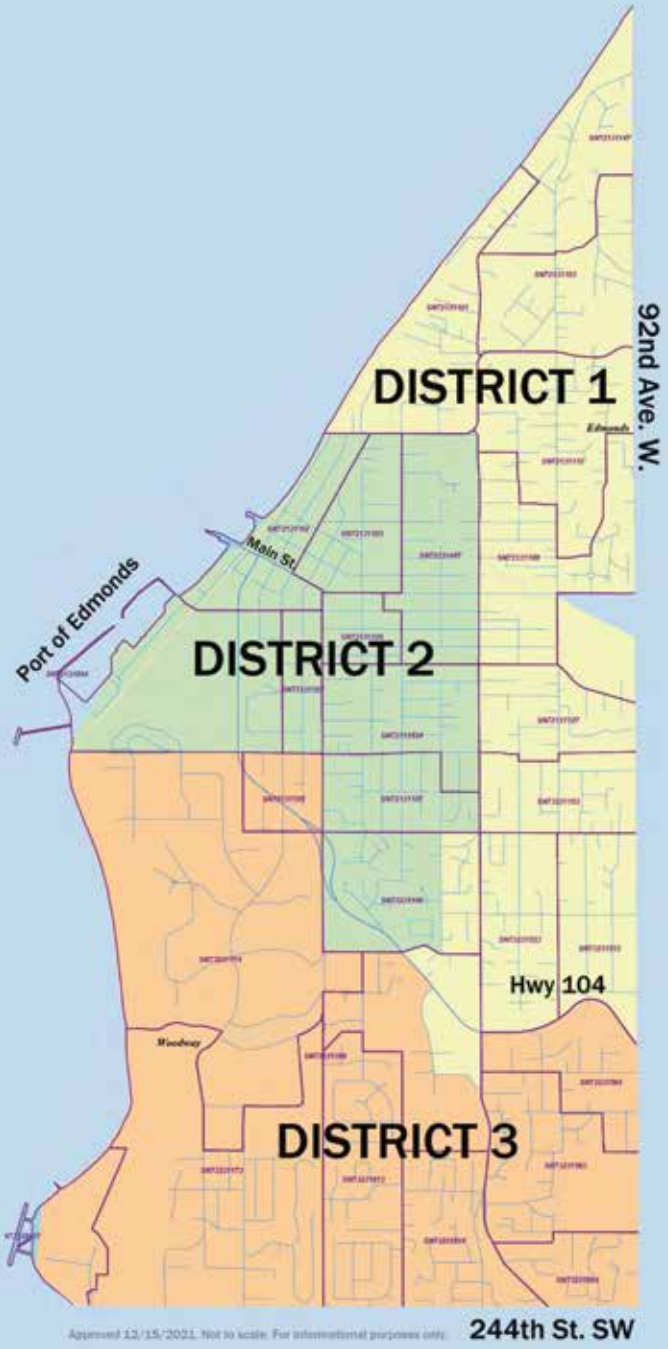
JAY GRANT
District 3

SELENA KILLIN
At Large

Position 4

ROSS DIMMICK
At Large

Position 5



PORT OF EDMONDS

STRATEGIC PLAN 2024-2030

SERVING THE COMMUNITIES OF
EDMONDS AND WOODWAY

FROM THE COMMISSION

Recognizing the trust that our community has placed in its Port Commissioners, this Strategic Plan 2024-2030 establishes a foundation that will continue to build on the Port's 75 years of service to the community. **The Strategic Plan charts a course for the Port to maintain its focus on waterfront access, economic development, environmental stewardship, and value added to our community and the public.**

Developed through a series of interactive commission/staff open public meeting workshops the Strategic Plan took into consideration the Port's available resources, assessment of its operational needs, and the interests of its customers, tenants, and the community.

This Strategic Plan will be used to prioritize the efforts of the Port Commission and Port staff and as a touchstone document to help measure the Port's progress. In developing the Plan, we focused on providing exceptional public access and applying innovative thinking as we maintain and improve the Port infrastructure that brings great value to our community.

Whether it be through boating, fishing, whale-watching, dining, or simply strolling the Portwalk, we hope you enjoy the beauty of the waterfront when visiting the Port.

Thank you for taking time to read the Strategic Plan 2024-2030.

THE PORT'S GOALS. . .

Through a collaborative effort, the Port of Edmonds Commission and staff have identified Goals to advance their agenda in supporting the Edmonds/Woodway community. "Goals" are an observable and measurable desired results that will focus the efforts of the Port Commission and the Staff.

Following the adoption of this Strategic Plan, the Port Commission will work with Port staff to prioritize goals, and, as appropriate, fix timelines for completion.

It is anticipated that prioritized goals will result in "Action Plans" created by the Executive Director which will identify financial and staff resources to achieve goals.

COMMUNITY PARTNERING GOALS

These "Community Partnering Goals" are a recognition and restatement of the significance of a solid relationship between the Port of Edmonds and the City of Edmonds, the Town of Woodway, and other key agencies and stakeholders. These agencies endeavor to serve their constituents and all that access the waterfront through a strong working relationship leading to mutual meaningful progress.

GOAL #CP1:

Develop a renewed working relationship with the City of Edmonds and Town of Woodway at the mayoral, the council, and the staff levels to pursue and collaborate, as appropriate, on projects and initiatives of key importance.

GOAL #CP2:

Develop a "Port Position" on the City of Edmonds planned reuse of the Unocal site the harmonizes the interests of all parties.

GOAL #CP3:

Identify key county, tribal, state and federal agencies that are critical to the Port's success and develop working relationships with key representatives and select Port staff or Commission members.

GOAL #CP4:

Engage in the City of Edmonds Comprehensive Plan update to represent the Port's critical interests and align the plan with the Port's intentions on the waterfront.

GOAL #CP5:

Consider the expansion of the Port's geopolitical boundaries.

SUSTAINABLE OPERATING GOALS

"Sustainable Operating Goals" represents a commitment of the Port to operate within a cultural framework that recognizes its governance oversight values its professional staff and their unique skills and embraces its charge to responsibly maintain the publicly owned facilities they operate and maintain.

GOAL #SO1:

Continue to improve the culture of the organization at all levels with a focus on creating an unwavering sense of trust; collaboration; openness to change; and a commitment to adaptability and overall job satisfaction.

GOAL #SO2:

Increase the capacity of internal maintenance through the funding of focused skill training, undertaking life cycle cost analysis and launch an overall funded maintenance program that does not defer critical maintenance needs.

GOAL #SO3:

Review and initiate a multi year staff training program that addresses among other topics cybersecurity and port operations.

FINANCIAL GOALS

As a faithful steward of public resources, the Port has adopted these Goals to keep the Port on a firm financial footing with accurate and transparent financial reporting.

GOAL #F1:

Prepare for growth opportunities and support of critical decisions develop a 20-year financial forecast that includes key performance indicators (KPIs), as well as a routine (quarterly) 'financial report out' to the Commission.

GOAL #F2:

Develop a 20-year capital investment forecast with identified funding for planned projects to be included in the Port's Comprehensive Scheme of Harbor Improvements.

GOAL #F3:

Annually update the Comprehensive Scheme of Harbor Improvements (CSHI) as a stand-alone document that affords the community and its leaders an opportunity to clearly understand the Port's investment intentions.

GOAL #F4:

Adopt a marina pricing model (policy) consistent with the Port's financial guidelines.

GOAL #F5:

Develop and adopt a business plan for the boatyard.

GOAL #F6:

Consider a multi-port policy initiative in conjunction with the Washington Public Ports Association (WPPA), Pacific Northwest Waterway Association (PNWA), and the Puget Sound Partnership 'Save Our Sound' Program to address industry-wide marina infrastructure needs.

GOAL #F7:

Undertake an economic development analysis (ie. IMPLAN- economic impact analysis for planning).

GOAL #F8:

Develop and adopt agreed upon criteria for evaluating new business opportunities.

ADMINISTRATIVE GOALS

The Port has a history of excellent administration and has adopted these Goals to further prepare it for a successful future.

GOAL #A1:

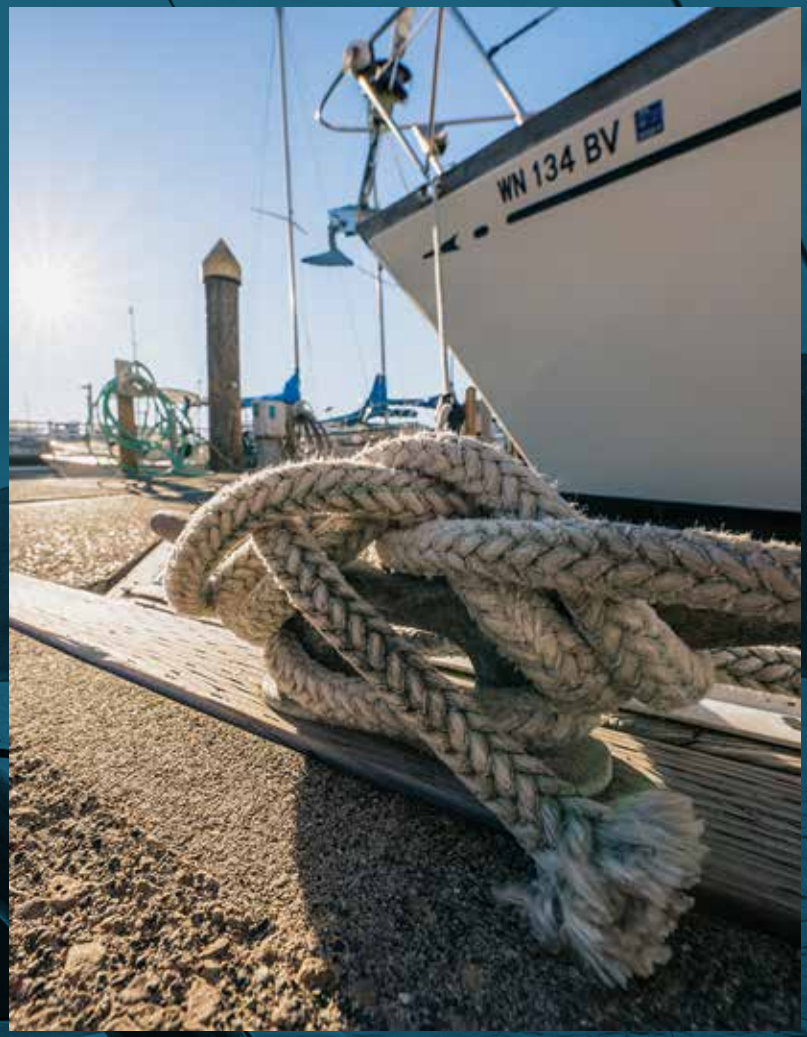
Annually review and/or create the Port's keystone documents and update as needed starting with financial guidelines (including leasing policies), interlocal agreements, and public records.

GOAL #A2:

Annually consolidate documents to create one Comprehensive Scheme of Harbor Improvementss (CSHI).

GOAL #A3:

Continue to build internal staff capacity and expertise to provide more sophisticated financial analysis.



REAL ESTATE GOALS

The Port continues to improve its real estate portfolio with these forward-looking goals.

GOAL #RE1:

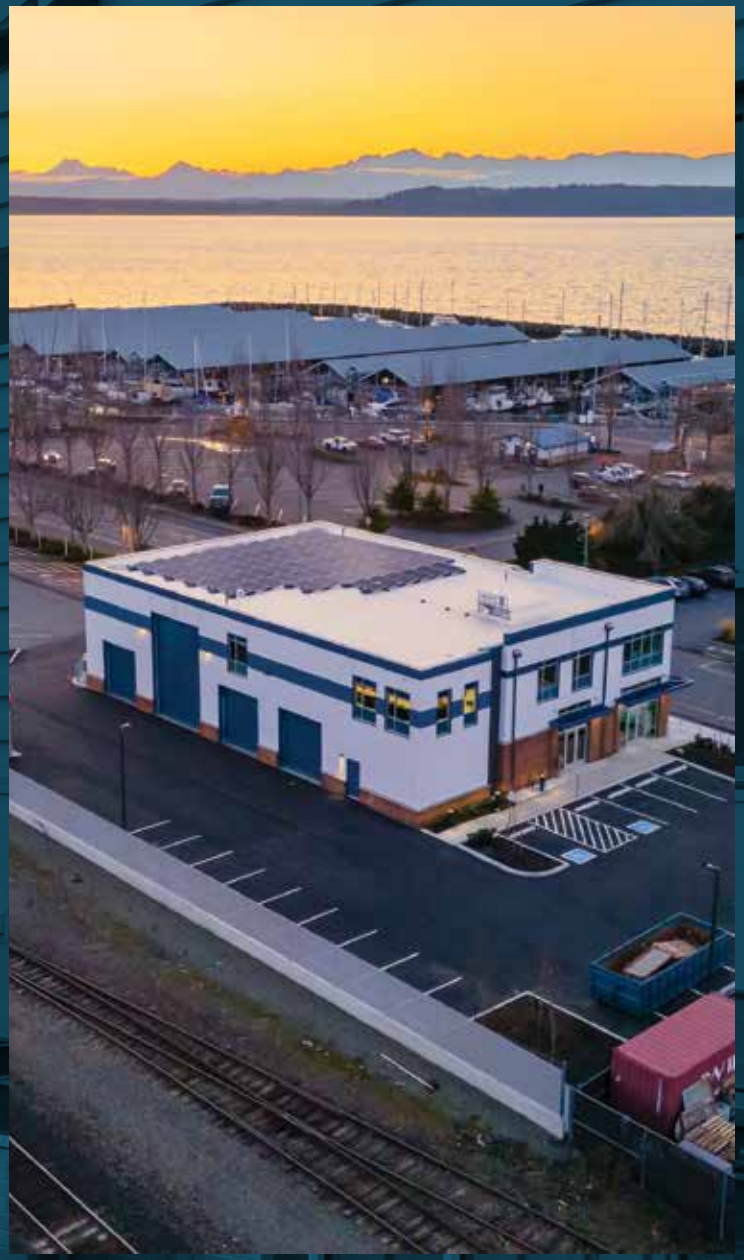
Develop a financially sound long-term financial analysis and plan for east side assets.

GOAL #RE2:

Complete a focused parking master plan utilizing a 20-year planning horizon.

GOAL #RE3:

Develop clear priorities and approaches to managing the ports major waterfront real estate assets.



MARINE INFRASTRUCTURE GOALS

The Port has adopted these Goals as it recognizes the need to plan for refurbishment and/or replacement of aging essential marine infrastructure.

GOAL #MI1:

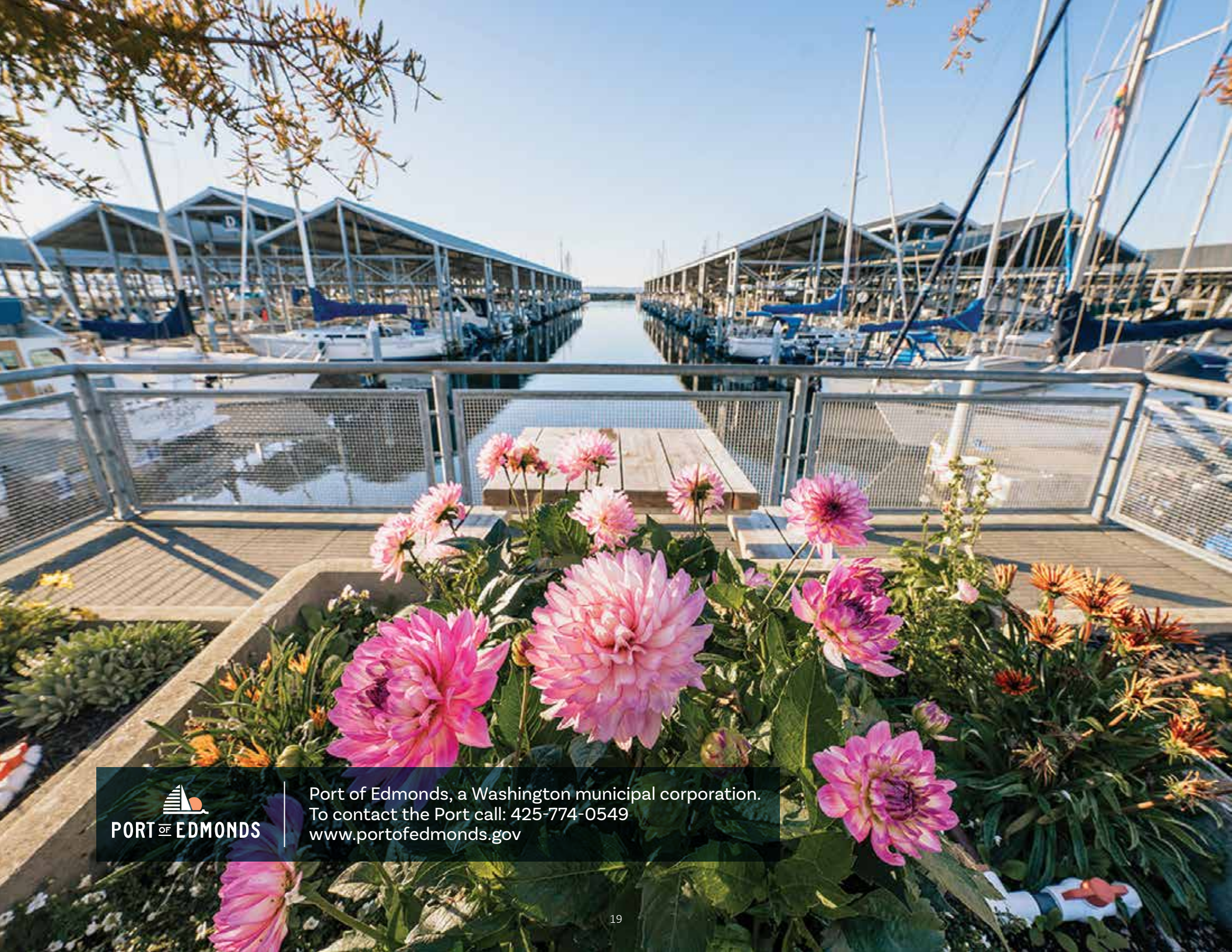
Complete an analysis that advances the renovation of the north Portwalk and supporting seawall infrastructure that includes a projected timeline, plan of finance, and project description to be used for community and regulatory outreach.

GOAL #MI2:

Pursue and secure external funding for the "refurbishment" of the existing mid-marina breakwater, including a projected timeline to complete the work.

GOAL #MI3:

Pursue and secure external funding for the "replacement" of the existing mid-marina breakwater, including a projected timeline to complete the work.



PORT OF EDMONDS

Port of Edmonds, a Washington municipal corporation.
To contact the Port call: 425-774-0549
www.portofedmonds.gov

PORT OF EDMONDS

PORT OF EDMONDS

Capital Improvement Plan 2026 - 2045

PREFACE

The Port of Edmonds is a Special-Purpose Municipal Government. It was created in 1948 by a vote of the citizens of the Port district, which encompasses portions of the City of Edmonds and all the Town of Woodway.

