



Office of Mayor Kim Lund
City of Bellingham

June 26, 2025

County Executive Satpal Sidhu
Whatcom County Executive's Office
311 Grand Avenue, Suite 108
Bellingham, WA 98225

RE: Pine/Wharf Waterfront Connection/EDI Application

Dear Executive Sidhu,

On behalf of the City of Bellingham, I am pleased to submit this grant application in support of a critical infrastructure project that will significantly advance our shared goals for economic development, public safety, and multimodal connectivity.

In partnership with the Port of Bellingham, the City is undertaking the transformative redevelopment of more than 230 acres along Bellingham's central waterfront. This once-industrial-only landscape has been reimagined as a vibrant, connected district offering continued industrial uses and housing, commerce, recreation, and access to regional transportation networks. It is one of the most ambitious initiatives in Bellingham's modern history, and success requires investment at every level of government.

The proposed project focuses on overcoming longstanding connectivity barriers between the downtown core and the waterfront. It will deliver essential upgrades to the Pine Street Railroad Crossing—bringing it to Quiet Zone standards—and reconstruct Wharf Street to accommodate all modes of travel.

This investment aligns with adopted regional plans and reflects years of planning and collaboration and is designed to unlock the economic and community potential of the Waterfront District while supporting our broader vision for a livable, sustainable city.

We appreciate your leadership and consideration, and we welcome the opportunity to discuss this pivotal project with the EDI Board.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kim Lund", is written over a light blue circular background.

Kim Lund
Mayor



Whatcom County Economic Development Investment Program

APPLICATION FOR FUNDING

INTRODUCTION

The Washington State Legislature authorizes Whatcom County to retain a portion of sales and use tax to finance public facilities ([RCW 82.14.370](#)). The goal of the legislation is to improve the economy of Whatcom County by stimulating and creating ongoing private sector jobs and housing opportunities. The Economic Development Investment (EDI) Program provides financing through grants and low-interest loans, or a combination of both, to eligible applicants with qualifying proposals. **Please review [EDI Program Guidelines](#) before applying for funds.**

Applications will be printed and used as an exhibit for awarded contracts. If more information is needed complete answer(s) on a separate piece of paper.

Eligible Applicants:

- Local government entities (county, cities, Port, P.U.D., water and sewer districts, and other special purpose districts)
- The EDI funding award process must adhere to all applicable purchasing policies.

Eligible Activities:

- New construction
 - Repair, reconstruction, replacement, rehabilitation, or improvement to existing facilities
 - Planning costs directly related to an actual construction or improvement project
 - Finance personnel in economic development offices
-

THRESHOLD ELIGIBILITY CRITERIA

Please check all that apply:

1. Evidence of Planning

- ☒ Project included on an adopted Comprehensive Economic Development Strategy ("CEDS" list)
- ☒ Project included in the applicant's Comprehensive Plan
- ☒ Project included in the applicant's Capital Expenditure Plan or adopted budget

2. Project Type (Select One)

- ☐ Jobs in Hand Project: Public infrastructure that directly supports immediate job creation with private sector commitment

☒ Build It and Jobs Will Come Project: Public infrastructure that creates conditions for future job creation without specific private commitment

☒ Community Enhancement Project: Public improvements that enhance business climate or community assets

3. Project Terms (Select One)

Loan Only ☐ Loan/Grant Combination ☒ Grant Only (limited availability) ☐

Application Deadline:

Applications are due by June 30 for consideration in the next fiscal year. The EDI Board will review applications in August. Executive Office will present Board recommendations to County Council via the budget process September through December. After council approval, letters of intended award may be issued. The Whatcom County budget is adopted by December 31, annually.

PART 1: APPLICANT INFORMATION

Applicant Name:

City of Bellingham

Applicant Type:

Local Government ☒ Housing Provider ☐ Economic Development Office (*skip to part 9*) ☐

Applicant Address: 210 Lottie Street, Bellingham WA 98225

Contact Person: Tim Hohmann

Title: Engineering Manager

Email: tthohmann@cob.org **Phone:** 360.778.7913

Past Performance: Has your organization received EDI Program funding in the past? Yes ☒ No ☐

If yes, list project name(s) and EDI grant/loan amount(s):

Project Name	Year	EDI – Grant/Loan	Amount	Year
W Bakerview Overpass	2012	Grant/Loan	\$650,000	2012
Regional Stormwater Facility	2015	Grant/Loan	\$2,500,000	2015
Granary Avenue and Laurel Street	2018	Grant	\$1,100,000	2018
Meridian Birchwood PH1	2023	Grant	\$2,625,000	2023
Old Town	2024	Grant/Loan	\$3,000,000	2024
Mitigation Bank	2024	Grant	\$1,000,000	2024

Has your jurisdiction received any audit findings from the Washington State Auditor in the past 10 years?

Yes ☒ No ☐

If yes, please explain:

The City received the following findings from the Washington State Auditor’s Office:

2021: The City did not have adequate internal controls for ensuring it included all subaward information in five new subrecipient contracts for the Home Investment Partnerships (HOME) Program.

