

PROPOSED BY: _____

INTRODUCED: 9/10/2024

RESOLUTION NO. _____

SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE YEARS 2025 THROUGH 2030

WHEREAS, pursuant to RCW 36.81.121, Whatcom County is required to prepare and approve a Six-Year Transportation Improvement Program each year; and

WHEREAS, pursuant to RCW 36.54.015, Whatcom County is required to prepare a Fourteen-Year Ferry Capital Program each year; and

WHEREAS, the Road Priority Array and the Annual Bridge Report were made available to the legislative authority during the preparation of this program; and

WHEREAS, following approval of the Six-Year Transportation Improvement Program, the law requires an annual review of the work accomplished under the program and a determination of current transportation needs; and

WHEREAS, based upon the findings of the annual review, and after a public hearing, a Six-Year Transportation Improvement Program shall be approved; and

WHEREAS, pursuant to RCW 36.81.121, the Six-Year Transportation Improvement Program and Fourteen-Year Ferry Capital Program must be consistent with the County comprehensive plan pursuant to RCW 36.70A; and

WHEREAS, the Six-Year Transportation Improvement Program attached hereto as Exhibit "A" has been reviewed and determined to be consistent with the County's comprehensive plan; and

WHEREAS, the Fourteen-Year Ferry Capital Program attached hereto as Exhibit "B" has been reviewed and determined to be consistent with the County's comprehensive plan;

NOW, THEREFORE, BE IT RESOLVED by the Whatcom County Council as follows:

1. That the Whatcom County Six-Year Transportation Improvement Program for the years 2025 through 2030, which is attached hereto as Exhibit "A", including the capital elements of the first six-years of the Fourteen-Year Ferry Capital Program, which is attached hereto as Exhibit "B", is hereby approved.
2. That the County Engineer is directed to file a copy of the same with the County Road Administration Board and the State Secretary of Transportation.

APPROVED this ____ day of _____, 2024.

ATTEST:

WHATCOM COUNTY COUNCIL
WHATCOM COUNTY, WASHINGTON

Dana Brown-Davis, Clerk of the Council

Barry Buchanan, Chair of the Council

APPROVED AS TO FORM:

Approved by Chris Quinn/9.12.2024/LB
Christopher Quinn, Chief Civil Deputy Prosecuting Attorney