In December 1996, a severe snowstorm blanketed the Pacific Northwest, causing widespread damage across the region. At the Port of Edmonds Marina, the weight of the heavy snow led to the collapse of multiple marina roofs, resulting in the sinking of more than 200 boats and damage to hundreds more. This catastrophic event not only caused extensive destruction but also reset the asset life cycle for both the North and South Marina facilities.

As mentioned, the South Marina (Docks-A through H) and North Marina (Docks-P through V) were replaced in 1996 following the severe snowstorm. The Port's ongoing maintenance program and regular upkeep should allow the docks to remain in service beyond 2045; therefore, they are excluded from the Capital Improvement Plan.

Today, the Port of Edmonds operates a Marina on Puget Sound for recreational boating. The Marina has an in-water facility with 664 slips, a dry stack storage facility for 220 vessels, two public boat launches, a workyard, a fuel dock, guest moorage, and parking facilities. In addition to the Port's Marina Operations, the Port rents its land to commercial users who then build suitable facilities on the land. The Port also owns and manages eight buildings, renting portions of those buildings to approximately 60 tenants. Major tenants include a hotel, an athletic club, three restaurants, a yacht broker/repair facility, and a yacht club. In addition to its lines of business, the Port provides the Portwalk, a popular community amenity, as well as hosting a series of environmental educational programs and community events.

In 2024, the Port of Edmonds conducted a Strategic Plan workshop to chart a clear course for the future. The goal was to ensure the Port remains focused on its core priorities: enhancing waterfront access, promoting economic development, advancing environmental stewardship, and delivering meaningful value to the community and the public. As a faithful steward of public resources, the Port has adopted financial goals to keep the Port on a firm financial footing with accurate and transparent financial reporting. One of the Port's primary financial goals is the development of a comprehensive 20-year Capital Improvement Plan, which will guide strategic investments in infrastructure and support the Port's mission to serve the community effectively and sustainably.

In alignment with Generally Accepted Accounting Principles (GAAP) and Port policy, capital expenditures are defined as costs associated with the acquisition, construction, or significant improvement of the Port's fixed assets. This includes the development of new facilities, renovation of existing structures, and the renewal, replacement, or upgrading of current Port infrastructure. As part of the Capital Improvement Plan, the Port will also prepare a comprehensive capital funding strategy, including a 20-year Cash Flow Forecast. This forecast will be reviewed with the Port Commission and incorporated into the 2026 Final Budget to ensure long-term financial sustainability and transparency.

GRANT FUNDING

The Port has been applying for grants and appropriations at both the State and Federal level to assist in paying for infrastructure improvements. Currently, the Port has been awarded the following Capital Grants for our Capital Improvement Plan:

Mid-Marina Breakwater Repair

- In Q1 2025, the Port of Edmonds applied for $515,000 in state appropriations to support the Mid-Marina Breakwater Repair Project, which is scheduled for 2026 and included in the approved 2025 Capital Budget at a total cost of $577,000. In April 2025, the Port was notified that it will receive $412,000 in state funding for the project.

North Portwalk & Seawall Reconstruction Project (Phase II)

- In 2024, WSDOT awarded the Port Electrification Competitive Grant for Phase II of the North Portwalk and Seawall Reconstruction Project in the amount of $1.5 million.

- In 2023, the Port was awarded the Recreation and Conservation Office (RCO) grant up to $500,000. The period of performance began on August 1, 2023 (project start date) and will end on December 31, 2026 (project end date). No allowable cost incurred before or after this period is eligible for reimbursement unless specifically provided for by written amendment or addendum to the Agreement. The Port plans to apply this grant for Phase II of the North Portwalk and Seawall Reconstruction Project as the demolition of the old building is considered development costs under RCO guidelines.

North Portwalk & Seawall Reconstruction Project (Phase III) - *Status Pending*

- In 2024, Rep. Larsen included $1.25 million for Phase III in the House's FY2025 appropriations bill. Unfortunately, the passage of a full-year continuing resolution meant no earmark funding, including the FY2025 funding for the Portwalk. Despite this setback, the Port remains committed to securing state and federal grants and appropriations to support its projects. In 2025, Cantwell and Larsen each submitted a $4.0 million earmark for the North Portwalk & Seawall Reconstruction Phase III. Rep. Larsen's request for the North Portwalk was included in the list of projects for the FY2026 House Appropriations bill for $1.2 million. While this is a significant step forward, the legislation must still undergo several stages of approval.

As of 2025, the Port has been awarded a total of $2.4 million in grant funding:

	RCO	WSDOT	WA State Appropriations	Total
North Portwalk & Seawall Reconstruction Project (Phase II)	$500,000	$1,500,000	$ -	$ 2,000,000
Mid-Marina Breakwater Repair	$ -	$ -	$ 412,000	$ 412,000
Total Grant for Capital Improvement Plan	$500,000	$1,500,000	$ 412,000	$ 2,412,000

INTRODUCTION

The document is structured with an overview of the Marina and Harbor Square Business Complex maps, followed by a summary of all Capital Improvement Plan (CIP) projects identified by the Port for the period of 2026-2045. Each project includes detailed information such as the project name, timeline, location, description, justification, implications of no action, when the project was last performed, useful life, current condition, total estimated costs, inflation-adjusted total costs, and key assumptions.

To project costs 20 years into the future, the Port is applying a **3.0%** annual inflation rate, which reflects the average inflation rate over the past two decades.

This analysis also includes non-recurring, material **Operating Expenditures** that are directly associated with capital assets, labeled as **(O)** in the amount of $2.6 million (or $2.8 million inflation-adjusted). By accounting for all relevant costs, stakeholders are better equipped to make informed decisions regarding asset lifecycle management, budgeting, and prioritization.

The Port will fund projects using:

- Grants
- Capital Reserves
- Debt Services (e.g., bond issuance, loans)

For projects labeled as **Reserve***, the Port may consider debt financing if available cash reserves are insufficient to cover twelve months of operating expenses. This approach ensures a financial cushion for unexpected downturns, emergencies, or revenue shortfalls.

The Capital Improvement Plan projects are divided into two categories:

- **Committed Projects:** Ongoing projects or those ready to proceed with approval from the Commission.
- **Prospective Projects:** Future projects with uncertain timing or scope, but essential for achieving business plan goals.

As of 2025, the Port anticipates a potential maximum expenditure of $82.8 million (or $107.5 million inflation-adjusted) between 2026 and 2045:

	Year 1-5	Year 6-10	Year 11-15	Year 16-20	20 Years Total
MARINA - COMMITTED	$ 32,702,000	$ -	$ 10,000,000	$ -	$ 42,702,000
MARINA - PROSPECTIVE	$ 3,586,750	$ 11,085,000	$ 19,265,000	$ 2,475,000	$ 36,411,750
SUBTOTAL	**$ 36,288,750**	**$ 11,085,000**	**$ 29,265,000**	**$ 2,475,000**	**$ 79,113,750**
HARBOR SQUARE BUSINESS COMPLEX -PROSPECTIVE	$ 1,663,000	$ 1,375,000	$ 600,000	$ -	$ 3,638,000
TOTAL	**$ 37,951,750**	**$ 12,460,000**	**$ 29,865,000**	**$ 2,475,000**	**$ 82,751,750**

Condition Assessment

- **Poor:** Significant damage, heavy wear, or functional issues, requiring replacement or restoration.
- **Fair:** Noticeable signs of use such as damage, wear, or aging, but still functional.
- **Good:** Slight signs of use or age, remaining fully operational and appealing.
- The Port has identified **Business-critical (B)** projects, those essential for core operations. If an item is deemed business critical, its failure or unavailability could result in
- **Operational disruptions** affecting daily functions

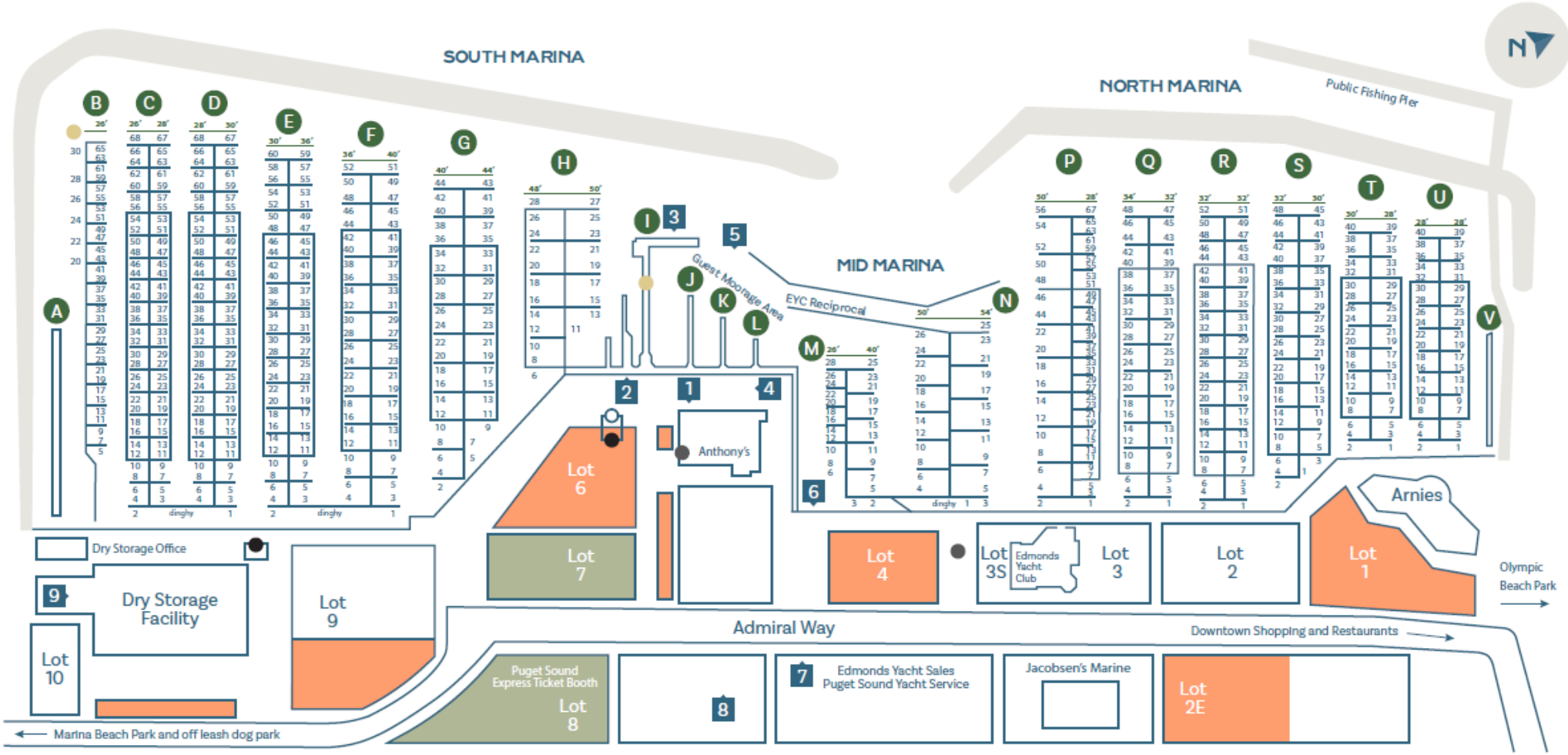
- **Financial losses** impacting revenue performance
- **Safety risks** for employees, customers, or the environment
- **Reputational damage** impacting trust and credibility

For business-critical projects, consistent routine maintenance and monitoring can extend the asset's life beyond 20 years, potentially deferring the need to initiate the project. These projects are categorized as **Extendable (E).**

As of 2025, the Port anticipates an expenditure of $72.0 million (or $93.3 million inflation-adjusted) between 2026 and 2045 for business-critical projects, of which $3.0 million (or $4.7 million inflation-adjusted) is associated with projects that may be extended beyond 20 years through routine maintenance and monitoring:

	Year 1-5	Year 6-10	Year 11-15	Year 16-20	20 Years Total
MARINA - BUSINESS CRITICAL	$ 32,702,000	$ 10,450,000	$ 25,825,000	$ -	$ 68,977,000
MARINA - EXTENDABLE	$ -	$ -	$ 3,000,000	$ -	$ 3,000,000
TOTAL	$ 32,702,000	$ 10,450,000	$ 28,825,000	$ -	$ 71,977,000

PORT OF EDMONDS
MARINA MAP



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471 Admiral Way, Edmonds WA
Lat 47° 48' 41" Long 122° 22' 57"

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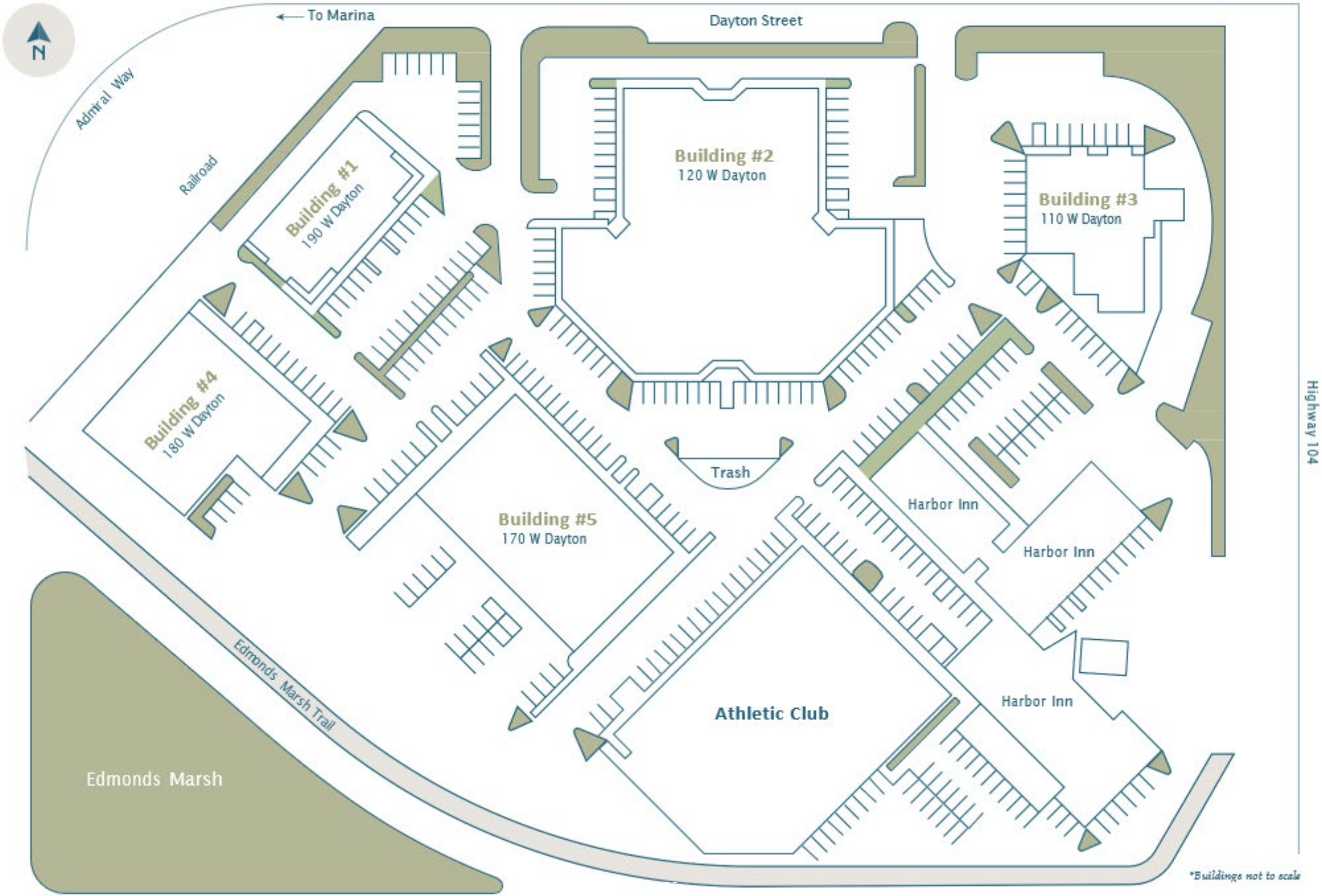
PORT OF EDMONDS
HARBOR SQUARE

HARBOR SQUARE BUSINESS COMPLEX



Port of Edmonds
20-Year Capital Improvement Plan

CIP Summary Inflation Adjusted

					Year 1 to 5				
					1	2	3	4	5
Project Name	**Location**	**Funding Source**	**Condition**	**Evaulation**	**2026**	**2027**	**2028**	**2029**	**2030**
MARINA - COMMITTED									
Mid-Marina Breakwater Repair	Mid Marina	Grant/Reserve	Poor	B	$ -				
Administration & Maintenance Building First Floor Build Out	Admin Office & Maintenance Facility	Reserve	N/A	B	$ 669,500				
North Seawall & Portwalk Reconstruction Project (Phase II)	North Marina	Grant/Reserve	Poor	B	$ 1,519,250	$ 1,564,828			
North Seawall & Portwalk Reconstruction Project (Phase III)	North Marina	Reserve/Bond Issuance	Poor	B			$ 8,195,453	$ 24,313,241	
Mid-Marina Breakwater Replacement	Mid Marina	Reserve*	Poor	B					
TOTALS					**$ 2,188,750**	**$ 1,564,828**	**$ 8,195,453**	**$ 24,313,241**	**$ -**
MARINA - PROSPECTIVE									
Utility Carts	Marina Operations Office	Reserve*	N/A		$ 15,450	$ 15,914			
Administration & Maintenance Building Monument Sign	Admin Office & Maintenance Facility	Reserve*	N/A		$ 36,050				
Tractor With Cab	Admin Office & Maintenance Facility	Reserve*	N/A		$ 66,950				
Waler Replacement (O)	A-Dock through V-Dock	Reserve*	Fair		$ 103,000				
Marina Operations Office Building Renovation (O)	Marina Operations Office	Reserve*	Fair		$ 296,640				
Port Vehicles	Admin Office & Maintenance Facility	Reserve*	Fair		$ 92,700	$ 95,481	$ 98,345	$ 50,648	
Asphalt Overlay (O)	Dry Storage	Reserve*	Fair		$ 103,000	$ 106,090			$ 139,113
Trailer Storage Modification	Dry Storage	Reserve*	N/A		$ 34,763				
Public Launch Pad Replacement	Public Launch	Reserve*	Poor			$ 95,481			
South Portwalk Security System	South Marina	Reserve*	Fair			$ 212,180			
South Portwalk Dock Gates	South Marina	Reserve*	Fair			$ 265,225			
Central Portwalk Railings	Mary Lou Block Plaza	Reserve*	Fair			$ 477,405			
Fire Dock Gangway	Mid Marina	Reserve*	Fair				$ 43,709		
V-Dock Gangway	North Marina	Reserve*	Fair				$ 43,709		
South Portwalk Planter Boxes	South Marina	Reserve*	Fair					$ 112,551	
Concrete Pad Replacement (O)	Dry Storage	Reserve*	Fair					$ 281,377	
Public Restrooms Upgrade	Marina Operations Office	Reserve*	Fair					$ 393,928	
Gasoline Turbines Replacement (O)	Fuel Dock	Reserve*	Fair						$ 34,778
C-Dock West Wall Steel and Roof Repair (O)	C-Dock	Reserve*	Fair						$ 695,564
Admiral Way Pipe	Dry Storage and Admiral Way	Reserve*	N/A	B					
Public Sling Launchers	Public Launch	Reserve*	Fair	B					
Forklift Replacement	Dry Storage	Reserve*	Good						
Travelift	Travelift	Reserve*	Good	B					
Dry Storage Launchers	Dry Storage	Reserve*	Fair	B					
Underground Storage Tanks	Fuel Dock	Reserve*	Fair	B					
Marina Breakwall Rocks	North Marina	Reserve*	Fair	B					
Tenant Restroom Upgrades (Central and South Marina)	Restrooms	Reserve*	Fair						
Fuel Dock Dispensers	Fuel Dock	Reserve*	Good	B					
I-Dock Fuel Float Replacement	I-Dock	Reserve*	Fair	B					
Dry Storage Bulkhead	Dry Storage	Reserve*	Good	B, E					
Mid-Marina Dock System	Mid Marina	Reserve*	Fair	B					
Administration & Maintenance Building HVAC System	Admin Office & Maintenance Facility	Reserve*	Good						
Scissor Lift Replacement	Admin Office & Maintenance Facility	Reserve*	Good						
Mary Lou Block Plaza Remodel (Central Plaza)	Mary Lou Block Plaza	Reserve*	Fair						
TOTALS					**$ 748,553**	**$ 1,267,776**	**$ 185,764**	**$ 838,504**	**$ 869,456**