***Response:** The City concurred with the finding and took steps to ensure all future subrecipient agreements would include the required general descriptive details as outlined in the Uniform Guidance.*

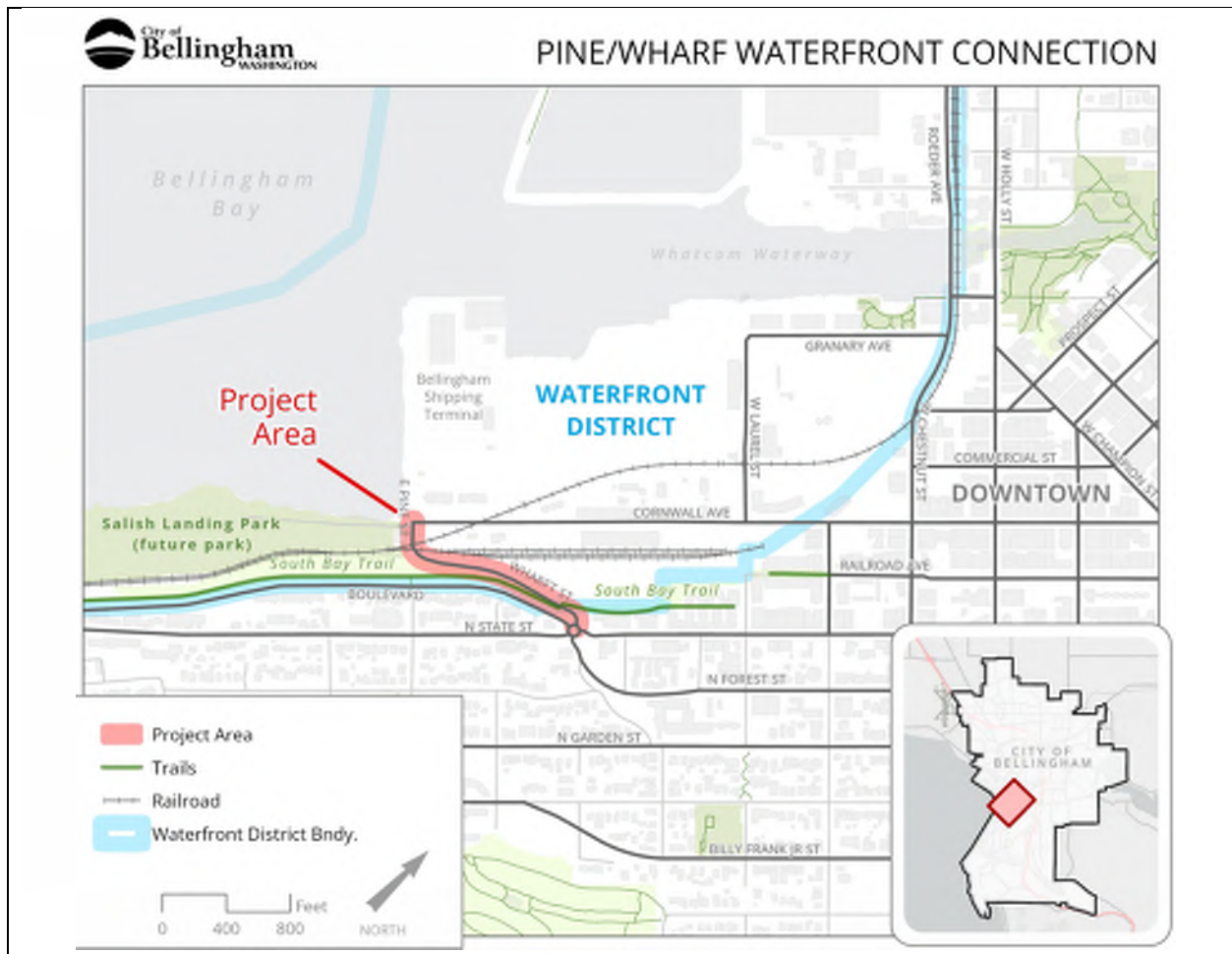
PART 2: PROJECT INFORMATION

Project Title:

Pine/Wharf Waterfront Connection – the “Project”

Project Location and Parcel #:

Pine and Wharf Street ROW from Cornwall Avenue to State Street:



Wharf Street Existing Condition: Wharf Street. South Bay trail to the left. Step slope to the right. No pedestrian facilities.



Pine Street Existing Condition: Two rail tracks crossing Pine Street. Does not meet Quiet Zone standards.

Economic Development Investment Application (COB Wharf/Pine Waterfront Connection 6.25)



Project Description (500 words maximum): *Please describe the project, including specific infrastructure to be built or improved, expected timeline, and how it meets the goals of the EDI program.*

The City of Bellingham (City) and the Port of Bellingham (Port) have partnered to redevelop over 230 acres of former industrial land along Bellingham’s central waterfront—now **the Waterfront District**. This transformative project is among the city’s most ambitious, aiming to create new economic and housing opportunities, public spaces, and multimodal connections. The City has pledged over \$100 million (in 2012 dollars) toward infrastructure improvements and is pursuing outside funding to achieve its redevelopment goals.

The Waterfront District redevelopment faces several unique challenges:

- The scale of the area relative to Bellingham’s size and typical development pace
- Historical contamination and fill conditions
- High infrastructure costs due to fill and topography
- Limited transportation access due to topography

A critical next step is this Project, which addresses the long-standing need for safe multimodal access between downtown Bellingham and the waterfront, with separated facilities and no truck load restrictions.

The Project includes two main components:

1. Upgrading the **Pine Street Railroad Crossing** to Quiet Zone (QZ) standards, including a dedicated pedestrian and bicycle crossing.
2. Improving **Wharf Street Connection** from State to Pine Street to support vehicles, pedestrians, bicycles, and trucks, and eliminate current weight restrictions.

Quiet Zones are rail line segments where trains do not routinely sound horns at crossings, thanks to upgraded safety features. They greatly improve nearby livability and support downtown and waterfront redevelopment. Bellingham has already upgraded crossings at F Street, C Street, and Laurel Avenue. Following Pine/Wharf Street improvements, the City will seek funding for Cornwall and Central Avenues. Completion of all six will establish a formal Quiet Zone through the City Center.

Pine Street crosses two active BNSF tracks, and Wharf Street connects downtown and the Boulevard Interurban Trail with the Waterfront District. Wharf carries about 2,600 vehicles daily, is a designated truck route with vital I-5 access, and is currently weight restricted. Salish Landing Park is expected to attract 500–3,000 daily visits when completed, many traveling through the Pine and Wharf Street corridor by foot or bike, significantly increasing daily traffic.