Exhibit "A"
 Six Year Transportation Improvement Plan
 2025-2030

FUND CLAS MP PROJECT NO.	PROJECT IDENTIFICATION A. PIN/Federal Aid No. B. Bridge Number C. Project Title D. Street/Road Name or Number E. Beginning MP or Road-Ending MP or Road F. Describe Work to be Done	PROJECT COSTS IN THOUSANDS OF DOLLARS										EXPENDITURE SCHEDULE										FEDERALLY FUNDED PROJECTS ONLY																																				
		IMPROVEMENT TYPE(S)	STATUS	TOTAL LENGTH (mi)	UTILITY CODE(S)	PROJECT PHASE	FUNDING SOURCE INFORMATION				TOTAL	YEAR 1 2025	Grant	Local	YEAR 2 2026	Grant	Local	YEAR 3 2027	Grant	Local	Years 4th Thru 6th	YEAR 4 2028	Grant	Local	YEAR 5 2029	Grant	Local	YEAR 6 2030	Grant	Local	TOTAL 2025-2030	Grant Total 2025-2030	Local Total 2025-2030	ENVIRON- MENTAL TYPE	RW REQ'D Y/N	MONTH/YEAR																						
							MONTH / YEAR PHASE STARTS	FEDERAL FUNDS	STATE FUNDS	OTHER REVENUES																											LOCAL FUNDS	YEAR 1	Grant	Local	YEAR 2	Grant	Local	YEAR 3	Grant	Local	YEAR 4	Grant	Local	YEAR 5	Grant	Local	YEAR 6	Grant	Local	TOTAL	Grant	Local
								FEDERAL FUND CODE	FEDERAL COST BY PHASE	STATE FUND CODE																											STATE FUNDS	OTHER REVENUES	LOCAL FUNDS																			
16 R31	Northshore Road, Bellingham City Limits to Y Rd 47051 From MP 0.00 to MP 2.87 Roadway surface, spot safety and stormwater improvements	06 07 12 13	P	2.87	C P T	PE/CE RW CN Total	1/2027		15	15	0	0	0	0	0	5	0	0	0	5	10	5	0	0	5	5	0	0	0	0	15	15	0	0	15		Yes																					
07 R32	Marine Drive Failure Repair CRP 919017		P		C P T	PE/CE RW CN Total	1/2025		45	45	45	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45	0	0	45		Yes																					
07 R33	East Smith Road & Everson Goshen Road 55230 / 55080 Intersection Improvements	06 07 12	P	0.40	C P T	PE/CE RW CN Total	1/2025		15	15	0	0	5	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	15	15	0	0	15		Yes																					
11 R34	Birch Bay Drive / Lora Lane Culvert Replc 20010 from MP2.68 to MP 2.69 Replace large culvert under BB Dr @ Lora Ln	03 06 07	P	0.01	C P T	PE/CE RW CN Total	1/2025		600	600	600	0	0	0	0	600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600	600	0	0	600		Yes																					
07 R35	Birch Bay Lynden Rd & Kickerville Rd 21500 from MP 1.89 to MP 2.09 21550 from MP 5.43 to MP 5.63 Intersection Improvements	06 07 12	S	0.40	C P T	PE/CE RW CN Total	1/2023	300	300	100	0	0	100	50	0	50	150	0	0	0	150	0	0	0	0	0	0	0	0	0	300	300	0	0	300		Yes																					
07 R36	Corridor Intersection Alts Analysis (B ea) BBL/Berhussen; BBL/Enterprise; BDL/Harborview; BB Dr/Harborview; Bay/Kickville; Bay/View Intersection Analysis for Improvements	06 12	P	0.40	C P T	PE/CE RW CN Total	1/2025	365	365	5	0	5	360	0	0	360	0	0	0	0	0	0	0	0	0	0	0	0	0	365	365	0	0	365		Yes																						
07 R37	Corridor Intersection Alts Analysis (3 ea) Hann/Hemm; Hann/VanWyck; Noon/VanWyck Intersection Analysis for Improvements	06 12	P	0.20	C P T	PE/CE RW CN Total	1/2025	180	180	90	0	90	90	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	180	180	0	0	180		Yes																						
07 R38	Birch Point Rd & Shintaffer Rd Intersection Improvements	01 03	P		C P T	PE/CE RW CN Total	1/2028		5	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	5	5	5	0	0	5		Yes																					
07 R39	Portal Way, BirchBayLynden Rd to Blaine C/L 30410 from MP 5.99 to MP 9.31 Reconstruction	03 06	P	3.73	T P W S	PE/CE RW CN Total	1/2024	1,060	1,060	5	0	5	5	200	0	200	850	200	0	200	200	0	0	200	200	200	450	0	450	1,060	1,060	0	0	1,060		Yes																						
07 R40	Birch Bay Drive, Jackson Rd to Shintaffer Rd 20010 from MP 2.10 to MP 4.53 Pavement Rehabilitation	06 07	P	2.43	T P W S	PE/CE RW CN Total	1/2023	5	5	5	0	5	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	5		Yes																						
16 R41	Alderwood Ave/Airport Dr Marine Dr to COB Pavement Rehabilitation	06 07	P		C P T	PE/CE RW CN Total	1/2030		5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5		No																						
16 R42	Marine Dr COB to Locust Ave Pavement Rehabilitation	06 07	P		C P T	PE/CE RW CN Total	1/2030		5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5		No																						
16 R43	Yew Street Rd COB to Tacoma Ave Pavement Rehabilitation	06 07	P		C P T	PE/CE RW CN Total	1/2030		5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5		No																						
16 R44	Bruce Rd Bay Rd to Main St Pavement Rehabilitation	06 07	P		C P T	PE/CE RW CN Total	1/2030		5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5		No																						