Project Name	**Location**	**Fund Source**			**2026**	**2027**	**2028**	**2029**	**2030**
HARBOR SQUARE BUSINESS COMPLEX - PROSPECTIVE									
Harbor Square HVAC Units	Harbor Square Complex	Reserve*	Fair		$ 36,050	$ 37,132	$ 38,245	$ 39,393	$ 40,575
Harbor Square Building 4 Atrium Window (O)	Building 4	Reserve*	Poor		$ 657,140				
Harbor Square Complex Paint Job (O)	Harbor Square Complex	Reserve*	Poor		$ 360,500				
Harbor Square Building 4 and Building 5 Structural	Building 4 and Building 5	Reserve*	Poor						$ 579,637
Harbor Square Roof Replacements	Harbor Square Complex	Reserve*	Good						
Anthony's Building Roof	Anthony's	Reserve*	Fair						
TOTALS					**$ 1,053,690**	**$ 37,132**	**$ 38,245**	**$ 39,393**	**$ 620,212**

Note: The items labeled as (O) are deemed operational expenditures because they do not enhance or extend the life of an asset. Rather, it is a repair or sub component replacement of a larger capital asset. This assessment is subject to change.

Note: Items located at Admin Office & Maintenance Faciliy will be depreciated over their useful life and allocated to the Overhead cost center.

$ 3,990,993	**$ 2,869,735**	**$ 8,419,462**	**$ 25,191,138**	**$ 1,489,667**	
				TOTAL	**$ 41,960,994**
Marina Capital Budget Only	$ 1,569,463	$ 2,631,032	$ 8,282,871	$ 24,819,720	$ -
Rental Properties Capital Budget Only	$ 36,050	$ 37,132	$ 38,245	$ 39,393	$ 620,212
Overhead Capital Budget Only	$ 865,200	$ 95,481	$ 98,345	$ 50,648	$ -
Subtotal	**$ 2,470,713**	**$ 2,763,645**	**$ 8,419,462**	**$ 24,909,761**	**$ 620,212**
Marina Operating Budget Only	$ 502,640	$ 106,090	$ -	$ 281,377	$ 869,456
Rental Properties Operating Budget Only	$ 1,017,640	$ -	$ -	$ -	$ -
Subtotal	**$ 1,520,280**	**$ 106,090**	**$ -**	**$ 281,377**	**$ 869,456**
Total Operating and Capital Budgets	**$ 3,990,993**	**$ 2,869,735**	**$ 8,419,462**	**$ 25,191,138**	**$ 1,489,667**

Adjusted Rate	3.00%

Port of Edmonds
20-Year Capital Improvement Plan

CIP Summary Inflation Adjusted

					Year 6 to 10				
					6	7	8	9	10
Project Name	Location	Funding Source	Condition	Evaulation	2031	2032	2033	2034	2035
MARINA - COMMITTED									
Mid-Marina Breakwater Repair	Mid Marina	Grant/Reserve	Poor	B					
Administration & Maintenance Building First Floor Build Out	Admin Office & Maintenance Facility	Reserve	N/A	B					
North Seawall & Portwalk Reconstruction Project (Phase II)	North Marina	Grant/Reserve	Poor	B					
North Seawall & Portwalk Reconstruction Project (Phase III)	North Marina	Reserve/Bond Issuance	Poor	B					
Mid-Marina Breakwater Replacement	Mid Marina	Reserve*	Poor	B					
TOTALS					$ -	$ -	$ -	$ -	$ -
MARINA - PROSPECTIVE									
Utility Carts	Marina Operations Office	Reserve*	N/A						
Administration & Maintenance Building Monument Sign	Admin Office & Maintenance Facility	Reserve*	N/A						
Tractor With Cab	Admin Office & Maintenance Facility	Reserve*	N/A						
Waler Replacement (O)	A-Dock through V-Dock	Reserve*	Fair						
Marina Operations Office Building Renovation (O)	Marina Operations Office	Reserve*	Fair						
Port Vehicles	Admin Office & Maintenance Facility	Reserve*	Fair				$ 57,005	$ 117,430	
Asphalt Overlay (O)	Dry Storage	Reserve*	Fair						
Trailer Storage Modification	Dry Storage	Reserve*	N/A						
Public Launch Pad Replacement	Public Launch	Reserve*	Poor						
South Portwalk Security System	South Marina	Reserve*	Fair						
South Portwalk Dock Gates	South Marina	Reserve*	Fair						
Central Portwalk Railings	Mary Lou Block Plaza	Reserve*	Fair						
Fire Dock Gangway	Mid Marina	Reserve*	Fair						
V-Dock Gangway	North Marina	Reserve*	Fair						
South Portwalk Planter Boxes	South Marina	Reserve*	Fair						
Concrete Pad Replacement (O)	Dry Storage	Reserve*	Fair						
Public Restrooms Upgrade	Marina Operations Office	Reserve*	Fair						
Gasoline Turbines Replacement (O)	Fuel Dock	Reserve*	Fair						
C-Dock West Wall Steel and Roof Repair (O)	C-Dock	Reserve*	Fair						
Admiral Way Pipe	Dry Storage and Admiral Way	Reserve*	N/A	B	$ 1,194,052				
Public Sling Launchers	Public Launch	Reserve*	Fair	B					$ 604,762
Forklift Replacement	Dry Storage	Reserve*	Good						$ 671,958
Travelift	Travelift	Reserve*	Good	B					$ 671,958
Dry Storage Launchers	Dry Storage	Reserve*	Fair	B					$ 2,015,875
Underground Storage Tanks	Fuel Dock	Reserve*	Fair	B					$ 2,687,833
Marina Breakwall Rocks	North Marina	Reserve*	Fair	B					$ 6,719,582
Tenant Restroom Upgrades (Central and South Marina)	Restrooms	Reserve*	Fair						
Fuel Dock Dispensers	Fuel Dock	Reserve*	Good	B					
I-Dock Fuel Float Replacement	I-Dock	Reserve*	Fair	B					
Dry Storage Bulkhead	Dry Storage	Reserve*	Good	B, E					
Mid-Marina Dock System	Mid Marina	Reserve*	Fair	B					
Administration & Maintenance Building HVAC System	Admin Office & Maintenance Facility	Reserve*	Good						
Scissor Lift Replacement	Admin Office & Maintenance Facility	Reserve*	Good						
Mary Lou Block Plaza Remodel (Central Plaza)	Mary Lou Block Plaza	Reserve*	Fair						
TOTALS					$ 1,194,052	$ -	$ 57,005	$ 117,430	$ 13,371,968

Project Name	Location	Fund Source			2031	2032	2033	2034	2035
HARBOR SQUARE BUSINESS COMPLEX - PROSPECTIVE									
Harbor Square HVAC Units	Harbor Square Complex	Reserve*	Fair		$ 41,792	$ 43,046	$ 44,337	$ 45,667	$ 47,037
Harbor Square Building 4 Atrium Window (O)	Building 4	Reserve*	Poor						
Harbor Square Complex Paint Job (O)	Harbor Square Complex	Reserve*	Poor						
Harbor Square Building 4 and Building 5 Structural	Building 4 and Building 5	Reserve*	Poor						
Harbor Square Roof Replacements	Harbor Square Complex	Reserve*	Good				$ 380,031	$ 391,432	$ 403,175
Anthony's Building Roof	Anthony's	Reserve*	Fair						$ 403,175
TOTALS					$ 41,792	$ 43,046	$ 424,368	$ 437,099	$ 853,387

Note: The items labeled as (O) are deemed operational expenditures because they do not enhance or extend the life of an asset. Rather, it is a repair or sub component replacement of a larger capital asset. This assessment is subject to change.

Note: Items located at Admin Office & Maintenance Facilty will be depreciated over their useful life and allocated to the Overhead cost center.

	$ 1,235,844	$ 43,046	$ 481,373	$ 554,529	$ 14,225,355
TOTAL					$ 16,540,146
Marina Capital Budget Only	$ 1,194,052	$ -	$ -	$ -	$ 13,371,968
Rental Properties Capital Budget Only	$ 41,792	$ 43,046	$ 424,368	$ 437,099	$ 853,387
Overhead Capital Budget Only	$ -	$ -	$ 57,005	$ 117,430	$ -
Subtotal	$ 1,235,844	$ 43,046	$ 481,373	$ 554,529	$ 14,225,355
Marina Operating Budget Only	$ -	$ -	$ -	$ -	$ -
Rental Properties Operating Budget Only	$ -	$ -	$ -	$ -	$ -
Subtotal	$ -	$ -	$ -	$ -	$ -
Total Operating and Capital Budgets	$ 1,235,844	$ 43,046	$ 481,373	$ 554,529	$ 14,225,355

Adjusted Rate	3.00%

Port of Edmonds
20-Year Capital Improvement Plan

CIP Summary Inflation Adjusted

					Year 11 to 15				
					11	12	13	14	15
Project Name	**Location**	**Funding Source**	**Condition**	**Evaulation**	**2036**	**2037**	**2038**	**2039**	**2040**
MARINA - COMMITTED									
Mid-Marina Breakwater Repair	Mid Marina	Grant/Reserve	Poor	B					
Administration & Maintenance Building First Floor Build Out	Admin Office & Maintenance Facility	Reserve	N/A	B					
North Seawall & Portwalk Reconstruction Project (Phase II)	North Marina	Grant/Reserve	Poor	B					
North Seawall & Portwalk Reconstruction Project (Phase III)	North Marina	Reserve/Bond Issuance	Poor	B					
Mid-Marina Breakwater Replacement	Mid Marina	Reserve*	Poor	B	$ 13,842,339				
TOTALS					**$ 13,842,339**	**$ -**	**$ -**	**$ -**	**$ -**
MARINA - PROSPECTIVE									
Utility Carts	Marina Operations Office	Reserve*	N/A						
Administration & Maintenance Building Monument Sign	Admin Office & Maintenance Facility	Reserve*	N/A						
Tractor With Cab	Admin Office & Maintenance Facility	Reserve*	N/A						
Waler Replacement (O)	A-Dock through V-Dock	Reserve*	Fair						
Marina Operations Office Building Renovation (O)	Marina Operations Office	Reserve*	Fair						
Port Vehicles	Admin Office & Maintenance Facility	Reserve*	Fair		$ 124,581	$ 128,318	$ 132,168	$ 68,067	
Asphalt Overlay (O)	Dry Storage	Reserve*	Fair						
Trailer Storage Modification	Dry Storage	Reserve*	N/A						
Public Launch Pad Replacement	Public Launch	Reserve*	Poor						
South Portwalk Security System	South Marina	Reserve*	Fair						
South Portwalk Dock Gates	South Marina	Reserve*	Fair						
Central Portwalk Railings	Mary Lou Block Plaza	Reserve*	Fair						
Fire Dock Gangway	Mid Marina	Reserve*	Fair						
V-Dock Gangway	North Marina	Reserve*	Fair						
South Portwalk Planter Boxes	South Marina	Reserve*	Fair						
Concrete Pad Replacement (O)	Dry Storage	Reserve*	Fair						
Public Restrooms Upgrade	Marina Operations Office	Reserve*	Fair						
Gasoline Turbines Replacement (O)	Fuel Dock	Reserve*	Fair						
C-Dock West Wall Steel and Roof Repair (O)	C-Dock	Reserve*	Fair						
Admiral Way Pipe	Dry Storage and Admiral Way	Reserve*	N/A	B					
Public Sling Launchers	Public Launch	Reserve*	Fair	B					
Forklift Replacement	Dry Storage	Reserve*	Good						
Travelift	Travelift	Reserve*	Good	B					
Dry Storage Launchers	Dry Storage	Reserve*	Fair	B					
Underground Storage Tanks	Fuel Dock	Reserve*	Fair	B					
Marina Breakwall Rocks	North Marina	Reserve*	Fair	B					
Tenant Restroom Upgrades (Central and South Marina)	Restrooms	Reserve*	Fair		$ 173,029				
Fuel Dock Dispensers	Fuel Dock	Reserve*	Good	B		$ 463,372			
I-Dock Fuel Float Replacement	I-Dock	Reserve*	Fair	B					$ 3,115,935
Dry Storage Bulkhead	Dry Storage	Reserve*	Good	B, E					$ 4,673,902
Mid-Marina Dock System	Mid Marina	Reserve*	Fair	B					$ 21,032,560
Administration & Maintenance Building HVAC System	Admin Office & Maintenance Facility	Reserve*	Good						
Scissor Lift Replacement	Admin Office & Maintenance Facility	Reserve*	Good						
Mary Lou Block Plaza Remodel (Central Plaza)	Mary Lou Block Plaza	Reserve*	Fair						
TOTALS					**$ 297,610**	**$ 591,691**	**$ 132,168**	**$ 68,067**	**$ 28,822,397**

Project Name	**Location**	**Fund Source**			**2036**	**2037**	**2038**	**2039**	**2040**
HARBOR SQUARE BUSINESS COMPLEX - PROSPECTIVE									
Harbor Square HVAC Units	Harbor Square Complex	Reserve*	Fair						
Harbor Square Building 4 Atrium Window (O)	Building 4	Reserve*	Poor						
Harbor Square Complex Paint Job (O)	Harbor Square Complex	Reserve*	Poor						
Harbor Square Building 4 and Building 5 Structural	Building 4 and Building 5	Reserve*	Poor						
Harbor Square Roof Replacements	Harbor Square Complex	Reserve*	Good		$ 415,270	$ 427,728			
Anthony's Building Roof	Anthony's	Reserve*	Fair						
TOTALS					**$ 415,270**	**$ 427,728**	**$ -**	**$ -**	**$ -**

Note: The items labeled as (O) are deemed operational expenditures because they do not enhance or extend the life of an asset. Rather, it is a repair or sub component replacement of a larger capital asset. This assessment is subject to change.

Note: Items located at Admin Office & Maintenance Faciliy will be depreciated over their useful life and allocated to the Overhead cost center.

$ 14,555,219	**$ 1,019,419**	**$ 132,168**	**$ 68,067**	**$ 28,822,397**	
				TOTAL	**$ 44,597,270**

Marina Capital Budget Only	$ 14,015,368	$ 463,372	$ -	$ -	$ 28,822,397
Rental Properties Capital Budget Only	$ 415,270	$ 427,728	$ -	$ -	$ -
Overhead Capital Budget Only	$ 124,581	$ 128,318	$ 132,168	$ 68,067	$ -
Subtotal	**$ 14,555,219**	**$ 1,019,419**	**$ 132,168**	**$ 68,067**	**$ 28,822,397**
Marina Operating Budget Only	$ -	$ -	$ -	$ -	$ -
Rental Properties Operating Budget Only	$ -	$ -	$ -	$ -	$ -
Subtotal	$ -	$ -	$ -	$ -	$ -
Total Operating and Capital Budgets	**$ 14,555,219**	**$ 1,019,419**	**$ 132,168**	**$ 68,067**	**$ 28,822,397**

Adjusted Rate	3.00%

Port of Edmonds
20-Year Capital Improvement Plan

CIP Summary Inflation Adjusted

					Year 15 to 20					
					16	17	18	19	20	
Project Name	**Location**	**Funding Source**	**Condition**	**Evaulation**	**2041**	**2042**	**2043**	**2044**	**2045**	**20 Years Total**
MARINA - COMMITTED										
Mid-Marina Breakwater Repair	Mid Marina	Grant/Reserve	Poor	B						$ -
Administration & Maintenance Building First Floor Build Out	Admin Office & Maintenance Facility	Reserve	N/A	B						$ 669,500
North Seawall & Portwalk Reconstruction Project (Phase II)	North Marina	Grant/Reserve	Poor	B						$ 3,084,078
North Seawall & Portwalk Reconstruction Project (Phase III)	North Marina	Reserve/Bond Issuance	Poor	B						$ 32,508,694
Mid-Marina Breakwater Replacement	Mid Marina	Reserve*	Poor	B						$ 13,842,339
TOTALS					$ -	$ -	$ -	$ -	$ -	$ 50,104,610
MARINA - PROSPECTIVE										
Utility Carts	Marina Operations Office	Reserve*	N/A							$ 31,364
Administration & Maintenance Building Monument Sign	Admin Office & Maintenance Facility	Reserve*	N/A							$ 36,050
Tractor With Cab	Admin Office & Maintenance Facility	Reserve*	N/A							$ 66,950
Waler Replacement (O)	A-Dock through V-Dock	Reserve*	Fair							$ 103,000
Marina Operations Office Building Renovation (O)	Marina Operations Office	Reserve*	Fair							$ 296,640
Port Vehicles	Admin Office & Maintenance Facility	Reserve*	Fair				$ 76,609	$ 157,816		$ 1,199,168
Asphalt Overlay (O)	Dry Storage	Reserve*	Fair							$ 348,203
Trailer Storage Modification	Dry Storage	Reserve*	N/A							$ 34,763
Public Launch Pad Replacement	Public Launch	Reserve*	Poor							$ 95,481
South Portwalk Security System	South Marina	Reserve*	Fair							$ 212,180
South Portwalk Dock Gates	South Marina	Reserve*	Fair							$ 265,225
Central Portwalk Railings	Mary Lou Block Plaza	Reserve*	Fair							$ 477,405
Fire Dock Gangway	Mid Marina	Reserve*	Fair							$ 43,709
V-Dock Gangway	North Marina	Reserve*	Fair							$ 43,709
South Portwalk Planter Boxes	South Marina	Reserve*	Fair							$ 112,551
Concrete Pad Replacement (O)	Dry Storage	Reserve*	Fair							$ 281,377
Public Restrooms Upgrade	Marina Operations Office	Reserve*	Fair							$ 393,928
Gasoline Turbines Replacement (O)	Fuel Dock	Reserve*	Fair							$ 34,778
C-Dock West Wall Steel and Roof Repair (O)	C-Dock	Reserve*	Fair							$ 695,564
Admiral Way Pipe	Dry Storage and Admiral Way	Reserve*	N/A	B						$ 1,194,052
Public Sling Launchers	Public Launch	Reserve*	Fair	B						$ 604,762
Forklift Replacement	Dry Storage	Reserve*	Good							$ 671,958
Travelift	Travelift	Reserve*	Good	B						$ 671,958
Dry Storage Launchers	Dry Storage	Reserve*	Fair	B						$ 2,015,875
Underground Storage Tanks	Fuel Dock	Reserve*	Fair	B						$ 2,687,833
Marina Breakwall Rocks	North Marina	Reserve*	Fair	B						$ 6,719,582
Tenant Restroom Upgrades (Central and South Marina)	Restrooms	Reserve*	Fair							$ 173,029
Fuel Dock Dispensers	Fuel Dock	Reserve*	Good	B						$ 463,372
I-Dock Fuel Float Replacement	I-Dock	Reserve*	Fair	B						$ 3,115,935
Dry Storage Bulkhead	Dry Storage	Reserve*	Good	B, E						$ 4,673,902
Mid-Marina Dock System	Mid Marina	Reserve*	Fair	B						$ 21,032,560
Administration & Maintenance Building HVAC System	Admin Office & Maintenance Facility	Reserve*	Good			$ 495,854				$ 495,854
Scissor Lift Replacement	Admin Office & Maintenance Facility	Reserve*	Good						$ 72,244	$ 72,244
Mary Lou Block Plaza Remodel (Central Plaza)	Mary Lou Block Plaza	Reserve*	Fair						$ 3,612,222	$ 3,612,222
TOTALS					$ -	$ 495,854	$ 76,609	$ 157,816	$ 3,684,467	$ 52,977,185