Key nearby facilities and uses that underscore the Project's economic significance include:

- An active shipping terminal and planned rail spur lines
- Salish Landing, a new 17-acre park starting construction in 2026
- An estimated 3+ million square feet of future industrial, commercial and residential development south of Whatcom Waterway

This Project aligns with citywide plans for multimodal infrastructure. The updated Pedestrian and Bicycle Master Plans recommend this Project. The City has acquired adjacent Whatcom County land, and BNSF has accepted an offer for a nearby parcel, enabling right-of-way expansion for safer travel.

Design work will include:

- Road reconstruction with pedestrian and bicycle facilities
- Safety enhancements for all users
- New stormwater systems
- Upgrades to water and sewer infrastructure, including a high-flow force main
- Installation of lighting and fiber optic conduit

This Project is a crucial investment in unlocking the economic and community potential of the Waterfront District by ensuring safe and efficient access.

Loan Request: \$ \$3,000,000 If requesting a loan, term requested: 20 years

Grant Request: \$ \$1,500,000

Total EDI Funds Requested: \$4,500,000

Local Match Amount: \$4,670,000 + \$3,000,000 to replay the EDI loan (10% of EDI request minimum preferred)

Source(s) of match:

A \$950,000 railroad safety federal grant, Greenways Levy, Transportation Benefit District and Real Estate Excise Tax.

ART 3: PROJECT BUDGET AND FUNDING SOURCES

Complete the public project budget and status of funds:

Is funding 100% complete if EDI funds are approved? Yes ☐ No ☒

If no, please explain:

The administration is committed to applying for additional grants and closing any remaining gap with local funds. We plan to utilize future REET and/or TBD revenues to pay the EDI loan back.

Funding Source	Amount	Planned/Applied For	Secured
Federal	\$950,000	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
State	\$	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Local	\$2,680,000	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Local	\$1,990,000	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Private	\$	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
EDI Request	\$4,500,000	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
TOTAL	\$10,120,000		

Private Investment: If applicable, describe the amount of outside (private) funding committed to the project (e.g., plant and equipment):

N/A

PART 4: PROJECT DETAILS

A. PUBLIC INFRASTRUCTURE INFORMATION

1. Describe the public infrastructure being proposed: *Include engineering estimates and attach a site map detailing the proposed improvements as Attachments A and B.*

Pine Street Railroad Crossing – A new multi-use (pedestrian and bike) surface crossing to replace the current crossing which is not QZ compliant. The new RR crossing will have arms on all sides for all lanes of travel (total of 6 arms) over both the BNSF mainline and maintenance spur. New curb/gutter/sidewalk along Pine Street to Cornwall and a new crosswalk across Cornwall. There will also be an updated driveway access at the Port maintenance shop access and a multiuse connection to the planned Salish Landing Park.

Wharf Street Connection – A large secant pile retaining wall will be built along the existing roadway (waterside) from Pine Street up to State Street to stabilize the roadway cut/prism and replace an existing cribwork wall. This secant wall will also provide new roadway shoulder area to allow a multi-use trail to be constructed along Wharf to connect Pine Street to State Street. The new multi-use trail will include illumination, fiber conduit and a spanned section over the existing Oak Street pump station primary force main. These improvements will allow for the current roadway weight restrictions to be lifted.

2. Describe how these improvements will enhance or encourage community vitality and stimulate private development in the area:

This Project delivers critical upgrades to the Pine Street crossing and Wharf Street, enhancing multimodal access to the waterfront—including for industrial truck traffic, which is expected to grow at the Bellingham Shipping Terminal (BST). Currently limited to 28,000 pounds, Wharf Street will have its weight restriction removed, expanding freight movement options. The Project also improves safety for BNSF rail operations and reduces train noise, supporting the mixed-use character of the Waterfront and Downtown districts.

3. List all permits and environmental reviews required for the public project and detail their status:

Activity	In Process (Date)	Completed (Date)
Preliminary Engineering	11/7/2024	5/15/2025
Environmental Review	2/10/2025	Click or tap to enter a date.
Design Engineering	11/7/2024	Click or tap to enter a date.
Right-of-Way	4/9/2024	Click or tap to enter a date.
Construction Permits	Click or tap to enter a date.	Click or tap to enter a date.
Environmental Permits	Click or tap to enter a date.	Click or tap to enter a date.
Bid Documents	Click or tap to enter a date.	Click or tap to enter a date.
Award Construction Contract	Click or tap to enter a date.	Click or tap to enter a date.
Begin Construction	Click or tap to enter a date.	Click or tap to enter a date.
Project Operational	Click or tap to enter a date.	Click or tap to enter a date.

4. Are any other public jurisdictions involved in this project? If so, in what way?

The Port, the City's primary partner in the redevelopment of the Waterfront District, is highly supportive of this Project given the proposed capacity and safety improvements for this designated truck route to the Waterfront District, including the Bellingham Shipping Terminal. Please see Port of Bellingham letter of support, attached.

5. Who will maintain the public facility/infrastructure to be completed with EDI funds? Will this project impact utility rates within the jurisdiction?

City of Bellingham. Rates will not be impacted by this Project.

6. Will this project directly generate a revenue stream that could be used to repay an EDI loan? Will this project spur indirect revenues that could be used to repay an EDI loan?

No. The cost to install infrastructure in the short term far exceeds the increase in tax revenue. The City anticipates using Transportation Benefit District/REET funds to repay the loan.

7. What other revenue sources are available for this project and have they been considered? (Including forming a Local Improvement District (LID or ULID), issuing Councilmatic Bonds, Revenue Bonds, or other source(s))

The Project will be funded by a Federal Section 130 (Railroad Improvements) grant along with City Real Estate Excise Tax, Street and Transportation Benefit District Funds and City Greenway Funds. The City and Port have executed an Interlocal Agreement for Facilities that defines the City's responsibilities for major infrastructure improvements. Since the Port and private developers are funding local road construction, establishing a Local Improvement District (LID) is not a feasible or an appropriate funding mechanism for this project.