Exhibit "A"
 Six Year Transportation Improvement Plan
 2025-2030

FUNC. CLASS TP PROJECT NO.	PROJECT IDENTIFICATION A. PIN/Federal Aid No. B. Bridge Number C. Project Title D. Street/Road Name or Number E. Beginning MP or Road-Ending MP or Road F. Describe Work to be Done		PROJECT COSTS IN THOUSANDS OF DOLLARS							EXPENDITURE SCHEDULE																			FEDERALLY FUNDED PROJECTS ONLY								
			IMPROVEMENT TYPE(S)	STATUS	TOTAL LENGTH (mi)	UTILITY CODE(S)	PROJECT PHASE	FUNDING SOURCE INFORMATION					YEAR 1 2025	Grant	Local	YEAR 2 2026	Grant	Local	YEAR 3 2027	Grant	Local	Years 4th Thru 6th	YEAR 4 2028	Grant	Local	YEAR 5 2029	Grant	Local	YEAR 6 2030	Grant	Local	TOTAL 2025-2030	Grant Total 2025-2030	Local Total 2025-2030	ENVIRON- MENTAL TYPE	RW REQ'D Y/N	PROJECT MONTH/YEAR
								MONTH/YEAR PHASE STARTS	FEDERAL FUND CODE	FEDERAL COST BY PHASE	STATE FUND CODE	STATE FUNDS																									
09 B16	Mosquito Lake Road Fish Passage 84190 and MP 2.6 Fish Passage		03	P	0.10	P C T	PE/CE RW CN Total	1/2025 6/2025 3/2025				450 10 500	450 10 500	250 5 255		200 5 205			200 5 205													450 10 500	450 10 500				
09 B17	Bridge #503A, 5030, 5070, 507A Replacement Study Various Locations Replacement		03	P	0.10	P C T	PE/CE RW CN Total	1/2025				5 0 5	5 0 5	5 0 5		5 0 5			5 0 5												5 0 5	5 0 5		CE	No		
09 B18	Dewey Road Fish Passage 55170 at MP 0.54 Fish Passage		03	P	0.10	P C T	PE/CE RW CN Total	1/2025 6/2025 3/2025				190 25 1,500	190 25 1,500	5 5 1,500		5 5 1,500			5 5 1,500												190 25 1,500	190 25 1,500					
Ferry Capital Construction											1,715	1,715	5		5			5												1,715	1,715						
00 F1	Replacement of Whatcom Chief & Terminal Modification New Ferry and Terminal Modifications		06	P		PE/CE RW CN Total	1/2025 9/2025	3,711	MAW			7,937	11,648	2,430	1,237	1,193	1,283	1,237	46	2,425	1,237	1,188	5,910	4,971				4,971	539	539		11,648	3,711	7,937			
00 F2	Relocation of Gooseberry Terminal		06	P		PE/CE RW CN Total	1/2025					150	150	50		50	50		50	50											150	150					
00 F3	Terminal Hydraulic System Replacement		06	P		PE/CE RW CN Total	1/2025					100	100	100		100			100											100	100						
Multimodal Capital Construction											100	100	100		100			100											100	100							
00 M1	Bicycle and Pedestrian Advisory Committee Demonstration Project Multimodal connectivity - Marine Drive to Frends/Lumni Reservation		32	P		P C T	PE/CE RW CN Total	1/2025				5	5	5		5			5											5	5				No		
00 M2	Multi-Modal Regional Trail Corridors As identified in Chapter 9 of the Whatcom County Comprehensive Plan and CPROS Plan		32	P		PE/CE RW CN Total	1/2025					5	5	5		5			5											5	5				Yes		
Yearly Capital Construction											5	5	5		5			5											5	5							
00 Y1	Various Bridges Rehabilitation/Replacement As prioritized		09 10	S		PE/CE RW CN Total	1/2025 1/2025				300	300	50		50	50		50	50			50	150	50				50	50	50	300	300			Yes		
00 Y2	Right of Way Acquisition Various locations			S		PE/CE RW CN Total	1/2025				125	125	25		25	20		20	20			20	60	20				20	20	20	125	125			Yes		
00 Y3	Unanticipated Site Improvements As prioritized		06 07 12	S		PE/CE RW CN Total	1/2025 1/2025				200	200	50		50	30		30	30			30	90	30				30	30	30	200	200					
00 Y4	ADA Barrier Removal ADA Transition Plan Priorities Multiple locations		06 12 32	S		PE/CE RW CN Total	1/2025 1/2025				300	300	50		50	50		50	50			50	150	50				50	50	50	300	300					
						PE/CE RW CN Total					7,643	255	0	22,197	30,095	9,537	3,676	5,861	6,103	2,125	3,978	5,345	2,097	3,248	9,110	6,626	0	6,626	1,264	0	1,264	1,220	0	1,220	30,095	7,898	22,197
						CN					52,888	2,545	280	71,830	127,513	17,990	12,979	4,921	8,095	1,801	7,794	29,862	18,603	11,259	70,156	49,409	22,300	27,109	11,077	0	11,077	9,670	0	9,670	127,513	55,663	71,830
						Total					60,531	2,800	280	96,212	159,793	28,107	16,655	11,452	16,038	3,928	12,112	35,793	20,700	15,097	79,851	56,130	22,300	33,830	12,811	0	12,811	10,910	0	10,910	159,793	63,581	96,212