Project Name	**Location**	**Fund Source**			**2041**	**2042**	**2043**	**2044**	**2045**	**20 Years Total**
HARBOR SQUARE BUSINESS COMPLEX - PROSPECTIVE										
Harbor Square HVAC Units	Harbor Square Complex	Reserve*	Fair							$ 413,273
Harbor Square Building 4 Atrium Window (O)	Building 4	Reserve*	Poor							$ 657,140
Harbor Square Complex Paint Job (O)	Harbor Square Complex	Reserve*	Poor							$ 360,500
Harbor Square Building 4 and Building 5 Structural	Building 4 and Building 5	Reserve*	Poor							$ 579,637
Harbor Square Roof Replacements	Harbor Square Complex	Reserve*	Good							$ 2,017,636
Anthony's Building Roof	Anthony's	Reserve*	Fair							$ 403,175
TOTALS					$ -	$ -	$ -	$ -	$ -	$ 4,431,361

Note: The items labeled as (O) are deemed operational expenditures because they do not enhance or extend the life of an asset. Rather, it is a repair or sub component replacement of a larger capital asset. This assessment is subject to change.

Note: Items located at Admin Office & Maintenance Facility will be depreciated over their useful life and allocated to the Overhead cost center.

	$ -	$ 495,854	$ 76,609	$ 157,816	$ 3,684,467	$ 107,513,156
TOTAL					$	4,414,746
Marina Capital Budget Only	$ -	$ -	$ -	$ -	$ 3,612,222	$ 98,782,466
Rental Properties Capital Budget Only	$ -	$ -	$ -	$ -	$ -	$ 3,413,721
Overhead Capital Budget Only	$ -	$ 495,854	$ 76,609	$ 157,816	$ 72,244	$ 2,539,766
Subtotal	$ -	$ 495,854	$ 76,609	$ 157,816	$ 3,684,467	$ 104,735,953
Marina Operating Budget Only	$ -	$ -	$ -	$ -	$ -	$ 1,759,563
Rental Properties Operating Budget Only	$ -	$ -	$ -	$ -	$ -	$ 1,017,640
Subtotal	$ -	$ -	$ -	$ -	$ -	$ 2,777,203
Total Operating and Capital Budgets	$ -	$ 495,854	$ 76,609	$ 157,816	$ 3,684,467	$ 107,513,156

Adjusted Rate	3.00%

MARINA COMMITTED PROJECTS

Project Name: Mid-Marina Breakwater Repair

Project Timeline: 2026 (Subject to change as permitting process is completed – 2025)

Location: Mid-Marina

Description: The breakwater was designed and built in 1984 as part of the expansion of the Marina. The breakwater is located in the center of the Marina and consists of two steel sheet pile wing sections with H-pile batters and a center section of timber with steel H-piles.

The Port hired an Engineering company to assess the condition of the Mid-Marina and elected to an option that involves replacing timbers and adding a steel strongback channel near the top of the vertical piles to replace the existing cap. The channel will serve as cathodic protection and tie the piles together. The sheet piles will be repaired with welded-steel plates as necessary to reinforce the areas that are significantly rusted. The life expectancy of this option is 8-15 years, and it requires contractor bids and a Joint Aquatic Resources Permit Application (JARPA). Mitigation will be required as well.

Justification: The Mid-Marina Breakwater is a critical infrastructure to reduce the impact of waves entering the Marina. By absorbing or deflecting wave energy, it creates a calm water environment inside the Marina, which protects boats and docks from damage and makes it safer and easier to dock, launch, and maintain vessels.

Implication of No Action: Boats and docks will be exposed to direct wave action especially during storms or high winds which may require frequent and costly repairs.

When the Project was Last Performed (if known): Mid-Marina was built in 1984; In 2024, the Facilities and Maintenance Department replaced the timbers that had been affected by high tides

Useful Life: Extends an additional 8-15 years

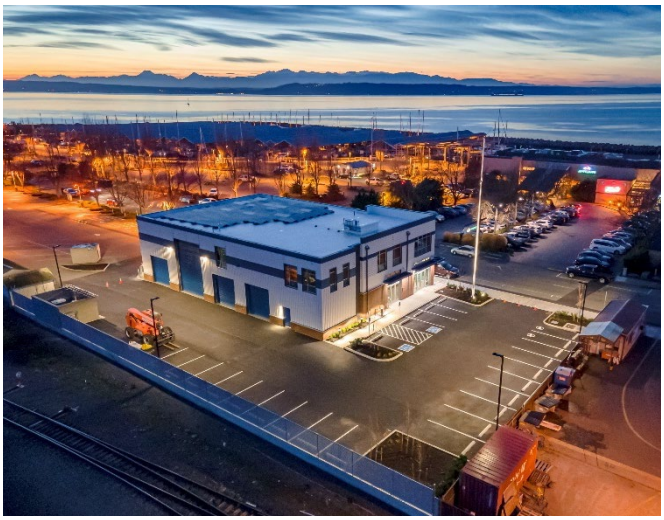
Current Condition: Poor

Total Estimated Costs: $577,000 (less $412,000 from WA State Appropriations)

Total Costs Adjusted for Inflation: $594,310

Key Assumption: Based on external estimate from Engineering Consultant

Note: The estimated costs have been removed from the Capital Improvement Plan Project Summary 2026 column as project timeline is scheduled for Q4 2025.



Project Name: Administration & Maintenance Building First Floor Build Out

Project Timeline: 2026

Location: Administration Office & Maintenance Facility

Description: Built to LEED-silver standards with elements such as solar panels and EV charging stations, this new 12,000 sf two-story building located at 471 Admiral Way has been headquarters for the Port of Edmonds since Q1 2024. This building features an unfinished versatile interior space on the first floor that measures 1,900 sf space in shell condition with concrete floors and access to plumbing and electrical that is available for rent. When the building was designed in 2021, the intention was to lease out the space for commercial use to bring another burgeoning business to the Port of Edmonds.

Justification: Leasing this first-floor space will generate stable annual revenue following the initial recoupment period. Additionally, bringing in a new business will enhance services available to the local community and contribute to the economic vitality of the Port.

Implication of No Action: Failure to lease the space would result in lost revenue opportunities and underutilization of a valuable asset.

When the Project was Last Performed (if known): Not Applicable

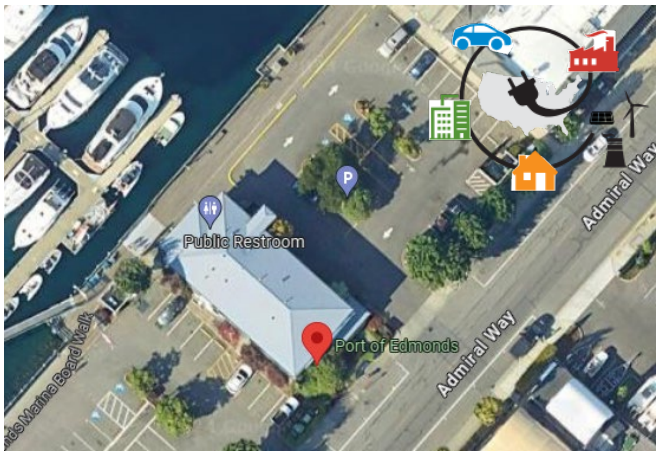
Useful Life: 50 years

Current Condition: Not Applicable

Total Estimated Costs: $650,000

Total Costs Adjusted for Inflation: $669,500

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends



Project Name: North Portwalk & Seawall Reconstruction Project (Phase II)

Project Timeline: 2026-2027

Location: North Marina

Description: In 2024, the Port launched an initiative to divide the North Portwalk & Seawall Reconstruction Project into three distinct phases. **Phase I**, completed in Q1 2024, involved the construction of a new Administration and Maintenance building, funded through capital improvement reserves.
Phase II, scheduled to begin in Q1 2026 with an estimated cost of $2.9 million, will focus on site preparation—including the removal of the former Administration building at 336 Admiral Way and infrastructure upgrades to support electrification. A new public plaza will be developed on the site of the old building. A total of $2.0 million in grant funding has been awarded. **Phase III**, anticipated to take place between 2027 and 2028, will include seawall construction and Portwalk upgrades. This phase, estimated at $29.1 million, aims to improve flood protection and overall resiliency.

Justification: Enhance public access and usability of Port property.

Implication of No Action: Our Marina Business and other economic activity would be highly impacted by the failure of the seawall.

When the Project was Last Performed (if known): Not Applicable (336 Admiral Way was built approximately 1968)

Useful Life: 50 years

Current Condition: Poor

Total Estimated Costs: $2,950,000 (less $500,000 from RCO and $1.5 million from WSDOT, total of $2.0 million)

Total Costs Adjusted for Inflation: $3,038,500

Key Assumption: Based on external estimate from Engineering Consultant

Port and surrounding property lie within FEMA-designated high-risk flood zone *(source: FEMA)*

Project Name: North Portwalk & Seawall Reconstruction Project (Phase III)

Project Timeline: 2028-2029

Location: North Marina

Description: For Phase III, the Port needs to reconstruct a 900-foot-long section of deteriorated waterfront public boardwalk (i.e., North Portwalk) that extends between the 336 Admiral Way Port of Edmonds Administration Building and Olympic Beach. The existing treated-wood boardwalk will be replaced within the same footprint but elevated six inches to create better pedestrian separation from the adjacent drive/fire lane and to improve pedestrian accessibility and account for sea level change. The new walkway will have steel framing, steel railings and a deck of concrete panels inset with clear glass blocks. This non-slip walking surface is an environmentally conscious design that allows sunlight to penetrate to the water inhabitants below. Development will also include restroom facilities, expanded parking, landscaping, integrated lighting and way-finding signage. Additional development will also include a plaza adjacent to the boardwalk which will showcase public art and will provide public gathering spaces. The primary recreation opportunity provided by this project will be upgraded public access to the shoreline and enhanced public amenities along the waterfront along with access to recreational boating.

Justification: The seawall and main support system for the northern, wood plank portion of the Portwalk is in dire need of rehabilitation. Built in 1968, the seawall has limited years of remaining life span. Currently, the structure is being monitored, with significant rot observed in 90% of timber piles and lateral movement observed in 50% of piles.

Implication of No Action: Our Marina Business and other economic activity would be highly impacted by the failure of the seawall. It will also pose safety concerns for the public.

When the Project was Last Performed (if known): Not Applicable (Portwalk was built in 1968)

Useful Life: 50 years

Current Condition: Poor

Total Estimated Costs: $29,102,000

Total Costs Adjusted for Inflation: $32,508,694

Key Assumption: Based on external estimate from Engineering Consultant

Project Name: Mid-Marina Breakwater Replacement

Project Timeline: 2036

Location: Mid-Marina

Description: The breakwater was designed and built in 1984 as part of the expansion of the Marina. The breakwater is located in the center of the marina and consists of two steel sheet pile wing sections with H-pile batters and a center section of timber with steel H-piles. The entire structure will be removed and replaced with a new breakwater. It would require contractor bids and a Joint Aquatic Resources Permit Application (JARPA).

Justification: The Mid-Marina Breakwater is a critical infrastructure to reduce the impact of waves entering the Marina. By absorbing or deflecting wave energy, it creates a calm water environment inside the Marina, which protects boats and docks from damage and makes it safer and easier to dock, launch, and maintain vessels.

Implication of No Action: Boats and docks will be exposed to direct wave action especially during storms or high winds which may require frequent and costly repairs.

When the Project was Last Performed (if known): Not Applicable (Mid-Marina was built in 1984)

Useful Life: 40 years

Current Condition: Poor

Total Estimated Costs: $10,000,000

Total Costs Adjusted for Inflation: $13,842,339

Key Assumption: Based on external estimate from Engineering Consultant

MARINA PROSPECTIVE PROJECTS

Project Name: Utility Carts

Project Timeline: 2026-2027

Description: As the Port moves forward with Phases II and III of the North Portwalk & Seawall Reconstruction Project, certain parking areas may be temporarily closed. To minimize disruption and ensure continued accessibility, a shuttle service will be provided for Tenants via utility carts, helping to maintain convenience and ease of movement throughout the duration of the project.

Justification: With parking areas temporarily closed, utility carts offer a cost-effective solution to shuttle Tenants, ensuring they can reach their destinations conveniently and safely. This proactive measure demonstrates the Port's commitment to Tenant satisfaction and operational continuity. It also helps maintain a positive public perception during construction activities.

Implication of No Action: The lack of support during construction could result in significant inconvenience for Tenants, leading to frustration and dissatisfaction. It may also harm the Port's reputation for hospitality and responsiveness, particularly among long-term Tenants and frequent visitors. Additionally, the absence of accommodation such as shuttle services could increase the volume of complaints and place added pressure on staff. Ultimately, failing to provide a basic level of support during a major infrastructure project risks eroding the trust and goodwill the Port has worked hard to build within its community.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 15 years

Current Condition: Not Applicable

Total Estimated Costs: $30,000

Total Costs Adjusted for Inflation: $31,364

Key Assumption: Based on market replacement value

Project Name: Administration & Maintenance Building Monument Sign

Project Timeline: 2026

Location: Administration Office & Maintenance Facility

Description: In Q1 2024, 471 Admiral Way became headquarters for the Port of Edmonds. Once Tenant(s) is secured, the Port will proceed with the installation of a monument sign to enhance visibility and establish a strong presence at the site.

Justification: A monument sign is a valuable asset for the Port's headquarters, enhancing visibility, reinforcing branding, supporting community presence, and improving wayfinding for both tenants and visitors.

Implication of No Action: The absence of a monument sign can significantly reduce visibility, make the location difficult to find, and potentially delay emergency response due to the lack of clear signage.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 20 years

Current Condition: Not Applicable

Total Estimated Costs: $35,000

Total Costs Adjusted for Inflation: $36,050

Key Assumption: Based on market replacement value

Project Name: Tractor With Cab

Project Timeline: 2026

Location: Administration Office & Maintenance Facility

Description: A tractor with a cab is a versatile piece of equipment that the Port will primarily use for snow removal, ensuring roads and pathways remain clear during harsh winter conditions. During non-winter months, the tractor can be repurposed for general maintenance and operational tasks throughout the Port.

Justification: Allows the Port to respond to snow removal needs more quickly, without the delays associated with contracting external services. Additionally, the equipment can be utilized for various other projects throughout the year, enhancing operational efficiency.

Implication of No Action: Neglecting to remove snow from public areas can lead to serious safety hazards for staff and customers, including slips and falls. It may also result in legal and financial consequences due to liability issues. Additionally, uncleared snow can create accessibility barriers and contribute to property damage, as ice buildup can crack pavement and damage structures, ultimately increasing long-term maintenance costs.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 15 years

Current Condition: Not Applicable

Total Estimated Costs: $65,000

Total Costs Adjusted for Inflation: $66,950

Key Assumption: Based on market replacement value

Project Name: Waler Replacement

Project Timeline: 2026

Location: A-Dock through V-Dock

Description: A waler in docks is a structural beam mounted along the edge of a floating dock to provide reinforcement and stability. It helps connect individual float modules, ensuring the dock remains secure and flexible in response to wave action. Beyond structural support, walers also serve as a protective barrier, absorbing impact from docking boats and reducing wear on the dock itself. In some docks, they are combined with rub rails to create a smoother surface for vessels.

Justification: Waler provides structural reinforcement, stability, and impact protection.

Implication of No Action: The dock may become unstable, leading to misalignment weakening the dock structure. Delaying replacement can lead to more extensive damage to rub board and rub edges, requiring expensive repairs or even full dock reconstruction.

When the Project was Last Performed (if known): 2016 V-Dock and various other locations as needed

Useful Life: 30 years

Current Condition: Fair

Total Estimated Costs: $100,000 (Operating Expenditure)

Total Costs Adjusted for Inflation: $103,000

Key Assumption: Based on experience from projects of similar type and scale

Project Name: Marina Operations Office Building Renovation

Project Timeline: 2026

Location: Marina Operations Office

Description: The Marina Operations Office serves as the central hub for both customers and staff. It is the primary location for customer interactions and the workspace for marina and security personnel. However, the current quality and atmosphere of the space do not reflect the high standards and overall image of the Port of Edmonds.

Justification: A remodel of the Marina Operations Office is long overdue. Although funding has been allocated to previous budgets, the project has not yet been executed. A new design will enhance employee efficiency by creating a layout that better supports operational needs. It will also provide customers with a modern, welcoming environment that reflects the Port's commitment to quality and service. The current fixtures, including walls, flooring, and work surfaces—have exceeded their useful life and show significant wear. Additionally, the office's exterior is centrally located and highly visible within the Mary Mou Block Plaza. Updating its appearance will strengthen its visual connection to the Port of Edmonds and improve the overall aesthetic of the area. An important component of the remodel includes creating more usable space for customers and visitors on the west-facing side of the building, further enhancing accessibility and the customer experience.