PART 5: ECONOMIC IMPACT (FOR NON-HOUSING PROJECTS)

Complete this section for Jobs in Hand, Build It and Jobs Will Come, and Community Enhancement projects.

1. Describe the private development project that will be supported by this public facility project. If there is a committed private sector partner, include Contingency Agreement (Attachment E):

This project directly supports current and future industrial activity at the Port of Bellingham BST and Waterfront District. The Port has current improvement projects under way at the BST and is in the design phase for the addition of a rail access spur to increase use.

2. Explain why the private development requires the proposed public improvement(s):

An increase in industrial activity at the BST and recreational activities at Salish Landing, along with the addition of retail, commercial and residential area in the Waterfront District will increase the use by all modes including heavy trucks. To safely accommodate this increase in access activity, it is critical to separate modes on Wharf Street and provide a quiet zone compliant and upgraded at-grade crossing over the BNSF tracks.

3. What is the status of the associated private development review and permits? List all permits required and give the current status:

The build-out of the Waterfront District will happen over the course of several decades and each development project will have its own permitting timeline.

4. Describe the type of industry or economic activity the public development will attract. What is the strategy to attract industry to the project site?

The City and Port have differing roles for carrying out the development of the Waterfront District. The City's primary role, beyond its typical regulatory role, is to invest in 1) environment cleanup; 2) street

and utility infrastructure; and 3) parks and open space. The Port's primary role as the property owner and lead economic development agency is to attract development to the 200+ acre site. The Port strategy varies based upon whether the land is within the industrial or mixed-use areas. The Port's primary focus to drive economic development is to 1) maximize the use of the Bellingham Shipping Terminal; 2) sell parcels in the mixed-use Downtown Waterfront area to the private sector to construct housing and office and retail space; and 3) install the infrastructure needed to develop light-impact industrial uses between the mixed-use area and the Bellingham Shipping Terminal.

5. List the number of projected jobs, by type, to be retained and/or created by the private entity:

At full build-out and under existing entitlements, the Waterfront District can accommodate up to 1646 housing units, 1.5 million square feet of commercial, 1.5 million square feet of industrial and 285k square feet of retail. Approximately 75% of the total square footage is anticipated to occur south of Whatcom Waterway, the area served by the Pine/Wharf Waterfront Connection.

*Retained jobs are defined as jobs that would otherwise be lost from the county without this project.

**This column will be populated with current data from the state.

***Indicate Management positions in annual salary.

Projected annual gross payroll for all job classifications:

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PART 6: COMMUNITY BENEFIT AND IMPACT METRICS

1. What is the project's projected amount of NEWLY generated revenue for Whatcom County? For example, does the project generate sales tax, property tax, personal property tax, etc.?

The redevelopment of the Waterfront District will generate revenue over time and that revenue was taken into consideration when the City committed to certain infrastructure.

2. What will the effect of this project be on the natural environment – does the project address any issues related to public health, pollution, or quality of life?

The Project will stabilize the existing roadway structure that contains a critical high-capacity (5+ MGD) sewer force main. This will help ensure the long-term integrity of essential wastewater infrastructure, reducing the risk of leaks or failures that could pose environmental and public health risks. Together, these improvements contribute to a cleaner, safer, and more resilient urban environment, enhancing the quality of life for residents and supporting sustainable development in the Waterfront District.

In addition, this Project supports public health and environmental quality by encouraging a shift toward active transportation. By providing safe, separated bicycle and pedestrian facilities along a key corridor, it promotes walking and cycling, helping to reduce vehicle dependence and associated greenhouse gas emissions.

3. Does this project address any existing issues related to public safety and/or does it increase public safety in the future or address a potential future public safety issue?

The reconstruction of Wharf Street will provide clearly dedicated pedestrian and bicycle facilities, addressing current safety deficiencies in a corridor that lacks sufficient multimodal infrastructure. These improvements will reduce conflicts between vehicles, bikes, and pedestrians—especially important along a designated truck route serving the Waterfront District.

Additionally, increasing the number of people traveling through the corridor—whether by foot, bike, or vehicle—will enhance passive surveillance and reduce opportunities for illicit or unsafe behavior. This project builds a safer, more welcoming environment that encourages public use and supports the continued redevelopment of the area.

4. Describe specific quantifiable measures of the outcomes, other than purely jobs or housing units, that will demonstrate project success. Describe how you will measure this and explain what you expect to show as progress toward the outcome.

The measurable factors will be: modal trip generation, decrease in train noise, decrease in slope movement.

5. If the project involves broadband infrastructure, describe how it will expand access to affordable and reliable internet for Whatcom County businesses.

The project will include conduit for fiber connections within the current City of Bellingham fiber optic network.

PART 7: LOAN REPAYMENT CAPACITY

Complete this section if requesting a loan or loan/grant combination.

1. Describe your proposed loan repayment source(s):

Transportation Benefit District and/or Real Estate Excise Tax

2. For housing providers, explain how the loan terms requested align with the expected affordability period and financial structure of your housing development:

N/A

3. Describe any factors that could impact your ability to repay the loan and how you plan to mitigate these risks:

The City does not foresee any risks associated with a \$1.5M loan. If unforeseen circumstances present themselves, the City may request a longer term.