EXHIBIT “B”



Photo by Dan Ohms

WHATCOM COUNTY 2025-2038 FOURTEEN-YEAR FERRY CAPITAL PROGRAM

Overview

The Fourteen-Year Ferry Capital Improvement Plan (the “Plan”) is a general guide for the effective, efficient, and continuing operation of the Whatcom County ferry system. The Plan was prepared with the assistance and advice of the County Engineer and supports the Public Works Ferry and Engineering Divisions in long-range capital project planning for the replacement and improvement of the Whatcom County ferry transportation system.

Whatcom County has evaluated major elements of its ferry system, providing specific data on its estimated current value, replacement costs, and amortization periods. The county identifies future capital needs and investments and reviews this report annually to adapt to changing fiscal and operational conditions and circumstances. Strict adherence is not expected.

The Whatcom County Council has the authority to determine, prioritize, and authorize expenditures on capital improvement projects. They collaborate with the Public Works Department and the County Engineer to incorporate their recommendations. The capital projects listed in the Plan are the result of determinations from the Public Works Engineering division, Maintenance division, the County Council’s ferry advisory committee, regulators, governmental agencies, residents, and citizen groups.

In order to comply with state and federal rules and laws and maintain eligibility for grant funding, capital improvement projects must be listed and updated annually in the county’s Six-Year Transportation Improvement Plan and on a Fourteen-Year Ferry Capital Facilities Plan.

GOVERNING LAWS AND CODES

The Revised Code of Washington (“RCW”) and the Washington Administrative Code (“WAC”) contain laws as they pertain to the Fourteen-Year Ferry Capital Improvement Plan and the Six Year Transportation Improvement Program (“TIP”), as follows:

1. (RCW) 36.54.015 Ferries—Fourteen-year long range improvement plan—Contents.

The legislative authority of every county operating ferries shall prepare, with the advice and assistance of the county engineer, a fourteen-year long range capital improvement plan embracing all major elements of the ferry system. Such Plan shall include a listing of each major element of the system showing its estimated current value, its estimated replacement cost, and its amortization period.

2. RCW 36.81.121 Perpetual advanced six-year plans for coordinated transportation program, expenditures—Nonmotorized transportation—Railroad right-of-way.

(1) At any time before adoption of the budget, the legislative authority of each county, after one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the county has adopted a comprehensive plan pursuant to chapter 35.63 or 36.70 RCW, the inherent authority of a charter county derived from its charter, or chapter 36.70A RCW, the program shall be consistent with this comprehensive Plan.

The program shall include proposed road and bridge construction work and other transportation facilities and programs deemed appropriate, and for those counties operating ferries shall also include a separate section showing proposed capital expenditures for ferries, docks, and related facilities. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW

36.70A.070(6) or other applicable changes that promote nonmotorized transit. Copies of the program shall be filed with the county road administration board and with the state secretary of transportation not more than thirty days after its adoption by the legislative authority. The purpose of this section is to assure that each county shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The program may at any time be revised by a majority of the legislative authority but only after a public hearing thereon.

(2) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a county will extend its moneys, including funds made available pursuant to chapter 47.30 RCW, for nonmotorized transportation purposes.

(3) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a county shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the county's jurisdiction.

(4) The six-year Plan for each county shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

3. RCW 47.56.725 County ferries—Deficit reimbursements—Capital improvement funds.

(4) The county road administration board may evaluate requests by Pierce, Skagit, Wahkiakum, and Whatcom counties for county ferry capital improvement funds. The board shall evaluate the requests and, if approved by a majority of the board, submit the requests to the legislature for funding out of the amounts available under RCW 46.68.090(2)(h). Any county making a request under this subsection shall first seek funding through the public works trust fund, or any other available revenue source, where appropriate.