Implication of No Action: The interior and exterior will continue to wear, leading to a less attractive office space and plaza area.

When the Project was Last Performed (if known): Unknown. Minor updates completed in 2019 and 2024.

Useful Life: 20 years

Current Condition: Fair

Total Estimated Costs: $288,000 which includes $250,000 for contracting, $35,000 for Architecture, and $3,000 for Engineering (Operating Expenditure)

Total Costs Adjusted for Inflation: $296,640

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends and external estimate from Architectural Consultant

Project Name: Port Vehicles

Project Timeline: See schedule below

Location: Administration Office & Maintenance Facility (Primary) and Marina Operations Office (Secondary)

Description: The Port operates a variety of vehicles tailored to meet the specific needs of its departments. In the Marina, these vehicles play a vital role in maintaining both safety and hospitality. They are primarily used for security patrols, helping to ensure the Port remains a safe and secure environment for all. Additionally, shuttle services are provided to assist boaters in reaching essential destinations such as grocery stores, restaurants, local attractions, hotels, etc. This not only enhances the overall visitor experience but also reflects Port's commitment to accessibility and hospitality. Maintenance vehicles are essential for transporting personnel and equipment across the Port for capital projects, repair and maintenance projects, service calls, hauling debris and waste, delivering materials to disposal or recycling centers.

Justification: Security efforts sustain a safe environment for the Port. Providing a shuttle service reflects a high standard of hospitality and professionalism, making the Marina more appealing to boaters and visitors. Maintenance vehicles are critical for operational efficiency, enabling the Maintenance Department to respond quickly and complete tasks effectively.

Implication of No Action: Failure to maintain this vehicle program may reduce efficiency, limit mobility, create inability to haul materials, slow emergency response, and increase physical strain on personnel. Furthermore, aging vehicles result in costly and frequent repairs.

When the Project was Last Performed (if known): Not Applicable

Useful Life: See Chart below

	Year	Make	Model	Purpose	Useful Life	Mileage	Life Cycle Replacement	
Marina	2017	Chevrolet	Silverado	Marina Operations	10	15,404	2028	2038
	2019	Honda	Odyssey	Tenant Shuttle	10	6,111	2029	2039
	2023	Chevrolet	Colorado	Security	5	7,538	2028	2033/2038/2043
Maintenance	2010	Ford	Ranger	Repair & Maintenance	10	15,432	2026	2036
	2011	Ford	Ranger	Repair & Maintenance	10	22,953	2026	2036
	2012	Chevrolet	Silverado	Repair & Maintenance	10	30,992	2027	2037
	2016	Chevrolet	3500 HD	Repair & Maintenance	10	16,891	2027	2037
	2024	Chevrolet	Silverado	Repair & Maintenance	10	1,335	2034	2044
	2024	Chevrolet	Colorado	Repair & Maintenance	10	540	2034	2044

**The security truck experiences high usage and low mileage due to regular patrolling to maintain the safety of the Port.*

***Mileage as of 7/1/2025; subject to change.*

Current Condition: The condition of each vehicle varies depending on its year, make, and model, ranging from poor to good with an average rating of fair.

Total Estimated Costs: $900,000

Total Costs Adjusted for Inflation: $1,199,168

Key Assumption: Based on previous market replacement value

Project Name: Asphalt Overlay

Project Timeline: 2026, 2027 and 2030

Location: Dry Storage

Description: Dry Storage has surface cracks. Asphalt Overlay is a process where a new layer of asphalt is applied over an existing pavement surface to restore its appearance and functionality and to prevent deformation.

Justification: Enhancing surface quality allows equipment to operate efficiently, minimizing disruptions and wear. Additionally, addressing uneven areas helps reduce trip hazards, improving overall safety for both staff and customers.

Implication of No Action: Ignoring asphalt cracks can lead to rapid deterioration, allowing water to penetrate the pavement and erode its base. This process can result in potholes, structural failure, and costly resurfacing or full replacement. Additionally, uneven surfaces pose safety hazards for staff and customers, increasing the risk of trips and injuries.

When the Project was Last Performed (if known): 2025 (certain sections)

Useful Life: 15 years

Current Condition: Fair

Total Estimated Costs: $320,000 (Operating Expenditure)

Total Costs Adjusted for Inflation: $348,203

Key Assumption: Based on experience from projects of similar type and scale

Project Name: Trailer Storage Modification

Project Timeline: 2026

Location: Dry Storage

Description: Trailer storage continues to be in high demand, with a waiting list currently in place. Rows A and B utilize an elevated lower-level design, allowing trailers to be stored beneath the rack system. This project will replicate that layout in Row C, creating space for 20 additional trailer stalls. The expansion will help meet ongoing demand and improve overall storage capacity without requiring additional footprint.

Justification: The modification will allow for increased revenue, the ability to serve more customers, and will not create any negative impact to the existing operation. It's a strategic enhancement that maximizes available space while maintaining operational efficiency.

Implication of No Action: If left unchanged, we will continue to under utilize the available space and leave customers on the waitlist unserved.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 25 years

Current Condition: Not Applicable

Total Estimated Costs: $33,750 (Includes $10,000 of internal labor costs.)

Total Costs Adjusted for Inflation: $34,763

Key Assumption: Based on an external materials cost estimate and internal labor cost estimate.

Project Name: Public Launch Pad Replacement

Project Timeline: 2027

Location: Public Launch

Description: This asphalt pad is situated under the public sling launchers, serving as the driving surface for boat launch customers.

Justification: Exposure to saltwater accelerates deterioration in this area. The rough surface shortens the lifespan of the slings, which frequently impact and drag along the pad surface. Additionally, uneven areas pose trip hazards, increasing safety concerns for both staff and customers.

Implication of No Action: Without intervention, the pad will continue to deteriorate, leading to worsening surface conditions and pitting. Uneven areas will persist, heightening the risk of tripping and safety issues for staff and customers.

When the Project was Last Performed (if known): Not Applicable

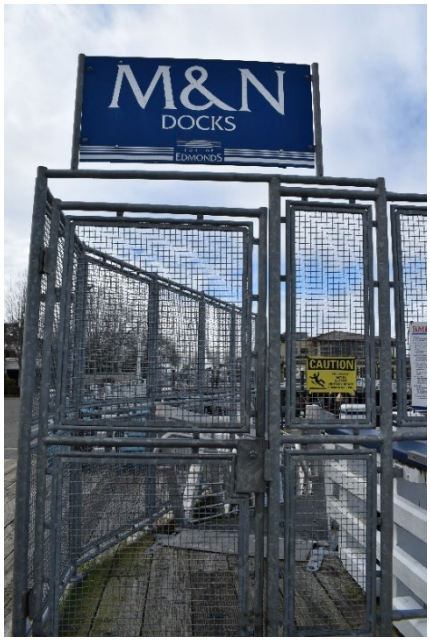
Useful Life: 20 years

Current Condition: Poor

Total Estimated Costs: $90,000

Total Costs Adjusted for Inflation: $94,481

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends



Project Name: South Portwalk Security System

Project Timeline: 2027

Location: A-dock to Travelift

Description: The current dock gates operate using a traditional key-based entry system. As part of the North Seawall and Portwalk Reconstruction Project (Phase III), an upgraded electronic access system will be introduced, allowing entry via FOBs, smartphones, or other encrypted devices. This modern system will enhance security management, improve emergency response capabilities, and provide better protection against theft. This project proposes extending the unified access technology across all Marina entry points, including restroom facilities, to ensure consistency, convenience, and improved operational control.

Justification: The new system will enhance security management, improve emergency response capabilities, and strengthen theft protection. Additionally, it adds value for slip holders by offering modern technology, improved security features, and flexible access option, such as FOBs or smartphones. From an operational standpoint, a unified digital access system across all docks will be significantly easier for staff to manage than maintaining both a digital and traditional key system. For customers, this upgrade promotes equity across the Marina, ensuring that Tenants on the southern docks receive the same high-quality experience as those on the North Marina.

Implication of No Action: Maintaining two separate access systems, digital and traditional hard key, creates inefficiencies in both security and dock management, requiring staff to oversee and troubleshoot two distinct programs. This dual system can also lead to customer dissatisfaction, as Tenants paying the same rates may experience different levels of access and security depending on their location within the Marina. The current key-based system is outdated and transitioning to a fully digitized access system would significantly enhance security, streamline operations, and provide consistent user experience across the entire Marina. Additionally, the mechanical key cylinders will eventually wear out and require re-keying, with each replacement key currently costing approximately $18, an expense that will continue to grow over time for our Tenants.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 50 years

Current Condition: Fair

Total Estimated Costs: $200,000

Total Costs Adjusted for Inflation: $212,180

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

Project Name: South Portwalk Dock Gates

Project Timeline: 2027

Location: A-dock to Travelift

Description: The dock gates serve as a critical security barrier between the public areas and the leased boat slips. Currently constructed primarily from cyclone fencing, they are effective in function but lack visual alignment with the design standards established in the North Seawall and Portwalk Reconstruction Project (Phase III). To enhance visual continuity and overall aesthetics, this project proposes rebuilding the south dock gates to match the updated design used on North Portwalk.

Justification: Over time, the current gate materials will inevitably deteriorate, leading to increased maintenance costs and a decline in visual appeal. As the appearance of the gates diminishes, it will detract from the overall experience of walking along the south end of the promenade—a highly frequented area that connects Port property with Marina Beach Park. Replacing the gates with updated designs that match the architectural elements of the North Portwalk will not only address long-term maintenance concerns but also create a cohesive and visually unified waterfront environment.

Implication of No Action: As time progresses, maintenance costs for the existing gate materials will continue to rise. Eventually, the materials will deteriorate to the point of requiring full replacement. During this decline, the visual appeal of the gates will also diminish, detracting from the overall experience of walking along the South Portwalk, a well-traveled area that connects Port property with Marina Beach Park. Addressing this proactively will help preserve both the functionality and the aesthetic quality of this important public space.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 50 years

Current Condition: Fair

Total Estimated Costs: $250,000

Total Costs Adjusted for Inflation: $265,225

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

Project Name: Central Portwalk Railings

Project Timeline: 2027

Location: N-dock through I-dock uplands

Description: This section of railing extends from N-Dock—the boundary of the North Seawall and Portwalk Reconstruction Project (Phase III)—through the Mary Lou Block Plaza and terminates at I-Dock. The existing all-wood railing and support structure are deteriorating due to prolonged water intrusion and require frequent maintenance, including annual repainting. However, the high moisture content in the wood makes upkeep time-consuming and largely ineffective. This project proposes replacing the current railing with the updated design used in Phase III, extending it from N-Dock to I-Dock to create a cohesive and visually unified aesthetic. To achieve economies of scale and maintain design consistency with the North Portwalk, the Port intends to incorporate this work into Phase III.

Justification: As the existing wooden railing continues to age, its appearance will further deteriorate, creating a visual eyesore along the promenade. In addition to aesthetic concerns, safety risks will increase as the structural integrity of the railing declines. Replacement is inevitable, and aligning this work with the production of the 1,000 feet of railing already planned for Phase III presents an opportunity for cost savings through economies of scale. Installing the updated railing now would also eliminate the stark contrast between the newly completed Portwalk and the aging wooden section. From a design standpoint, it would reduce the number of railing styles along the Portwalk from three to two, resulting in a more cohesive and visually appealing waterfront experience.

Implication of No Action: Over time, the wooden railing will inevitably rot, increasing the risk of structural failure and potential collapse. As it continues to age, its appearance will also degrade, creating a visual eyesore along the promenade. These aesthetic and safety concerns will only intensify as the structural integrity of the railing diminishes.

When the Project was Last Performed (if known): Not Applicable

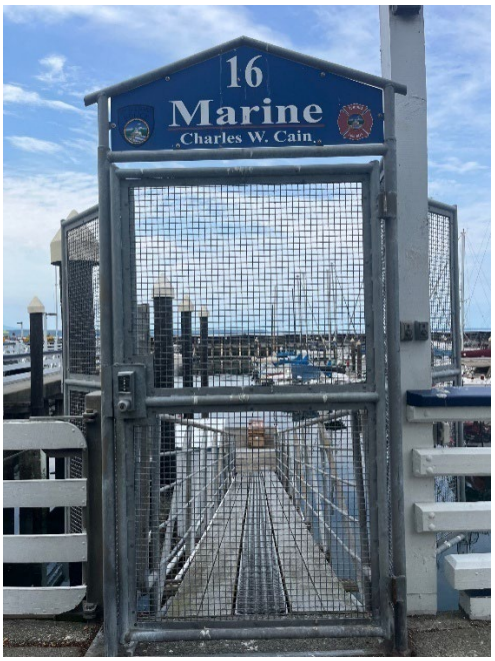
Useful Life: 50 years

Current Condition: Fair

Total Estimated Costs: $450,000

Total Costs Adjusted for Inflation: $477,405

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends



Project Name: Fire Dock Gangway

Project Timeline: 2028

Location: Mid Marina

Description: The dock gangway serves as a ramp that provides a stable and secure path for the Tenants to access their boats.

Justification: Over time, gangways can corrode, warp, or develop structural weaknesses due to constant exposure to water, weather, and foot traffic. Old gangways may lose their non-slip coatings, increasing the risk of slips and falls. Handrails, hinges, or decking may become unstable, posing hazards.

Implication of No Action: Failure to replace the gangway can pose significant safety risks to both staff and customers, including potential slips and falls. It may also expose the Port to legal and financial liabilities. Additionally, the gangway serves as the sole access point to the corresponding dock, making its functionality critical for safe and efficient operations.

When the Project was Last Performed (if known): Not Applicable

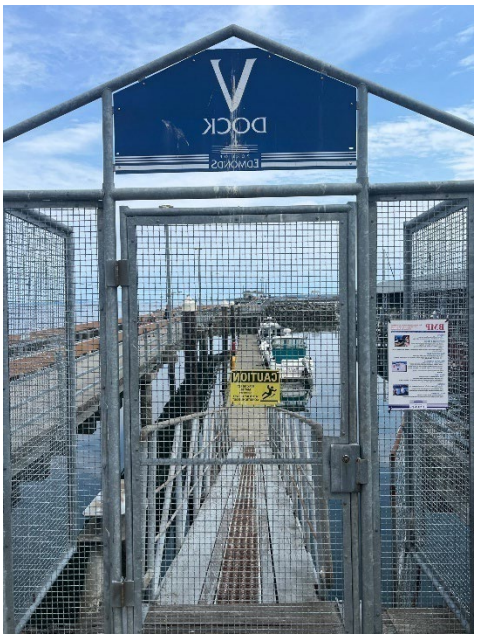
Useful Life: 25 years

Current Condition: Fair

Total Estimated Costs: $40,000

Total Costs Adjusted for Inflation: $43,709

Key Assumption: Based on market replacement value



Project Name: V-Dock Gangway

Project Timeline: 2028

Location: North Marina

Description: The dock gangway serves as a ramp that provides a stable and secure path for the Tenants to access their boats.

Justification: Over time, gangways can corrode, warp, or develop structural weaknesses due to constant exposure to water, weather, and foot traffic. Old gangways may lose their non-slip coatings, increasing the risk of slips and falls. Handrails, hinges, or decking may become unstable, posing hazards.

Implication of No Action: Failure to replace the gangway can pose significant safety risks to both staff and customers, including potential slips and falls. It may also expose the Port to legal and financial liabilities. Additionally, the gangway serves as the sole access point to the corresponding dock, making its functionality critical for safe and efficient operations.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 25 years

Current Condition: Fair

Total Estimated Costs: $40,000

Total Costs Adjusted for Inflation: $43,709

Key Assumption: Based on market replacement value

Project Name: South Portwalk Planter Boxes

Project Timeline: 2029

Location: South Marina

Description: In 2025, the Port installed economical planter boxes along the South Portwalk to maintain its aesthetics. However, to achieve a uniform appearance, the Port plans to upgrade these planter boxes to match those on the North Portwalk following the completion of the North Seawall and Portwalk Reconstruction Project.

Justification: The aesthetics of the Portwalk contribute to a welcoming and comfortable environment for our tenants and visitors.

Implication of No Action: Neglecting the upkeep of our Port property reflects poorly on our commitment to quality and care.

When the Project was Last Performed (if known): 2025

Useful Life: 30 years

Current Condition: Not Applicable

Total Estimated Costs: $100,000

Total Costs Adjusted for Inflation: $112,551

Key Assumption: Based on previous market replacement value

Project Name: Concrete Pad Replacement

Project Timeline: 2029

Location: Dry Storage

Description: This project will replace sections of the main concrete pad that overhangs the water and provides forklift access to our launchers. The concrete pad experiences heavy traffic due to frequent forklift usage. Overtime, it leads to cracks and pitting.

Justification: Uneven surfaces can hinder forklift performance, accelerate tire wear and reduce operational efficiency. Additionally, uneven areas pose trip hazards, increasing safety concerns for both staff and customers.

Implication of No Action: Without intervention, the concrete pad will continue to deteriorate, leading to worsening surface conditions and pitting or potential full replacement. Uneven areas will persist, heightening the risk of tripping and safety issues for staff and customers.

When the Project was Last Performed (if known): 2025 (certain sections)

Useful Life: 30 years

Current Condition: Fair

Total Estimated Costs: $250,000 (Operating Expenditure)

Total Costs Adjusted for Inflation: $281,377

Key Assumption: Based on experience from projects of similar type and scale

Project Name: Public Restrooms Upgrade

Project Timeline: 2029

Location: Anthony's Building

Description: Guest boaters, the public, and Puget Sound Express customers heavily use these facilities. Given the high usage and associated wear and tear, an interior retrofit will be necessary for both aesthetic and functional purposes. This project will include interior remodeling of fixtures, floors and walls.

Justification: Public restrooms are an essential amenity for the community, especially in high-traffic areas like the Port. These facilities serve as a direct reflection of the Port's standards, making cleanliness and functionality a priority. Despite regular daily maintenance, wear and aging affect flooring, surfaces, fixtures, and walls over time. Ensuring high-quality restroom facilities is crucial to maintaining a positive experience for visitors.

Implication of No Action: Without intervention, gradual deterioration will lead to more significant structural and functional issues. Over time, neglecting necessary upgrades will result in restrooms falling below the Port's expected standards, potentially impacting visitor satisfaction and overall perception.

When the Project was Last Performed (if known): 2018

Useful Life: 10 years

Current Condition: Fair

Total Estimated Costs: $350,000

Total Costs Adjusted for Inflation: $393,928

Key Assumption: Based on experience from projects of similar type and scale

Project Name: Gasoline Turbines Replacement

Project Timeline: 2030

Location: Fuel Dock (Inside Underground Storage Tanks)

Description: Our refueling system uses two turbines to pressurize and push fuel from the tanks to our dispensers. These components are approaching the end of their useful life and will likely need to be replaced by 2030 to ensure consistent fuel flow.