PART 8: Personnel in economic development (ED) offices

Agency Name: _____

Address: _____

Geographic location served by your agency:

Is your agency a Membership Organization? Yes ☐ No ☐

Amount of funding requested:

Personnel proposal: *(include specifics of #FTEs, hours worked, specific tasks to be performed and how the county benefits)*

REQUIRED ATTACHMENTS

Please attach the following documents to your application:

- Exhibit A. Engineered cost estimates
- Exhibit B. Site Map
- Exhibit C. Project Timeline
- Exhibit D. Commitment letters from other funding sources (if available)
- Exhibit E. ~~For Jobs in Hand projects: Private partner contingency agreement~~

CERTIFICATION

I HEREBY CERTIFY THAT THE INFORMATION GIVEN IN THIS APPLICATION TO WHATCOM COUNTY FOR INVESTMENTS IN ECONOMIC DEVELOPMENT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Signature of Responsible Official: _____ Date: _____

Title: _____

SUBMISSION INSTRUCTIONS

Applications are due by June 30. Submit completed applications with all attachments to:

Whatcom County Executive's Office
Attn: EDI Program
311 Grand Avenue, Suite 108
Bellingham, WA 98225

Or email to: [Email Address]

For questions, contact: [Contact Information]

For County Use Only:

Date Received: _____

Application Complete: Yes ☐ No ☐

Date to EDI Board: _____

Attachment A: Engineering Estimate

WF023 - Pine/Wharf Waterfront Connection - Project Cost Estimate**23-Jun-25**

Preliminary Engineering	\$	500,000.00
Pine Street Design	\$	126,346.80
Wharf Street Design	\$	914,275.95
Total Design	\$	1,040,622.75
Pine Street CM	\$	115,673.40
Wharf Street CM	\$	862,017.30
Total Design CM	\$	977,690.70
Pine Street Construction	\$	1,502,734.00
Wharf Street Construction	\$	6,096,173.00
Total Construction	\$	7,598,907.00
Total Project Costs	\$	10,117,220.45

City of Bellingham Pine St Crossing Engineers Estimate - 30%					
Item No.	Description of Item	Approx. Quantity	Units	Unit Price Dollars/Cents	Total Price Dollars/Cents
Schedule A: Street Related Work- FHWA Grant Eligible					
1	Minor Changes	1	FA	\$ 12,500.00	\$ 12,500.00
2	Construction Surveying	1	LS	\$ 15,000.00	\$ 15,000.00
3	ADA Features Surveying	1	LS	\$ 2,500.00	\$ 2,500.00
4	Record Drawings (minimum Bid \$1,000)	1	LS	\$ 1,500.00	\$ 1,500.00
5	Health and Safety Plan	1	LS	\$ 1,000.00	\$ 1,000.00
6	SPCC Plan	1	LS	\$ 2,000.00	\$ 2,000.00
7	Mobilization	1	LS	\$ 75,000.00	\$ 75,000.00
8	Project Temporary Traffic Control	1	LS	\$ 20,000.00	\$ 20,000.00
9	Clearing and Grubbing	1	LS	\$ 5,000.00	\$ 5,000.00
10	Removal of Structures and Obstructions	1	LS	\$ 10,000.00	\$ 10,000.00
11	Unsuitable Excavation Incl. Haul	20	CY	\$ 150.00	\$ 3,000.00
12	Pothole Existing Utility	20	EA	\$ 500.00	\$ 10,000.00
13	Crushed Surfacing Top Course	90	TON	\$ 85.00	\$ 7,650.00
14	Crushed Surfacing Base Course	470	TON	\$ 75.00	\$ 35,250.00
15	Gravel Borrow Incl. Haul	50	TON	\$ 25.00	\$ 1,250.00
16	Planing Bituminous Pavement	1400	SY	\$ 9.00	\$ 12,600.00
17	Fiber Reinforced HMA Cl. 1/2 in PG 58H-22	400	TON	\$ 180.00	\$ 72,000.00
18	ESC Lead	30	Day	\$ 150.00	\$ 4,500.00
19	Erosion/Water Pollution Control	EST	FA	\$ 5,000.00	\$ 5,000.00
20	Inlet Protection	4	EA	\$ 125.00	\$ 500.00
21	Cement Conc. Traffic Curb and Gutter	800	LF	\$ 60.00	\$ 48,000.00
22	Solid Wall PVC Storm Sewer Pipe, 8-Inch Diameter, Incl Trenching and Backfill	37	LF	\$ 75.00	\$ 2,775.00
23	Solid Wall PVC Storm Sewer Pipe, 12-Inch Diameter, Incl Trenching and Backfill	53	LF	\$ 95.00	\$ 5,035.00
24	Catch Basin Type 1	2	EA	\$ 1,800.00	\$ 3,600.00
25	Connection to Existing Structure	1	EA	\$ 500.00	\$ 500.00
26	Cement Conc. Median Curb w/ Tubular Markers	70	LF	\$ 120.00	\$ 8,400.00
27	Type 3 Chain Link Fence and Pedestrian Swing Gate Assemblies, Complete	1	LS	\$ 40,000.00	\$ 40,000.00
28	Cement Conc. Sidewalk	316	SY	\$ 105.00	\$ 33,180.00
29	Cement Conc. Curb Ramp	5	EA	\$ 4,500.00	\$ 22,500.00
30	Illumination/Communications System, Complete	1	LS	\$ 120,000.00	\$ 120,000.00
31	Permanent Signing	1	LS	\$ 7,500.00	\$ 7,500.00
32	Roadway Markings	1	LS	\$ 15,000.00	\$ 15,000.00
				Non-Taxable	\$ -
Schedule A: Street Related Work- FHWA Grant Eligible, Subtotal					\$ 602,740.00
Item No.	Description of Item	Approx. Quantity	Units	Unit Price	Total Price
Schedule B: Sewer & Water Utility Improvements					
1	Mobilization (Assume 7.5% of Schedule B, Rounded up)	1	LS	\$ 2,000.00	\$ 2,000.00
2	Slip Line Ex. 8-Inch Sanitary Sewer	82	LF	\$ 300.00	\$ 24,600.00
				Sales Tax (9%)	\$ 2,394.00
Schedule B: Sewer & Water Utility Improvements, Sub-Total					\$ 28,994.00
Item No.	Description of Item	Approx. Quantity	Units	Unit Price	Total Price
Schedule C: Street Related Work- Non-FHWA Grant Eligible					
1	One-Year Project Warranty (Not FHWA Eligible)	1	LS	\$ 1,000.00	\$ 1,000.00
				Non-Taxable	\$ -
Schedule C: Street Related Work- Non-FHWA Grant Eligible, Sub-Total					\$ 1,000.00
BNSF Railway Construction					
	Engineering	1	EST	\$ 45,000.00	\$ 45,000.00
	4-Quad Gates with Pedestrian Signals/Gates and Bungalow	1	EST	\$ 650,000.00	\$ 650,000.00
	Track Surfacing	1	EST	\$ 150,000.00	\$ 150,000.00
	Flagging (40 Days)	1	EST	\$ 25,000.00	\$ 25,000.00
				Non-Taxable	\$ -
BNSF Railway Construction, Subtotal					\$ 870,000.00
Pine St Crossing Project Total Engineers Estimate					
City Construction (Schedule A+B)				\$	631,734.00
City Construction Total				\$	631,734.00
Consultant Final Design (20%)				\$	126,346.80
BNSF Railway Construction				\$	870,000.00
WSDOT CM Costs				\$	2,500.00
City CM Costs				\$	50,000.00
Consultant CM Costs, Including Testing (10%)				\$	63,173.40
CM + Construction Total				\$	1,743,754.20
Non-Participating Construction (Schedule C)				\$	1,000.00
Total Project Cost				\$	1,744,754.20