4. WAC 136-400-040 Six-year transportation program and ferry system fourteen-year plan submittal.

(1) Each county's six-year transportation program and ferry system fourteen-year long range capital improvement plan shall be prepared and adopted in accordance with RCW 36.81.121 and 36.54.015, respectively, and one copy shall be forwarded to the county road administration board no later than December 31 of each year.

(2) Any proposed county ferry capital improvement project must be included in both the county's six-year transportation program and ferry system fourteen-year capital improvement plan and must remain on both during all of the phases of the project including:

- (a) At the time a county requests a call for projects;
- (b) At the time the county submits a project funding application; and
- (c) Until the project is completed or the project is otherwise terminated.

(3) The county ferry capital improvement project cost estimates that are included in the county's six-year transportation programs and ferry system fourteen-year plans shall be considered preliminary and are not binding on actual county ferry capital improvement project applications.

CAPITAL PLAN ELEMENTS

Table 1: Ferry System Current and Replacement Values: This table meets the state requirements, by including the current value, replacement cost, and amortization periods for the vessels and facilities. The current value of the M/V Whatcom Chief is the insured value, the closest approximation of true worth. The facilities' current value is book value, original cost less depreciation plus depreciated improvements.

Table 2: Projected Revenues: Lays out the known or anticipated operating and capital project funding sources for the 14-Year Plan.

Table 3: Projected Expenditures: This table includes all other expenditures of the system that meet Subsection (2) requirements. Operational expenditures are delineated between the vessel and non-vessel costs. U.S. Coast Guard regulations currently require the ferries to be dry-docked every two years; however, to extend the life, improve reliability, and protect our capital investment Whatcom County schedules dry-docking or an out-of-service maintenance period every year for its vessel. The terminal structures are inspected regularly, as required by the National Bridge Inspection Standards administered through the Washington State Department of Transportation. The inspection report helps identify and schedule major maintenance and replacement of these facilities.

Table 1

FERRY SYSTEM CURRENT AND REPLACEMENT VALUES - 2024

VESSEL

Current Statistics	<i>M/V Whatcom Chief</i>
LENGTH (ft)	94
BEAM (ft)	44
DISPLACEMENT (tons)	78
YEAR BUILT	1962
CAPACITY -- Passengers	100
CAPACITY -- Cars	20
CURRENT INSURED VALUE - 2024	\$840,000
ESTIMATED CURRENT VALUE - 2024	

\$840,000

Replacement Statistics for 34 car electric boat

YEAR	2024
LENGTH (ft)	184
BEAM (ft)	54
DISPLACEMENT (tons)	100
CAPACITY -- Passengers	150
CAPACITY -- Cars	34
ESTIMATED REPLACEMENT VALUE ⁽¹⁾	\$34,700,000
TOTAL - ESTIMATE REPLACEMENT VALUE	

\$34,700,000

FACILITIES

LOCATION	YEAR BUILT OR REBUILT	AMORTIZATION PERIOD END	SCHEDULED REPLACEMENT /MODIFICATION YEAR	CURRENT BOOK VALUE ⁽⁴⁾	ESTIMATED REPLACEMENT COST ⁽²⁾
Lummi Island Terminal					
Transfer Span and Dock	1982	2022	2040	\$300,113	\$12,300,000
Dolphins/Wingwall/Breakwater	1978	2018	2024	\$2,494,428	\$8,600,000
Upland Facilities	1978	2018	2024	\$35,760	\$4,900,000
Subtotal - Lummi Island Terminal⁽²⁾				\$2,830,301	\$25,800,000
Gooseberry Point Terminal					
Transfer Span and Dock	1987	2027	2024-2046	\$554,065	\$28,900,000
Dolphins/Wingwall ⁽³⁾	2013, 2014	2053, 2054	2024-2046	\$1,259,920	\$3,700,000
Upland Facilities				\$28,019	\$11,700,000
Subtotal - Gooseberry Point Terminal⁽²⁾				\$1,842,004	\$44,300,000
Design, Technical and Management Support					\$13,800,000
Regulatory					\$1,700,000
TOTAL FACILITIES VALUE				\$4,672,305	\$85,600,000
TOTAL VESSEL & FACILITIES VALUE				\$5,512,305	\$120,300,000

NOTES:

⁽¹⁾ Cost based on 7/23/2024 report to County Council on Ferry Replacement and System Modernization Costs. Expenditures escalated to the year they are incurred.