Justification: Fuel dock closures, equipment failures, and slow pump speeds can drive customers to competitors, posing a long-term financial risk. Proactively replacing equipment is essential to maintaining a seamless customer experience and preventing environmental hazards that arise when fueling systems are allowed to operate beyond their lifespan. Since turbines have a known service life, timely upgrades ensure operational efficiency, reliability, and compliance with industry standards.

Implication of No Action: If the turbines are not in optimal working order, repair frequency and costs will rise, leading to extended downtime and negatively impacting financial performance. Additionally, reduced pressure could slow fueling speeds, frustrating customers and creating inefficiencies, especially for commercial vessels requiring high flow rates.

The current setup includes three turbines—two for gas and one for diesel—along with fuel float mainlines consisting of one gas and one diesel line. Additionally, potential issues with the fuel mainline and secondary containment should be assessed as these components may need replacement within the next few years.

When the Project was Last Performed (if known): 2017 (The Port replaced the turbine in diesel underground storage tank and the two turbines in gasoline underground storage tanks are original parts)

Useful Life: 15 years

Current Condition: Fair

Total Estimated Costs: $30,000 (Operating Expenditure)

Total Costs Adjusted for Inflation: $34,778

Key Assumption: Based on experience from projects of similar type and scale

Project Name: C-Dock West Wall Steel and Roof Repair

Project Timeline: 2030

Location: C-Dock

Description: As the southernmost dock, C-Dock features covered moorage, which provides added protection for vessels and commands higher monthly rates. Its roof structure is heavily exposed to harsh weather and saltwater spray, particularly during storm surges and high-tide events. This continuous exposure has led to accelerated degradation of the metal structure, making repairs more urgent compared to other areas of the Marina. Rust from the failing structure may damage the boats that are moored below. The repair of C-Dock will require temporarily closing the dock and must be carried out with care due to environmental considerations.

Justification: Corrosion could compromise the structural integrity of the roofing system, increasing the risk of failure. Proactive monitoring and timely repairs are essential to prevent costly emergency interventions, safeguard revenue, and maintain the Port's reputation.

Implication of No Action: Continued deterioration could lead to structural failure, potentially forcing boat removals from affected slips. Additionally, safety risks and environmental concerns would escalate, alongside financial strain from emergency repairs or full replacement.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 20 years

Current Condition: Fair

Total Estimated Costs: $600,000 (Operating Expenditure)

Total Costs Adjusted for Inflation: $695,564

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

Project Name: Admiral Way Pipe

Project Timeline: 2031

Location: Dry Storage and Admiral Way

Description: A 630-foot, 48-inch steel corrugated pipe runs from the marsh near the Marina beach closure gate, beneath the roadway, and along the eastern boundary of the dry storage property. This pipe carries saltwater and is subject to tidal fluctuations. The condition of the pipe remains unknown pending further evaluation. The Port and the City of Edmonds have previously debated responsibility for the pipe; however, legal opinion has confirmed that the Port is responsible for its maintenance and repair.

Justification: Per the legal review, it is the Port's responsibility to maintain the pipe and ensure its functionality. Therefore, the condition survey and future planning fall to the Port.

Implication of No Action: The pipe could fail, potentially blocking water flow from the Marsh to the outfall or creating flooding problems. Additionally, leaks can lead to over-saturated soil, which in turn can cause instability at Dry Storage.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 50 years

Current Condition: To Be Determined (The Port needs to perform an evaluation of the pipe)

Total Estimated Costs: $1,000,000

Total Costs Adjusted for Inflation: $1,092,727

Key Assumption: Based on external estimate from Engineering Consultant

Project Name: Public Sling Launchers

Project Timeline: 2035

Location: Public Launch

Description: Our public sling launchers are a unique amenity to the port; the launcher system pulls boats directly from the trailer using an overhead crane. This service is convenient and hassle-free for customers. Only the North Launcher will need to be replaced.

Justification: The public sling launchers require regular upkeep, including monthly maintenance and annual upgrades, to ensure continued functionality and reliability. Staff closely monitor the equipment to keep it in optimal working condition. However, due to the complexity and number of moving parts, there will eventually come a time when ongoing repairs are no longer cost-effective, and full replacement becomes the more economical option. With diligent maintenance, we anticipate that the current sling launchers can remain operational for many more years.

Implication of No Action: If the launcher system is not maintained in safe working conditions, the frequency and cost of repairs can increase, leading to extended downtime and negatively impacting financial performance. Over time, this may drive boaters to seek alternative facilities for launching their vessels. As the launcher functions as a crane, the Port has a legal obligation to ensure it remains in safe operating condition; otherwise, it must be taken out of service.

When the Project was Last Performed (if known): South Sling Launcher was replaced in 2015 and the North Sling Launcher is original

Useful Life: 40 years

Current Condition: Fair

Total Estimated Costs: $450,000

Total Costs Adjusted for Inflation: $604,762

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

Project Name: Forklift Replacement

Project Timeline: 2035

Location: Dry Storage (primary) and Administration Office and Maintenance Facility (secondary)

Description: A Wiggins forklift, specifically the Wiggins Marina Bull, is purpose-built for Marina operations. Its primary function is to safely lift, transport, and stack boats in Dry Storage stack facilities. Other forklifts are used for general purpose roles.

Currently, the Port has the following forklifts:

Placed In Service	Make
2003	CATEPILLAR FORKLIFT
2007	TAYLOR FORKLIFT
2019	WIGGINS FORKLIFT
2024	WIGGINS FORKLIFT
2024	DOOSAN

**When the Taylor Forklift is no longer serviceable, the Port does not intend to replace it with another unit.*

Justification: The Wiggins Marina Bull is a specialized forklift designed to optimize space, safety, and efficiency in boat handling within our Dry Storage facility. Our other forklifts serve essential general purpose roles, supporting a wide range of maintenance and operational tasks across Port property.

Implication of No Action: Failure to replace equipment may reduce efficiency.

When the Project was Last Performed (if known): Not Applicable

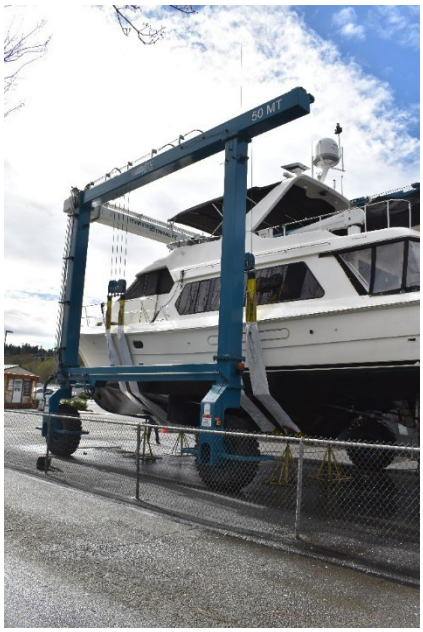
Useful Life: 20 years

Current Condition: Good

Total Estimated Costs: $500,000

Total Costs Adjusted for Inflation: $671,958

Key Assumption: Based on previous market replacement value



Project Name: Travelift

Project Timeline: 2035

Location: Travelift

Description: Our 50-ton Travelift removes vessels up to 55ft in length from the water and transports them to our boatyard for vessel maintenance, projects, and repairs.

Justification: The Travelift is currently in working order, supported by a robust preventative maintenance program and annual certifications from Arxcis (an inspection company). Staff conduct continuous monitoring to ensure optimal performance and reliability. While proactive maintenance extends the machine's lifespan, the numerous moving components will eventually reach a point where ongoing repairs become impractical, making full replacement more cost-effective. Given the Travelift was replaced in December 2019, proper maintenance should allow the current Travelift to remain operational for many more years before another replacement is necessary.

Implication of No Action: If the Travelift is not in safe working order, repair costs and downtime will escalate, negatively affecting financial performance. Frequent malfunctions can disrupt service reliability, leading boaters to seek alternative facilities for haul-out and boatyard services.

When the Project was Last Performed (if known): 2019

Useful Life: 25 years

Current Condition: Good

Total Estimated Costs: $500,000

Total Costs Adjusted for Inflation: $671,958

Key Assumption: Based on previous market replacement value

Project Name: Dry Storage Launchers

Project Timeline: 2035

Location: Dry Storage

Description: The hydraulic launchers take the boat from the uplands into the water and vice versa. The forklift places the boat on the cradle, and the hydraulic lift lowers and raises the boat. Upon failure of these launchers, refurbishing the existing steel launch is a more cost-effective solution than replacing it with a new one.

Justification: When one launcher fails or is out of service it limits our ability to operate by 50%. The reliability of this equipment is essential to our success in Dry Storage. Although we continue intensive preventive maintenance and replacing parts as needed for the Dry Storage launchers, we may need to do a full replacement to ensure operational reliability. The cost of routine maintenance and repairs versus replacement is continuously monitored.

Implication of No Action: Reliability is the critical path to successful Dry Storage operation as staff and customers rely daily on the equipment. If downtime increases, we will not be able to attract or retain customers.

When the Project was Last Performed (if known): South Launcher was refurbished/rebuilt in 2012 and the North Launcher is the original

Useful Life: 20 years

Current Condition: Fair

Total Estimated Costs: $1,500,000

Total Costs Adjusted for Inflation: $2,015,875

Key Assumption: Based on experience from projects of similar type and scale

Project Name: Underground Storage Tanks

Project Timeline: 2035

Location: Fuel Dock

Description: The Port owns and operates a Marina fueling facility, with fuel dispensers supplied by three 12,000-gallon, double-walled underground storage tanks installed in 1995. The existing fiberglass tanks minimize corrosion risks, and there is currently no indication of system leaks. However, if a leak were detected, full replacement might be necessary. Additionally, future regulatory changes could mandate upgrades or replacements to ensure compliance.

Justification: A failed or leaking fuel tank can have serious environmental consequences.

Implication of No Action: If the fuel tanks are not maintained in safe working conditions, the frequency and cost of repairs will increase, leading to extended downtime and negatively impacting the Port's financial performance. In severe cases, persistent issues could result in the loss of fuel sales or revocation of the Port's Underground Storage Tank (UST) license. Additionally, evolving state regulations may mandate future replacement of the tanks and associated system components, making proactive planning essential to ensure regulatory compliance and uninterrupted operations.

When the Project was Last Performed (if known): 1995

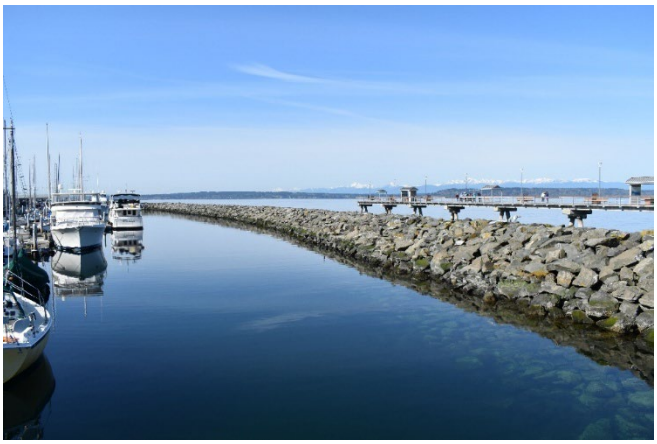
Useful Life: 40 years

Current Condition: Fair

Total Estimated Costs: $2,000,000

Total Costs Adjusted for Inflation: $2,687,833

Key Assumption: Based on experience from projects of similar type and scale



Project Name: Marina Breakwall Rocks

Project Timeline: 2035

Location: North Marina (end of the Marina basin)

Description: The North Breakwall rockery extends from the central Marina entrance to the north side of V-Dock, curving eastward. This structure is a critical component of the Port's infrastructure, protecting the Marina basin from wave action in Puget Sound. Over the years, the breakwall has experienced settling and structural shifting. With ongoing sea level rise and natural wear, additional height and rehabilitation may be necessary to maintain its effectiveness. This project includes placing additional layers of rocks to reinforce the structure and extend its useful life.

Justification: If the breakwall cannot refract wave action and energy from entering the Marina basin, increased stress will be placed on the dock system. Also, its failure will create a dangerous Marina basin environment for boaters and staff. This structure is the primary protector of the Marina and must remain effective.

Implication of No Action: If the wall becomes ineffective, increased stress will be placed on the dock system. Additionally, its failure will create a hazardous marina basin environment for boaters and staff, likely necessitating closure and evacuation of boats. The resulting damage would lead to high repair costs for docks and related components. A deteriorating Marina environment would make the facility less attractive to boaters, decreasing occupancy rates and revenue. Additionally, costly emergency repairs, extended downtime, and reputational damage could further impact long-term financial stability.

When the Project was Last Performed (if known): Not Applicable

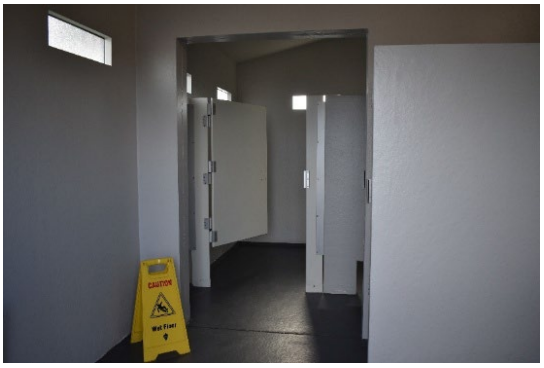
Useful Life: 50 years

Current Condition: Fair

Total Estimated Costs: $5,000,000

Total Costs Adjusted for Inflation: $6,719,582

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends



Project Name: Tenant Restrooms Upgrade

Project Timeline: 2036

Location: Restrooms (Central/South Marina)

Description: Marina Tenants and Guest Boaters heavily use these facilities. Given the high usage and associated wear and tear, an interior retrofit will be necessary for both aesthetic and functional purposes. This project includes interior remodeling of fixtures and flooring. No upgrade is needed for the walls as these restrooms buildings are made of concrete.

Justification: Restrooms are an essential amenity for the community, especially in high-traffic areas like the Port. These facilities serve as a direct reflection of the Port's standards, making cleanliness and functionality a priority. Despite regular daily maintenance, wear and aging affect flooring, surfaces, fixtures, and walls over time. Ensuring high-quality restroom facilities is crucial to maintaining a positive experience for our customers.

Implication of No Action: Without intervention, gradual deterioration will lead to more significant structural and functional issues. Over time, neglecting necessary upgrades will result in restrooms falling below the Port's expected standards, potentially impacting on customer satisfaction and overall perception.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 10 years

Current Condition: Fair

Total Estimated Costs: $125,000

Total Costs Adjusted for Inflation: $173,029

Key Assumption: Based on experience from projects of similar type and scale

Project Name: Fuel Dock Dispensers

Project Timeline: 2037

Location: Fuel Dock

Description: Installed in 2017, our four dispensers, each equipped with dual hoses, support a total of eight fueling stations. These units were designed and implemented with a 20-year lifecycle in mind, projecting full replacement around 2037.

Each year, the dispensers are subjected to a rigorous schedule of testing and maintenance projects to ensure peak performance and long-term reliability. Given their location, the dispensers are routinely exposed to harsh marine conditions. Proactive upkeep and protective measures are employed to mitigate environmental wear and extend operational life.

Justification: Fuel Dock closures, mechanical failures, and declining pump performance can drive customers to seek more dependable alternatives, potentially resulting in a sustained loss of patronage and long-term revenue decline. These service disruptions not only undermine customer confidence but also weaken the competitive position of the Fuel Dock operation.

Implication of No Action: If dispensers are not properly maintained, the frequency and cost of repairs can rise significantly, leading to increased downtime and negatively impacting financial performance. Additionally, fueling speeds may decrease, transaction disruptions can become more common due to malfunctioning electronics, and the risk of environmental hazards may escalate.

When the Project was Last Performed (if known): 2017

Useful Life: 20 years

Current Condition: Fair

Total Estimated Costs: $350,000

Total Costs Adjusted for Inflation: $463,372

Key Assumption: Based on experience from projects of similar type and scale

Project Name: I-Dock Fuel Float Replacement

Project Timeline: 2040

Location: Fuel Dock

Description: The fuel dock float system is aging and faces significant annual wear and tear. The impacts of boat traffic, foul weather, and age can cause flotation to shift or fail, leading to unsafe conditions. The Port is working to extend the lifespan of I-Dock by enhancing flotation and replacing the walers.

Justification: If the dock system becomes unstable, it will be unsafe and potentially hazardous to the fueling infrastructure, including hoses, dispensers, and electronics. Extended Fuel Dock closures can cause customers to switch to the next fuel dock, posing a long-term financial risk to the Fuel Dock business. It is crucial to proactively replace docks to enhance customer experience and mitigate environmental risks.

Implication of No Action: If the dock system is not in safe working order, the frequency and expense of repairs can increase, resulting in more downtime and a decline in financial performance. Additionally, poor fueling conditions and inadequate facilities can cause customer frustration while diminishing loyalty.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 50 years

Current Condition: Fair

Total Estimated Costs: $2,000,000

Total Costs Adjusted for Inflation: $3,115,935

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

Project Name: Dry Storage Bulkhead

Project Timeline: 2040

Location: Dry Storage

Description: The Dry Storage Bulkhead is a structural retaining wall that supports the area where boats and marine equipment are stored out of the water. The Port conducts routine maintenance and frequent monitoring of this infrastructure to extend its service life and delay the need for full replacement.

Justification: The Dry Storage Bulkhead supports the land around the Dry Storage area to help prevent erosion and control water intrusion from tides or storm surges.

Implication of No Action: The structural integrity of the Dry Storage bulkhead is critical; if compromised, it could lead to costly full replacement and potentially require a temporary shutdown of Dry Storage business operations.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 30 years

Current Condition: Good

Total Estimated Costs: $3,000,000

Total Costs Adjusted for Inflation: $4,673,902

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

Project Name: Mid-Marina Dock System

Project Timeline: 2040

Location: Mid-Marina (Docks-H, I, J, K, L)

Description: The Central Marina Guest Moorage is the oldest float system in the Marina and experiences heavy use during peak season. To extend its service life, Port staff continue to perform preventive maintenance and address repairs as needed. When the time comes for full replacement, the project may also include a fuel dock rebuild and a potential reconfiguration to optimize space in the Central Guest Moorage area. This work will be coordinated with the I-Dock Fuel Float Replacement project to ensure efficiency and minimize disruption.

Justification: If the dock system becomes unstable, it will be unsafe. Inadequate mooring facilities can lead customers to switch to another Marina, posing a long-term financial risk. It is crucial to provide safe boating facilities to drive customer satisfaction and safety. Additionally, as the floats age, they will require supplemental flotation to maintain safety and functionality.

Implication of No Action: If the dock system is not maintained in safe working conditions, the frequency and cost of repairs will increase, leading to extended downtime and negatively impacting financial performance. In severe cases, docks may need to be closed until full replacement can occur.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 50 years

Current Condition: Fair

Total Estimated Costs: $13,500,000

Total Costs Adjusted for Inflation: $21,032,560

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

Note: The South Marina (Docks-A through H) and North Marina (Docks-P through V) were replaced in 1996 following a severe snowstorm. The port's ongoing maintenance program and regular upkeep should allow the docks to remain in service beyond 2045; therefore, they are excluded from the Capital Improvement Plan.