City of Bellingham
Wharf Street Improvements
Engineers Estimate - 30%

Item No.	Description of Item	Approx. Quantity	Units	Unit Price Dollars/Cents	Total Price Dollars/Cents
Schedule A: Street Related Work- FHWA Grant Eligible					
1	Minor Changes	1	FA	\$ 12,500.00	\$ 12,500.00
2	Construction Surveying	1	LS	\$ 15,000.00	\$ 15,000.00
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7	Mobilization	1	LS	\$ 500,000.00	\$ 500,000.00
8	Project Temporary Traffic Control	1	LS	\$ 20,000.00	\$ 20,000.00
9	Clearing and Grubbing	1	LS	\$ 10,000.00	\$ 10,000.00
10	Removal of Structures and Obstructions	1	LS	\$ 40,000.00	\$ 40,000.00
11	Unsuitable Excavation Incl. Haul	100	CY	\$ 150.00	\$ 15,000.00
12	Pothole Existing Utility	10	EA	\$ 500.00	\$ 5,000.00
13	Crushed Surfacing Top Course	230	TON	\$ 85.00	\$ 19,550.00
14	Gravel Borrow Incl. Haul	4100	TON	\$ 25.00	\$ 102,500.00
15	Planing Bituminous Pavement	2100	SY	\$ 9.00	\$ 18,900.00
16	Fiber Reinforced HMA Cl. 1/2 in PG 58H-22	550	TON	\$ 180.00	\$ 99,000.00
17	Cement Concrete Sidewalk	1333	SY	\$ 105.00	\$ 139,965.00
18	Retaining Wall - Stud Shear Connectors	1,017	EA	\$ 6.00	\$ 6,102.00
19	Retaining Wall - Reinforcement Bars, Epoxy Coated	58,900	LB	\$ 3.00	\$ 176,700.00
20	Retaining Wall - Furnishing Soldier Piles (W Section)	1,220,950	LB	\$ 2.00	\$ 2,441,900.00
21	Retaining Wall - Drilling and Setting Soldier Piles (In Soil)	18,860	CF	\$ 30.00	\$ 565,800.00
22	Retaining Wall - Drilling and Setting Soldier Piles (In Rock)	7,890	CF	\$ 90.00	\$ 710,100.00
23	Retaining Wall - Tubular Aluminum Pedestrian Railing	921	LF	\$ 154.00	\$ 141,834.00
24	Retaining Wall - Concrete Structures	390	CY	\$ 1,230.00	\$ 479,700.00
25	Retaining Wall - Geocomposite Wall Drain	553	SY	\$ 29.00	\$ 16,037.00
26	ESC Lead	60	Day	\$ 150.00	\$ 9,000.00
27	Erosion/Water Pollution Control	EST	FA	\$ 15,000.00	\$ 15,000.00
28	Inlet Protection	4	EA	\$ 125.00	\$ 500.00
29	Cement Conc. Traffic Curb and Gutter	880	LF	\$ 60.00	\$ 52,800.00
30	Solid Wall PVC Stormwater Pipe, 8-Inch Diameter, Incl Trenching and Backfill	99	LF	\$ 55.00	\$ 5,445.00
31	Solid Wall PVC Stormwater Pipe, 12-Inch Diameter, Incl Trenching and Backfill	976	LF	\$ 65.00	\$ 63,440.00
32	Catch Basin Type 1	13	EA	\$ 1,800.00	\$ 23,400.00
33	Modular Wetland System	1	EA	\$ 60,000.00	\$ 60,000.00
34	Cement Conc. Curb Ramp	2	EA	\$ 3,500.00	\$ 7,000.00
35	Illumination/RRFB/Communications System, Complete	1	LS	\$ 300,000.00	\$ 300,000.00
36	Permanent Signing	1	LS	\$ 5,000.00	\$ 5,000.00
37	Roadway Markings	1	LS	\$ 10,000.00	\$ 10,000.00
				Non-Taxable	\$ -
Schedule A: Street Related Work- FHWA Grant Eligible, Subtotal					\$ 6,095,173.00

Item No.	Description of Item	Approx. Quantity	Units	Unit Price	Total Price
Schedule C: Street Related Work- Non-FHWA Grant Eligible					
1	One-Year Project Warranty (Not FHWA Eligible)	1	LS	\$ 1,000.00	\$ 1,000.00
				Non-Taxable	\$ -
Schedule C: Street Related Work- Non-FHWA Grant Eligible, Sub-Total					\$ 1,000.00