⁽²⁾ Per 2018 LOS Alternatives Analysis by KPFF Consulting (Costs have been escalated 3% per year and represent a 2024 replacement cost of the full structure, not a retrofit for a new boat.)

⁽³⁾ Replacement requires relocation. A phased approach to relocation will include modifications to existing facilities prior to completion of the new facility.

⁽⁴⁾ Reported from 2023 year end using a 20-year life for improvements and straight-line depreciation (including depreciated improvements)

Table 2

Lummi Island Ferry 14-Year Capital Program							
All \$ in 000's Revenues 2025-2031							
Category	2025	2026	2027	2028	2029	2030	2031
Fares (no growth in ridership included)	\$ 1,662	\$ 1,745	\$ 1,332	\$ 1,924	\$ 2,020	\$ 2,121	\$ 2,227
CPI Supplement to fares (above previous year rates)	83	87	92	96	101	106	111
(Memo 55% of Adjusted Total Operating Expenses) (1)	1,745	1,832	1,424	2,020	2,121	2,227	2,338
MVFT Subsidy & Ferry Deficit Reimb.	361	361	372	383	395	407	419
County Road Fund Operating Subsidy	1,962	2,058	2,154	2,254	2,360	2,346	2,463
Other Misc Funding	16	16	17	18	19	19	20
Ferry Replacement Fund	150	150	150	150	150	150	150
CRAB Capital Ferry Funding	500	500	500	500	500	500	500
Federal Raise Grant	-	-	5,000	20,000	-	-	-
State Move Ahead Washington Funds	1,237	1,237	1,237				
Federal Ferry Boat Program Funding	825	866	909	36			
Total Revenues	6,796	7,020	11,763	25,361	5,545	5,649	5,890
Total Expenditures (2)	6,679	5,786	17,611	50,746	16,093	5,453	6,616
Net Funded (Unfunded) Current Funding Sources (3)	117	1,234	(5,848)	(25,386)	(10,549)	196	(725)
Cumulative Net Funded (Unfunded) - Current Funding Sources	117	1,351	(4,497)	(29,882)	(40,431)	(40,235)	(40,961)
Bond/ Other funding source (4)			30,000				
Fare increases needed to meet 55% Adjusted Total Operating Expenses	321	419	444	471	500	530	561
Net Funded (Unfunded) under hypothetical bond issue	438	1,653	24,596	(27,258)	(12,392)	(1,617)	(2,507)
Cumulative Net Funded (Unfunded) (5)	438	2,091	26,687	(570)	(12,962)	(14,579)	(17,087)

Lummi Island Ferry 14-Year Capital Program							
All \$ in 000's Revenues 2032-2038							
Category	2032	2033	2034	2035	2036	2037	2038
Fares (no growth in ridership included)	\$ 2,339	\$ 2,456	\$ 2,578	\$ 2,707	\$ 2,843	\$ 2,985	\$ 3,134
CPI Supplement to fares (above previous year rates)	117	123	129	135	142	149	157
(Memo 55% of Adjusted Total Operating Cost) (1)	2,456	2,579	2,707	2,842	2,985	3,134	3,291
MVFT Subsidy & Ferry Deficit Reimb.	432	444	458	472	486	500	515
County Road Fund Operating Subsidy	2,586	2,715	2,851	2,994	3,144	3,326	3,492
Other Misc Funding	21	23	24	25	26	27	29
Ferry Replacement Fund	150	150	150	150	150	150	150
CRAB Capital Ferry Funding	500	500	500	500	500	500	500
Total Revenues	6,145	6,411	6,690	6,983	7,291	7,637	7,977
Total Expenditures (2)	19,062	6,313	6,628	6,960	7,308	7,673	8,057
Net Funded (Unfunded) Current Funding Sources (3)	(12,917)	98	61	23	(17)	(36)	(80)
Cumulative Net Funded (Unfunded) - Current Funding Sources	(53,877)	(53,779)	(53,718)	(53,695)	(53,712)	(53,748)	(53,828)
Fare increases needed to meet 55% Adjusted Total Operating Expenses	595	630	667	706	747	790	836
Net Funded (Unfunded) under hypothetical bond issue	(14,665)	(1,615)	(1,615)	(1,614)	(1,613)	(1,589)	(1,587)
Cumulative Net Funded (Unfunded)	(31,751)	(33,366)	(34,981)	(36,595)	(38,208)	(39,797)	(41,384)