Project Name: Administration & Maintenance Building HVAC System

Project Timeline: 2042

Description: The HVAC system regulates temperature, humidity, and air circulation.

Justification: Aging equipment can lead to dust, mold, or allergens circulating through the building, affecting occupant health and productivity.

Implication of No Action: Failure to replace equipment may reduce efficiency.

When the Project was Last Performed (if known): The HVAC system was installed in 2023

Useful Life: 20 years

Current Condition: Good

Total Estimated Costs: $300,000

Total Costs Adjusted for Inflation: $495,854

Key Assumption: Based on previous market replacement value

Project Name: Scissor Lift Replacement

Project Timeline: 2045

Description: The lift operates using interlocking beams that extend and retract in a scissor-like motion to raise the platform vertically. It is designed to elevate personnel and materials efficiently.

The Port currently has two scissor lifts in operation, which were commissioned in 2020 and 2025.

Justification: For capital and repair maintenance projects throughout the Port.

Implication of No Action: Failure to replace equipment may reduce efficiency.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 20 years

Current Condition: Good

Total Estimated Costs: $40,000

Total Costs Adjusted for Inflation: $72,244

Key Assumption: Based on previous market replacement value

Project Name: Mary Lou Block Plaza Remodel (Central Plaza)

Project Timeline: 2045

Location: Mary Lou Block Plaza

Description: Redesigning the space could significantly enhance its functionality and versatility. A new layout may accommodate a broader range of commercial or public uses, such as hosting larger community events or gatherings. A remodel could include strategic relocation of seating areas, improved landscaping, and other design elements that support both everyday use and special occasions.

Justification: In alignment with previous Commission direction, the redesign aims to enhance the usability of the plaza as part of broader public access improvements.

Implication of No Action: Limited to the plaza's existing footprint and designated uses and continuous regular upkeep of tables, benches, the weather center, and landscaping.

When the Project was Last Performed (if known): Minor remodel was completed in the early 2000s.

Useful Life: 50 years

Current Condition: Fair

Total Estimated Costs: $2,000,000

Total Costs Adjusted for Inflation: $3,612,222

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

Harbor Square Business Complex – Prospective Projects

Project Name: Harbor Square HVAC Units

Project Timeline: 2026-2035

Location: Building 1 through Building 5

Description: Harbor Square Business Complex contains approximately 84 HVAC units, each with a different replacement life cycle. A Master Plan will be developed in FY2026 to establish a strategic vision for the future development and land use of the Harbor Square Complex. HVAC unit replacements may be deferred based on the assessment.

Justification: Landlords are responsible for major repairs and replacements per lease agreement.

Implication of No Action: If the landlord refuses to act, tenants may have grounds to break the lease or seek compensation for damages.

When the Project was Last Performed (if known): 2 units in Building 4 were replaced in 2022

Useful Life: 10 years

Current Condition: The condition of each HVAC unit depends on its year, make, and model, ranging from poor to good with average rating of fair.

Total Estimated Costs: $350,000

Total Costs Adjusted for Inflation: $413,273

Key Assumption: Based on experience from projects of similar type and scale

Project Name: Harbor Square Building 4 Atrium Window

Project Timeline: 2026

Location: Building 4

Description: The building is a tilt-up concrete mixed-use facility with warehouse spaces in the back with two-story offices in front, constructed in 1983, which houses a variety of commercial tenants. The property was purchased by Port of Edmonds in 2006.

Atrium style windows were an architectural feature from the original building design. However, over the past few years there has been extensive leaking at the atrium windows resulting in exterior and interior water damage. Temporary repairs are no longer viable, and a design change must be made to address this issue.

The Port has enlisted CG Engineering to develop structural and design plans that replace the atrium windows with a standard roof and window system. It was determined that the existing cement walls would remain and be utilized in the new design.

Justification: The Port is responsible for major repairs and replacements per lease agreement.

Implication of No Action: If the Port refuses to act, the Tenants may have grounds to break the lease or seek compensation for damages.

When the Project was Last Performed (if known): Not Applicable

Useful Life: 30 years

Current Condition: Poor

Total Estimated Costs: $638,000 (Operating Expenditure)

Total Costs Adjusted for Inflation: $657,140

Key Assumption: Based on experience from projects of similar type and scale

Project Name: Harbor Square Complex Paint Job

Project Timeline: 2026

Location: Building 1, 2, 4 and 5

Description: Harbor Square Business Complex, originally constructed in 1984, was acquired by the Port of Edmonds in 2006. The exterior paint on Buildings 1, 2, 4, and 5 is now overdue for maintenance. Repainting is necessary to preserve the structural integrity and appearance of the buildings, and to protect them from further weather-related deterioration.

Justification: Paint job and siding of buildings is aging and outdated.

Implication of No Action: Increased maintenance to uphold current paint job.

When the Project was Last Performed (if known): Building 3 was painted in 2008

Useful Life: 15 years

Current Condition: Poor

Total Estimated Costs: $350,000 (Operating Expenditure)

Total Costs Adjusted for Inflation: $360,500

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

Project Name: Harbor Square Building 4 and Building 5 Structural

Project Timeline: 2030

Location: Building 4 and Building 5

Description: The soil and foundation conditions for Buildings 4 and 5 make them susceptible to settling, which poses potential safety concerns. To mitigate these risks, the building structures and foundations can be reinforced and strengthened to ensure long-term stability and safety.

Justification: If settling occurs and foundation issues develop, the buildings could pose a serious risk to life and safety. Additionally, they may become unsuitable for occupancy or leasing without significant structural investment.

Implication of No Action: The buildings could become a hazard to life and safety, and/or become unleasable.

When the Project was Last Performed (if known): Building 5 had foundation stabilization done in 2010 on the northeast corner of the building and that area is showing signs of settlement again.

Useful Life: 25 Years

Current Condition: Poor

Total Estimated Costs: $500,000

Total Costs Adjusted for Inflation: $579,637

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

Project Name: Harbor Square Roof Replacements

Project Timeline: 2033-2037

Location: Building 1, 2, 3, 4 and 5

Description: The Harbor Square Business Complex is a concrete mixed-use facility constructed between 1983-1984, which houses a variety of commercial Tenants. The property was purchased by Port of Edmonds in 2006. The construction and membrane roofing schedule are as follows:

Building 1 – Constructed in 1984; The membrane roofing was replaced in 2014
Building 2 – Constructed in 1984; The membrane roofing was replaced in 2013
Building 3 – Constructed in 1984; The membrane roofing was replaced in 2015
Building 4 – Constructed in 1983; The membrane roofing was replaced in 2015
Building 5 – Constructed in 1984; The membrane roofing was replaced in 2014

Justification: The current roof is approaching the end of its useful life, underscoring the need for timely replacement to avoid escalating deterioration and associated costs.

Implication of No Action: As the roof continues to age, it becomes increasingly susceptible to leaks and perforations, which can lead to a cascade of costly issues—including water intrusion, interior damage, structural degradation, and potential safety hazards. These vulnerabilities not only escalate ongoing maintenance expenses but can also disrupt operations and tenant satisfaction. Proactive replacement helps mitigate these risks and ensures long-term cost control.

When the Project was Last Performed (if known): 2013-2015

Useful Life: 20 years (Warranty was 15 years)

Current Condition: Fair

Total Estimated Costs: $1,500,000

Total Costs Adjusted for Inflation: $2,017,636

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

Project Name: Anthony's Building Roof

Project Timeline: 2035

Location: Anthony's Building

Description: Anthony's, a prominent waterfront restaurant located at 458 Admiral Way within the Port of Edmonds, plays a key role in the harbor's culinary and serving the community. Per the terms of its lease agreement, the Port is obligated to cover 50% of the costs associated with replacing the restaurant's flat membrane roof.

Justification: The flat membrane roof at Anthony's needs to be replaced when it reaches the end of its useful life, prompting necessary replacement in line with the terms of the lease agreement.

Implication of No Action: If the Port fails to act, the Tenant may have legitimate grounds to terminate the lease or pursue compensation for damages. Timely action is not only a contractual obligation, but also a critical preventative measure to avoid further structural damage. Given the roof's advanced age, it has become increasingly susceptible to leaks and perforations, conditions that could significantly amplify both maintenance challenges and associated repair costs.

When the Project was Last Performed (if known): Approximately 2010

Useful Life: 25 years

Current Condition: Fair

Total Estimated Costs: $300,000 (Port's portion)

Total Costs Adjusted for Inflation: $403,175 (Port's portion)

Key Assumption: Based on best internal estimate from our current understanding of market pricing trends

CAPITAL IMPROVEMENT PLAN

PORT OF EDMONDS

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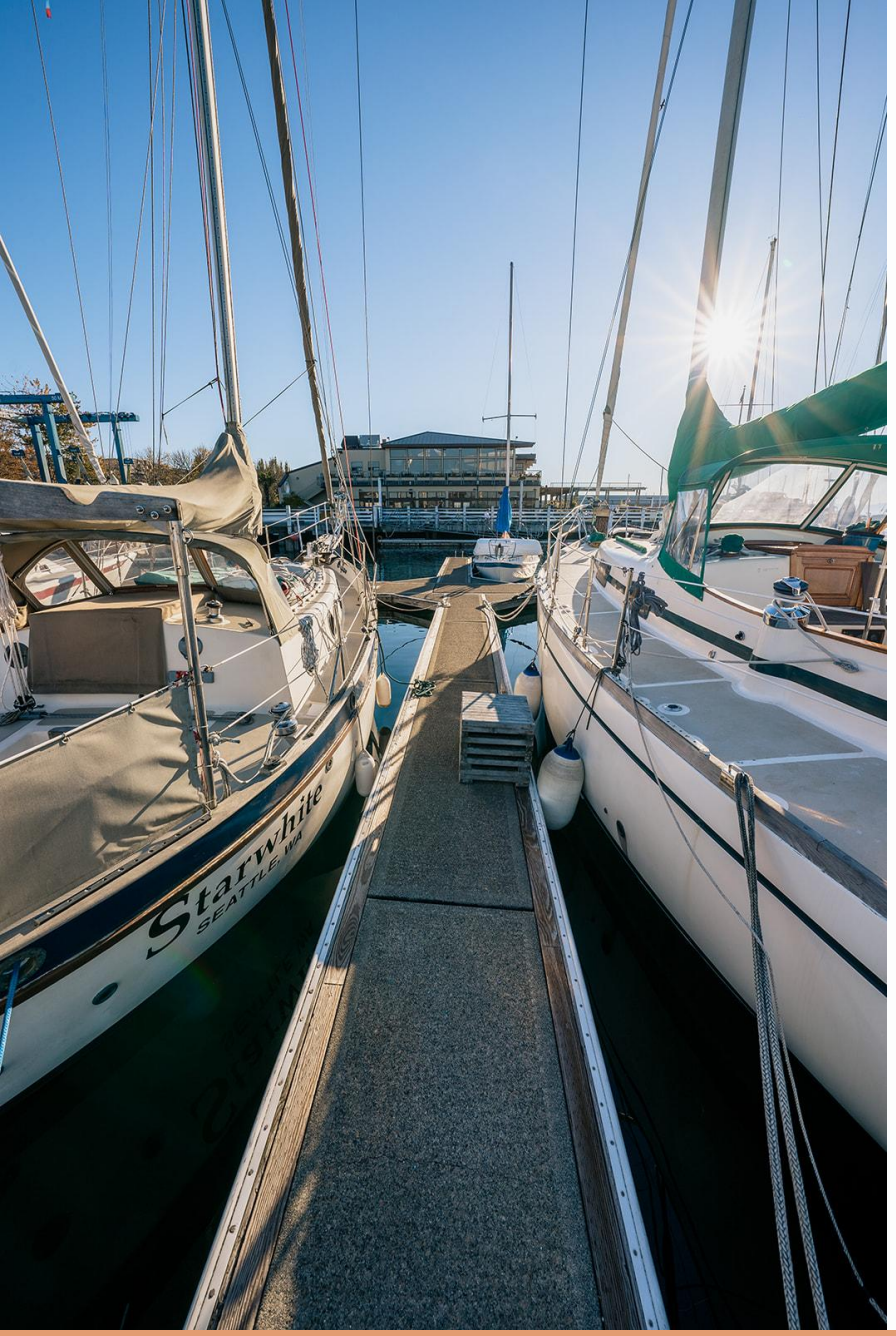
471 Admiral Way • Edmonds, WA 98020-7214



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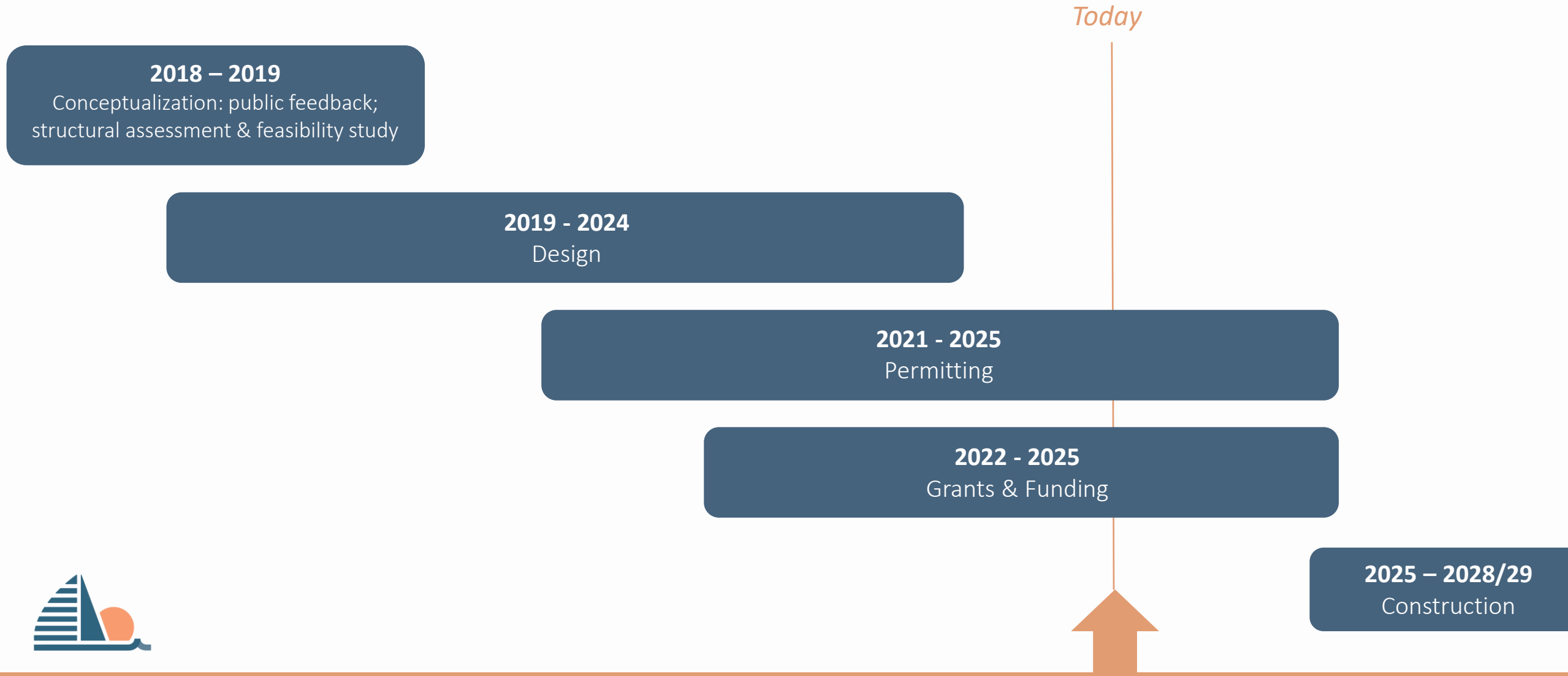
North Portwalk & Seawall Reconstruction: Design, Permitting & Community Outreach

This is an essential infrastructure and public access project. The Portwalk is the centerpiece of the Edmonds waterfront, used by hundreds daily – connecting local businesses, the marina, local parks and the Washington State Ferries Terminal.

PORTOFEDMONDS.GOV

Project Timeline



Ports are special purpose districts - “Limited Purpose Governments” with an economic development mission.

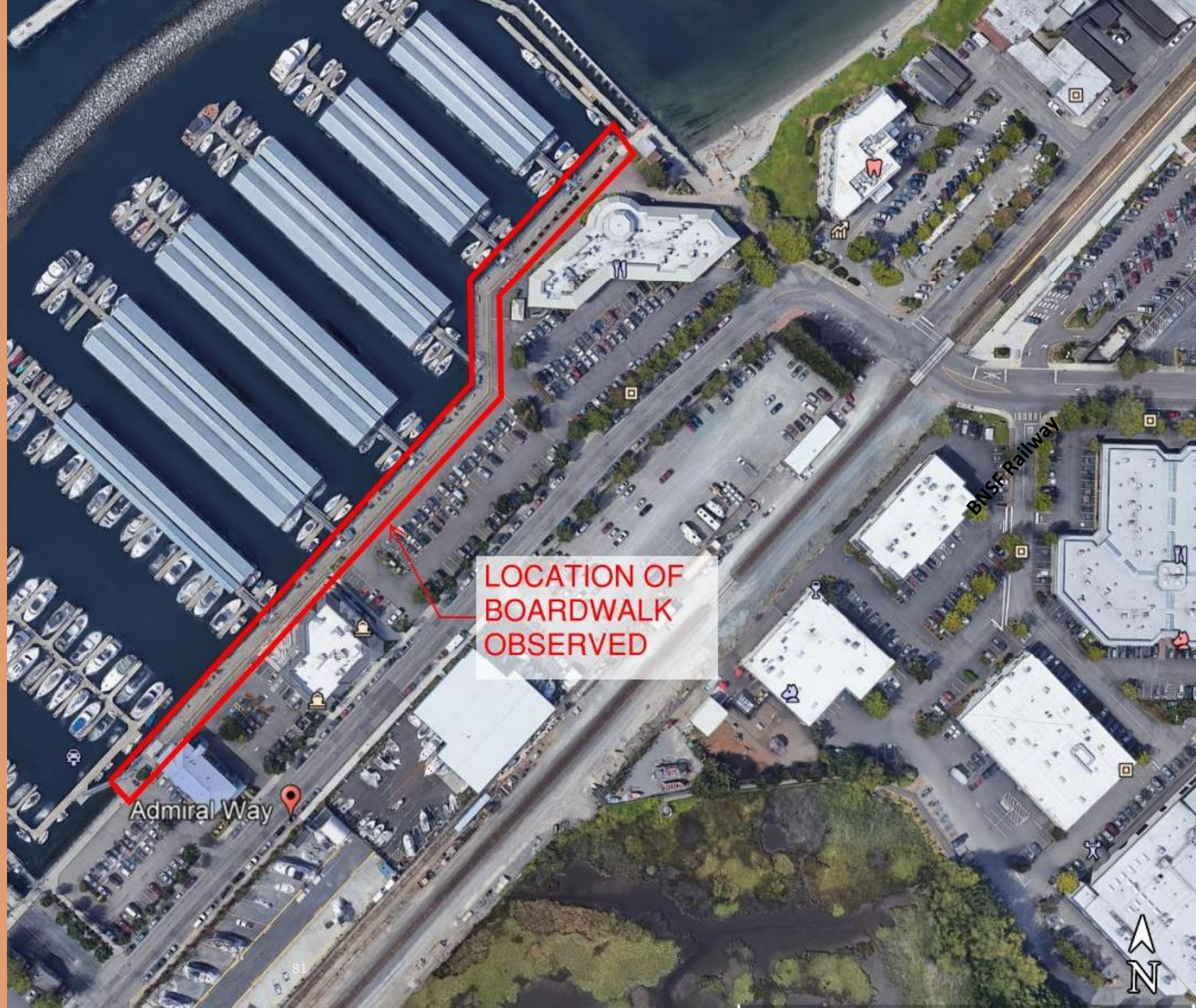
The Port of Edmonds is in a transportation “hub” encompassing Amtrak, Ferry, Bus Services, and a State Highway, and makes up almost half of the Edmonds waterfront.