Pine St Crossing Project Total Engineers Estimate	
City Construction Total	\$ 6,095,173.00
Consultant Final Design (15%)	\$ 914,275.95
WSDOT CM Costs	\$ 2,500.00
City CM Costs	\$ 250,000.00
Consultant CM Costs, Including Testing (10%)	\$ 609,517.30
CM + Construction Total	\$ 7,871,466.25
Non-Participating Construction (Schedule C)	\$ 1,000.00
Total Project Cost	\$ 7,872,466.25

Attachment B: Site Map

GENERAL NOTES:

- CONTRACTOR SHALL COORDINATE ALL WORK WITH BUREAU OF HIGHWAYS.
- RAISE PAVEMENT REQUIRED FOR WORK WITHIN BUFFER RIGHT OF WAY AND WITHIN 25 FEET OF BUFFER RIGHT OF WAY.
- ENGINEER TO FIELD VERIFY ALL SIGN LOCATIONS PRIOR TO INSTALLATION.
- ALL NEW SIGNS SHALL BE INSTALLED IN EXISTING RIGHT OF WAY OR EASEMENT.
- ENGINEER TO FIELD VERIFY CHANNELIZATION LIMITS PRIOR TO INSTALLATION.
- CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
- SIGNS PER WSOT SIGN FABRICATION MANUAL.
- CONTRACTOR SHALL BE STANLESS STEEL BANDS, BRACKETS, BOLTS AND RIVETS WITH PLASTIC WASHERS, UNLESS OTHERWISE SPECIFIED. ALL SIGNS SHALL HAVE TYPE III REFLECTIVE SHEETING.
- CONTRACTOR SHALL NOT APPLY ROADWAY MARKINGS ONTO RAILROAD GRADE CROSSING PANELS OR TAPERS.

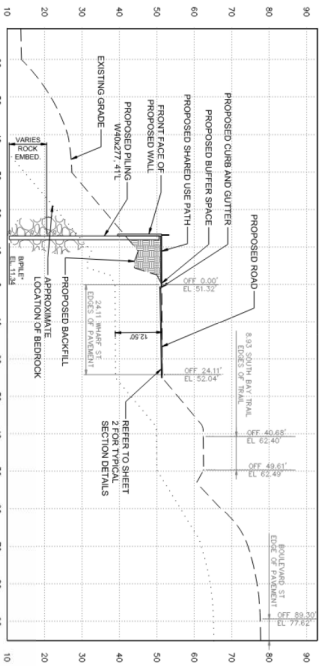
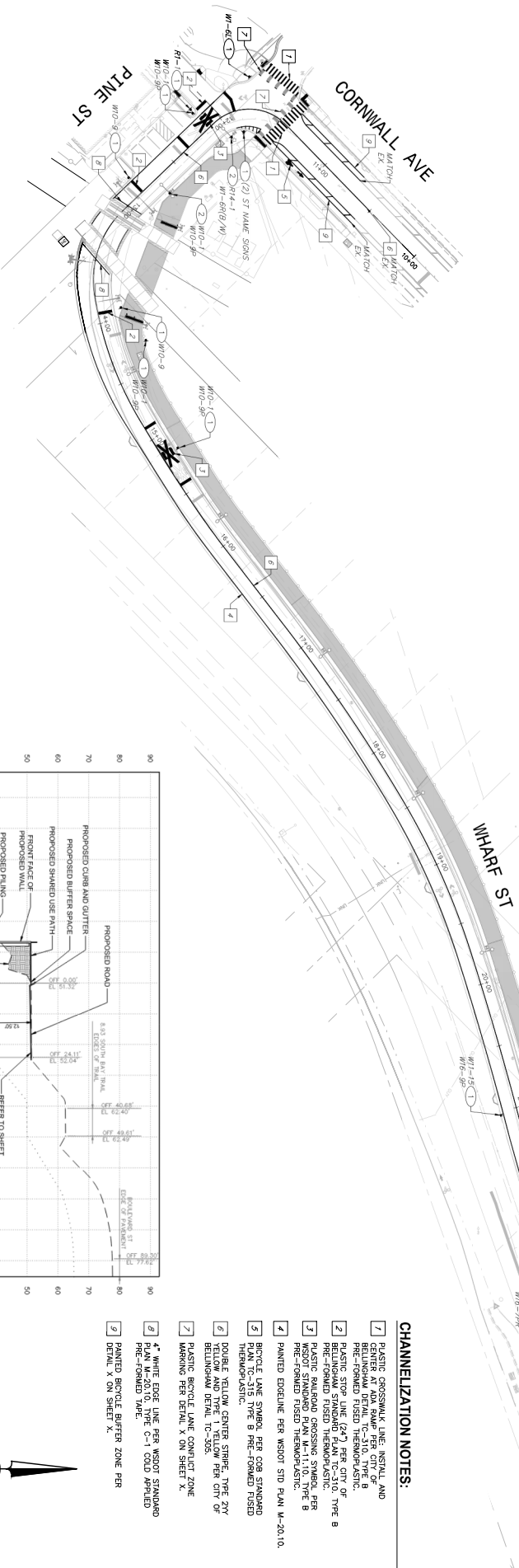
LEGEND

SYMBOL	PROJ.	DESCRIPTION
EXIST:	UTILITY POLE	
	RAILROAD AND RIGHT-OF-WAY/PROPERTY LINE	
	PAVEMENT	
	SIGN POST	
	NO TRAIN AHEAD	
	NO LEFT TURN	
	NO RIGHT TURN	
	GRADE CROSSING ADVANCE WARNING	
	STOP SIGN	
	TRUCK ROUTE	
	TRAIL CROSSING	

SIGN CONSTRUCTION NOTES:

- INSTALL SIGN AND POST PER COB STANDARD DETAIL TC-320.
- INSTALL SIGN ON STREET LIGHT STANDARD PER WSOT STD PLAN G-30.10.