Note 1: Fare revenue is calculated on current ridership (no growth or decline) and current rates with a CPI increase each year. It does not represent the fare revenue required to meet the 55% required by WCC 10.34

Note 2: As Shown On Table 3, including capital expenditures.

Note 3: Net Ferry program funding using current revenue sources

Note 4: Bond for \$30m at 4.5% with 20 year payback. Amount is based on value of the boat.

Note 5: This amount represents the additional fare's needed to achieve the 55% fare box goal set forth in WCC 10.34.

Note 6: This is the cumulative ferry program amount left unfunded after a hypothetical bond was issued to cover capital costs.

Table 3

Lummi Island Ferry 14-Year Capital Program All in 000's Table 2 Expenditures 2025-2031 Page 1							
Category	2025	2026	2027	2028	2029	2030	2031
Operating Expenses							
Vessel Operations							
Personnel	1,659	1,794	1,884	1,978	2,077	2,181	2,290
Fuel & Operating Supplies	1,157	1,290	1,357	1,431	1,513	1,600	1,695
Insurance	79	86	90	95	99	104	110
Other Operating Expenses	207	217	228	238	248	259	269
Total Vessel Operations	3,102	3,387	3,559	3,742	3,937	4,144	4,364
Other Operations							
Administration	572	601	629	658	686	715	744
Parking Lots							
Lummi Island	12	13	13	14	14	15	16
Gooseberry Pt.	8	8	9	9	10	10	10
Staging Areas							
Lummi Island	27	28	30	31	32	34	35
Gooseberry Pt.	9	9	10	10	11	11	12
Docks							
Lummi Island	34	36	37	39	41	43	44
Gooseberry Pt.	385	404	424	443	462	481	501
Total Operating Expenses	4,149	4,486	4,711	4,946	5,193	5,453	5,726
Capital Expenditures							
Replacement of Whatcom Chief (F1)	730	450	6,500	27,500	6,500	-	-
Terminal Modifications (F1)	750	300	5,500	16,500	3,000		
Upland Improvements (F1)	350	150	550	1,800	1,400		
Electrification (F1)	550	350	350	-	-		890
Relocation of Gooseberry Terminal (F2)	50	50	-	-	-	-	-
Terminal Hydraulic System Replacement (F3)	100						
Total Capital Program Costs	2,530	1,300	12,900	45,800	10,900	-	890
Total Costs	6,679	5,786	17,611	50,746	16,093	5,453	6,616
Hypothetical Debt Service				2,343	2,343	2,343	2,343
Hypothetical Total Costs with Debt Service	6,679	5,786	17,611	53,089	18,436	7,796	8,959

Note 1: Debt Service was added for 2028 and beyond though it has not yet been determined what funding mechanism will be used. This repayment is based on a \$30m bond at 4.5% for 20 years.

Table 3 (continued)