Employees of the Port and Port property businesses as well as the thousands of visitors a week come to the Port using all modes of transportation.

*Roughly drawn Port boundaries

North Portwalk & Seawall Reconstruction Project

- North Portwalk= 950 feet long
- Structural deficiencies were found in the bulkhead and Portwalk support with significant rust and delamination in 100% of steel and raker piles & rot in 90% of timber piles



Design Update

- Project separated into 2 phases
- Phase II
  - Old Admin building and south parking area
- Phase III
  - Site work north of admin building and portwalk

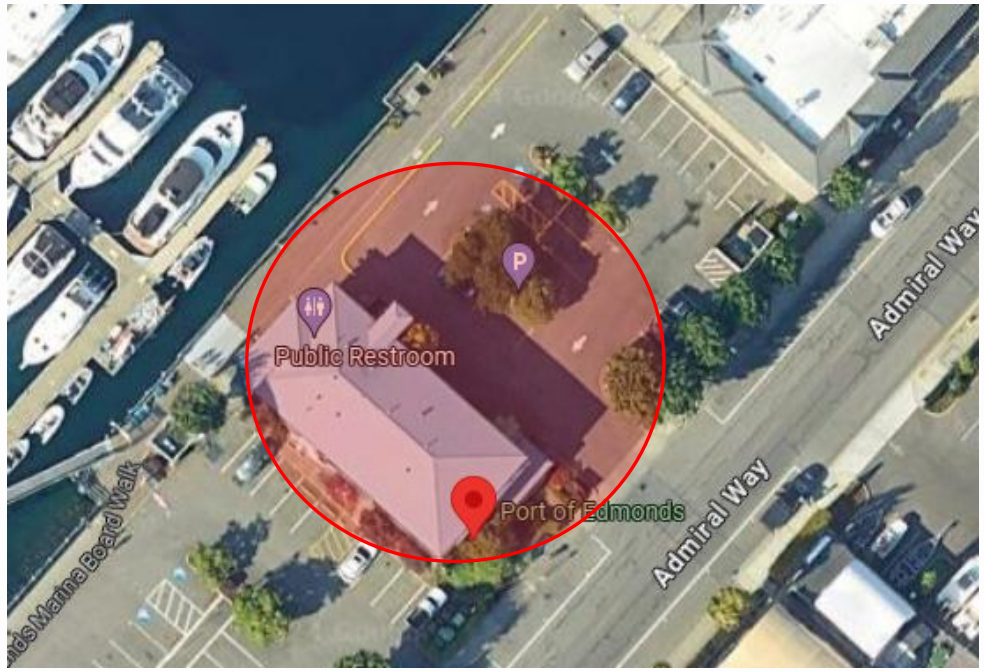
Phase One: Relocate Port Administration and Maintenance Operations

Goals:

1. Repurpose waterfront lot for community use and public benefit.
2. Build a certified LEED-Silver home with public charging stations and rooftop solar, for Port administration offices and Port maintenance needs.

Status: *Completed*

Phase Two: Site Prep & Electrification



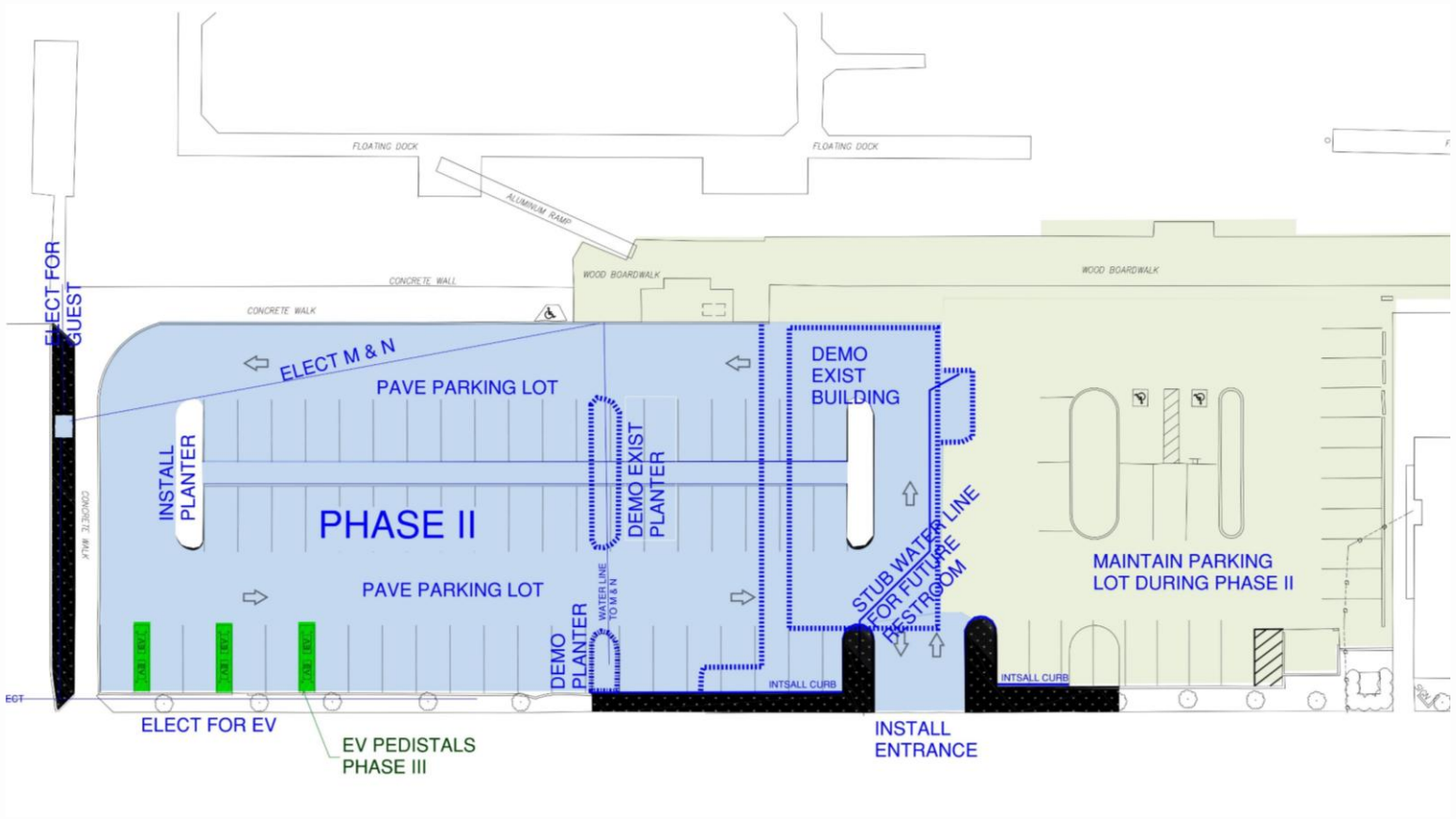
Goals:

1. Remove the old administration building located at 336 Admiral Way.
2. Complete infrastructure upgrades to support electrification.

Status: *In progress. Seeking funding and permits.*

Phase II

- Demo old admin building
- Upgrade electrical service for M, N and guest moorage
- Stub water to future restroom
- Install new parking lot entrance
- Repave areas of south parking lot



Phase Three: Seawall Construction and Portwalk Upgrades

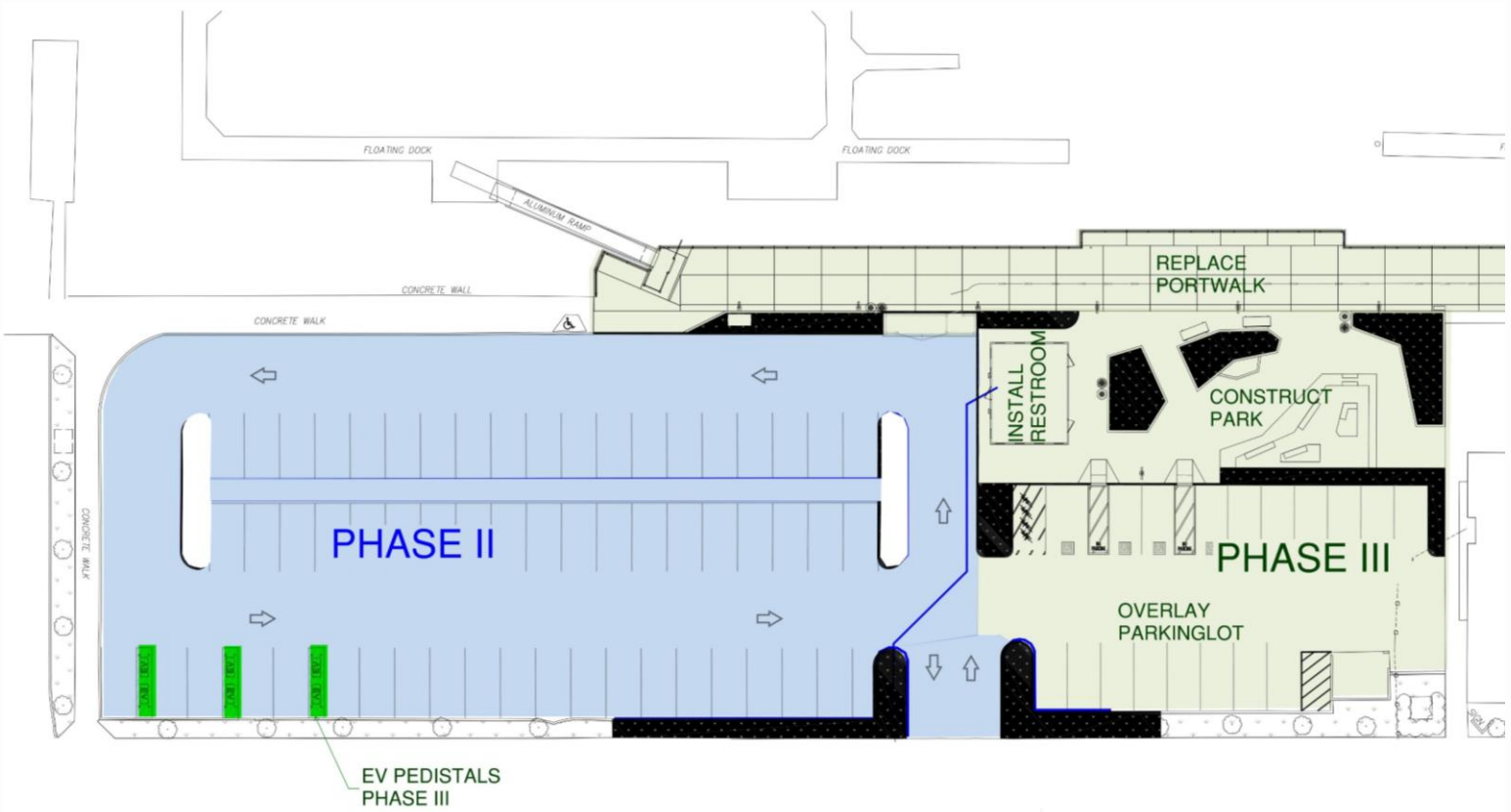
Goals:

1. Repair the marina seawall and replace the Portwalk surface to provide flood protection and resiliency.
2. Increase public access, enjoyment, and usability of Port property.
3. Complete infrastructure upgrades to support electrification.

Status: *In progress. Seeking funding and permits and finalizing design.*

Phase III

- Parking lot and park north of old admin building
- Entire portwalk replacement
- EV pedestals in south parking lot
- North parking lot
- North Marina electrical upgrades



Permit Update

- **SEPA:** Approved (no expiration)
- **Hearing Examiner:** Approved (no expiration)
- **Shoreline Permit:** Approved (valid for 5 years with 1 yr extension)
- **Building permit:** Not applied (valid for 2yr)
- **HPA:** Not applied (valid for 2 years)
- **Water quality certification:** Approved 1/24/24
- **Corps Permits**: JARPA applied on 11/2/21 (valid for 5yr +2yr)
  - 95% complete (Nationwide Permit)
  - NMFS coordinating with USACE
  - Mitigation credits required

Community Engagement

- Public Mailer Feature
- Project Info Handout
- Port Tour
- Community Presentations
- Government Affairs Meetings/Presentations

10/20/2023	Pacific Northwest Waterways Association (PNWA)
11/1/2023	U.S. Representative Rick Larsen's staff
11/7/2023	U.S. Senator Patty Murray's staff
11/8/2023	U.S. Senator Maria Cantwell's staff
11/28/2023	Hayden Jenkins, Northwest Washington Director for U.S. Senator Murray
12/4/2023	BNSF (Jeff Swanson, Alex Funderberg and Michael Pruneau)
12/18/2023	Snohomish County Executive Office & County Council Office
12/20/2023	U.S. Representative Strom Peterson
1/2/2024	City of Edmonds Council Meeting
1/11/2024	U.S. Representative Ortiz-Self
1/14/2023	Edmonds Marsh Estuary Advocates
1/16/2024	Town of Woodway Council Meeting
1/17/2024	American Association of Port Authorities (AAPA), Government Affairs Team
2/1/2024	U.S. Representaive Lauren Davis
2/1/2024	U.S. Representaive Strom Peterson
2/6/2024	Edmonds Daybreakers Rotary Club
2/6/2024	American Association of Port Authorities (AAPA), Cary Davis, CEO
2/8/2024	Edmonds Downtown Alliance
2/15/2024	Sound Salmon Solutions
2/21/2024	The Citizens Economic Development Commission, City of Edmonds
2/22/2024	U.S. Representative Rick Larsen's Legislative Director
2/26/2024	EYC- Project Committee
3/25/2024	City of Edmonds Waterfront Vision Charette
4/17/2024	PWNA
4/18/2024	Washington State Transportation Commission
4/26/2024	Elected officials, press & community - Port Ribbon Cutting Ceremony
6/4/2024	PNWA Conference Attendees

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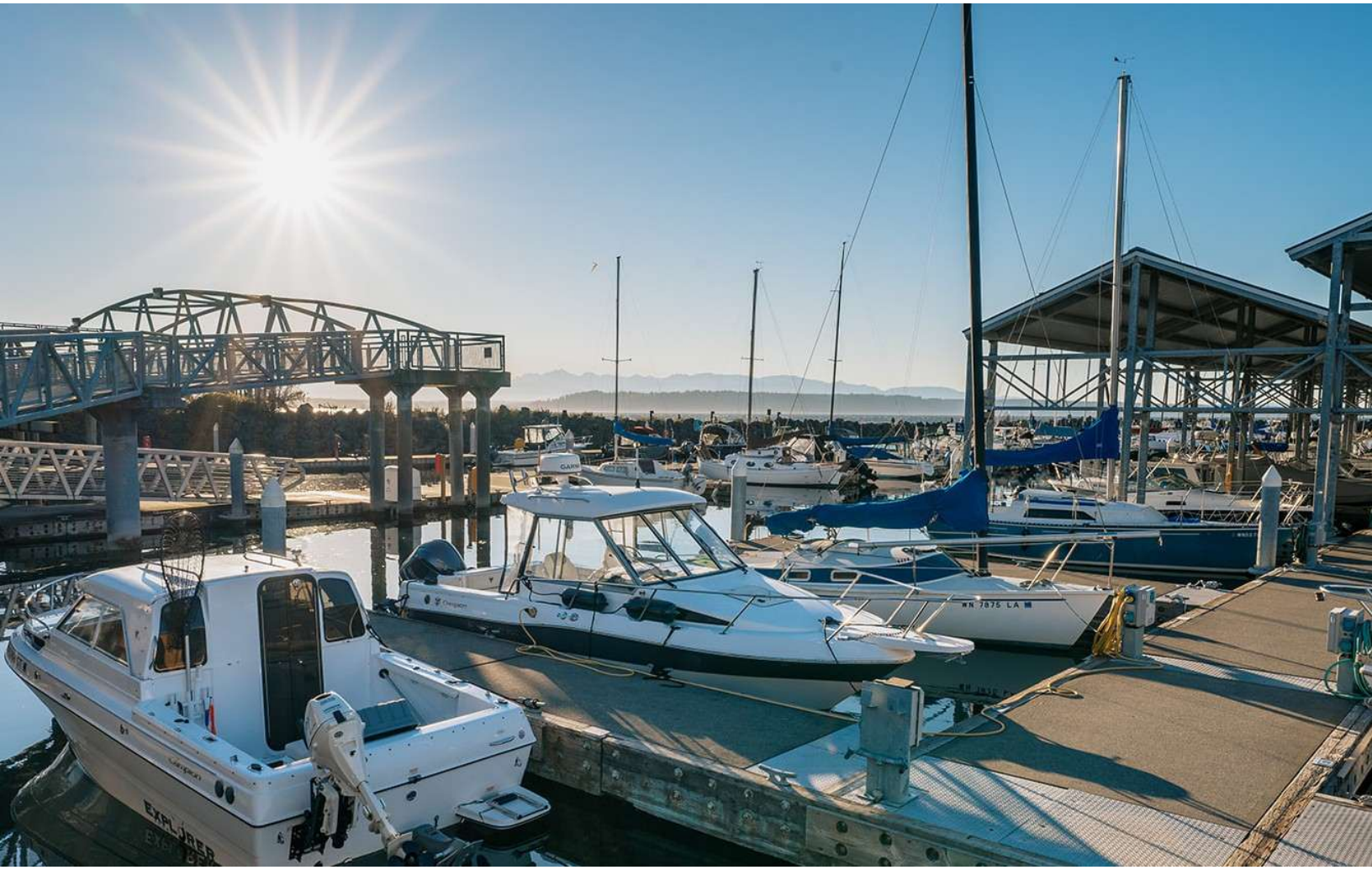

PORT OF EDMONDS

COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

Adopted November 10, 2025