Lummi Island Ferry 14-Year Capital Program							
All in 000's Table 2 Expenditures 2032-2038 Page 2							
Category	2032	2033	2034	2035	2036	2037	2038
Operating Expenses							
Vessel Operations							
Personnel	2,404	2,524	2,650	2,783	2,922	3,068	3,222
Fuel & Operating Supplies	1,801	1,911	2,034	2,161	2,301	2,453	2,611
Insurance	115	121	127	133	140	147	154
Other Operating Expenses	279	290	300	311	321	331	342
Total Vessel Operations	4,599	4,846	5,111	5,388	5,684	5,999	6,329
Other Operations							
Administration	772	801	829	858	887	915	944
Parking Lots							
Lummi Island	16	17	17	18	19	19	20
Gooseberry Pt.	11	11	12	12	12	13	13
Staging Areas							
Lummi Island	36	38	39	41	42	43	45
Gooseberry Pt.	12	13	13	14	14	14	15
Docks							
Lummi Island	46	48	49	51	53	54	56
Gooseberry Pt.	520	539	558	578	597	616	635
Total Operating Expenses	6,012	6,313	6,628	6,960	7,308	7,673	8,057
Capital Expenditures							
Replacement of Whatcom Chief (F1)	-	-	-	-	-	-	-
Terminal Modifications (F1)	-	-	-	-	-	-	-
Upland Improvements (F1)	-	-	-	-	-	-	-
Electrification (F1)	13,050	-	-	-	-	-	-
Relocation of Gooseberry Terminal (F2)	-	-	-	-	-	-	-
Terminal Hydraulic System Replacement (F3)	-	-	-	-	-	-	-
Total Capital Program Costs	13,050	-	-	-	-	-	-
Total Costs	19,062	6,313	6,628	6,960	7,308	7,673	8,057
Hypothetical Debt Service	2,343	2,343	2,343	2,343	2,343	2,343	2,343
Hypothetical Total Costs with Debt Service	21,405	8,656	8,971	9,303	9,651	10,016	10,400

Note 1: Debt Service was added for 2028 and beyond though it has not yet been determined what funding mechanism will be used. This repayment is based on a \$30m bond at 4.5% for 20 years.

**Lummi Island Ferry System Modernization & Preservation Project (F1)
CRP # 919008 (Project Based Budget 399100)**

Construction Funding Year(s): 2027, 2028 and 2029

Project Narrative:

This project includes replacement of the Whatcom Chief with a 34 car vessel, modifications of the existing ferry terminals to accommodate the new vessel, upland improvements and electrification work. This work will be accomplished as outlined in the Lummi Island Ferry Service Level of Service Action Plan approved by the Whatcom County Council via Resolution 2018-026. This project is listed #F1 on the 2025-2030 Six Year Transportation Improvement Program.

Project Status:

Design, real estate and environmental permitting work is underway for the new vessel and terminal modifications. In 2022 Whatcom County received \$25 million in federal funds via the RAISE grant program, \$5.3 million in state funds via the Move Ahead Washington (MAW) capital projects program. In 2023, through the County Ferry Capital Improvement Program (CFCIP) administered by the County Road Administration Board (CRAB), the Washington State Legislation approved an annual commitment of \$500,000 over the next twenty years for a total of \$10 million in state funds for this project.

Total Estimated Project Cost: \$87,395,000

Expenditures to Date: \$2,150,000

Funding Sources:

Federal	\$ 25,000,000 (RAISE)
State	\$ 15,300,000 (CFCIP & MAW)
Other (TBD)	\$ 47,095,000

Environmental Permitting	NEPA (federal), HPA, Shorelines Permit, ACOE Section 404, DOE Section 401, local permits
Right-of-Way Acquisition (Estimate)	None Required
County Forces (Estimate)	N/A

M/V Whatcom Chief



**Relocation of Gooseberry Terminal (F2)
CRP # 919009**

Construction Funding Year(s): TBD

Project Narrative:

This project involves relocating the Gooseberry Point Ferry Terminal. This work will be accomplished as outlined in the Lummi Island Ferry Service Level of Service Action Plan approved by the Whatcom County Council via Resolution 2018-026. This project is listed #F2 on the 2025-2030 Six Year Transportation Improvement Program.

Project Status:

Early action items will likely include an EIS and real estate work.

Total Estimated Project Cost: TBD

Expenditures to Date: \$ 0

Funding Sources:

Federal	\$0
State	\$0
Local	\$150,000

Environmental Permitting	TBD
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	TBD



Terminal Hydraulic System Replacement CRP # TBD

Construction Funding Year(s): TBD

Project Narrative:

This project is located at the Whatcom County ferry terminals in Section 3, T37N, R01E. This project will include replacing the existing, aging hydraulic systems that operate the live load hanger pins and aprons at both ferry terminals. This project is listed **#F3** on the 2025-2030 Six Year Transportation Improvement Program.

Project Status:

Design and permitting work to begin in 2025.

Total Estimated Project Cost: TBD

Expenditures to Date: \$ 0

Funding Sources:

Federal	\$0
State	\$0
Local	\$100,000

Environmental Permitting	TBD
Right-of-Way Acquisition (Estimate)	None Required
County Forces (Estimate)	TBD