- WT-6B (M) WARNING ARROW RIGHT
- WT-6B (M) WARNING ARROW LEFT
- WT-6B (M) AHEAD
- WT-6B (M) DIAGONAL DOWNWARD POINTING ARROW RIGHT



CHANNELIZATION NOTES:

- PLASTIC CROSSWALK LINE: INSTALL AND CENTER AT ADA RAMP PER CITY OF BELLINGHAM DETAIL TC-305, TYPE B PRE-FORMED FUSED THERMOPLASTIC.
- PLASTIC STOP LINE (24") PER CITY OF BELLINGHAM DETAIL TC-305, TYPE B PRE-FORMED FUSED THERMOPLASTIC.
- PLASTIC RAILROAD CROSSING SYMBOL PER WSOT STANDARD PLAN M-11.10, TYPE B PRE-FORMED FUSED THERMOPLASTIC.
- PAINTED EDGE LINE PER WSOT STD PLAN M-20.10.
- BICYCLE LANE SYMBOL PER COB STANDARD PLAN TC-315 TYPE B PRE-FORMED FUSED THERMOPLASTIC.
- DOUBLE YELLOW CENTER STRIPE, TYPE 27X BELLINGHAM DETAIL TC-305.
- PLASTIC BICYCLE LANE CONFLICT ZONE WARNING PER DETAIL X ON SHEET X.
- WHITE EDGE LINE PER WSOT STANDARD PLAN M-20.10, TYPE C-1 COLD APPLIED PRE-COLORED TYPE.
- PAINTED BICYCLE BUFFER ZONE PER DETAIL X ON SHEET X.



DATE	REVISION	BY
1		

PROJECT ENGINEER	PP
DESIGNED/DRAWN	EJR
INSPECTED	KB
DIRECTOR PUBLIC WORKS	---
CITY ENGINEER	---
ASSISTANT DIRECTOR	---
---	---

CITY OF BELLINGHAM WASHINGTON
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

SCALE	DATUM	JOB NO.
HORIZ. 1" = 40'	NAD 83/98	---
VERT. 1" = 10'	DATE	5/15/2025
AS NOTED	FILED BY	---



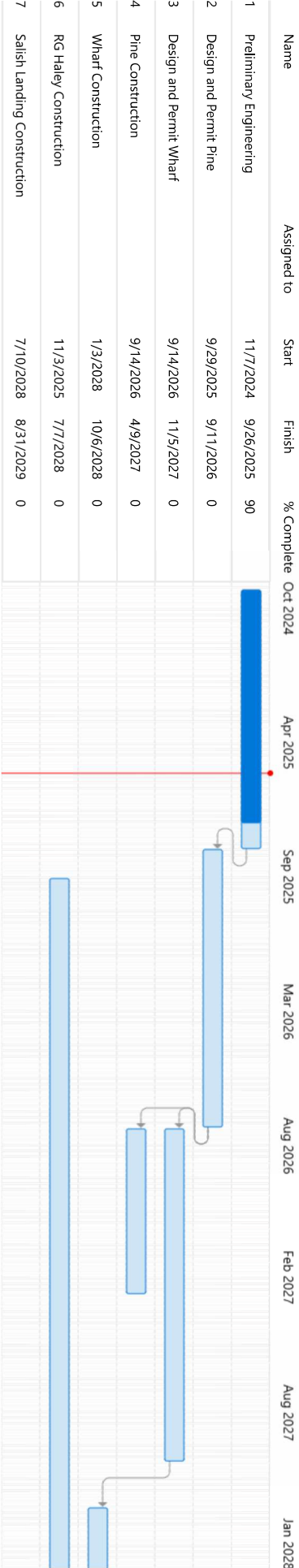
PINE STREET CROSSING
CHANNELIZATION AND SIGNING EXHIBIT

SHEET	6
OF	12

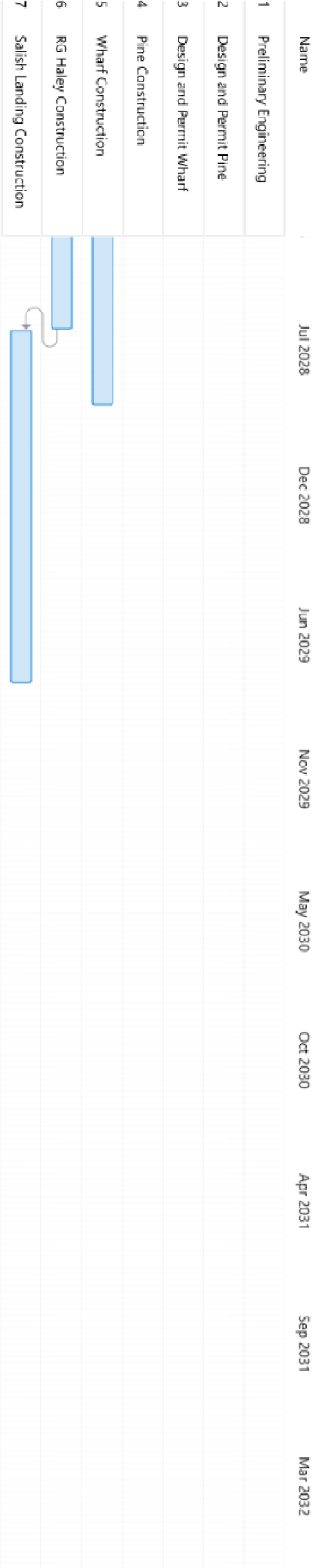


Attachment C: Timeline

Pine and Wharf



Pine and Wharf



Attachment D: Letter of Support / Port of Bellingham



June 24, 2025

Whatcom County Economic Development Investment Board
311 Grand Avenue
Bellingham, WA 98225

RE: Support for City of Bellingham's EDI Application – Wharf Street Waterfront Connection

Dear Members of the Economic Development Investment Board,

On behalf of the Port of Bellingham, I am writing to express support for the City of Bellingham's application to the Economic Development Investment (EDI) for the Wharf Street Waterfront Connection project. This infrastructure investment is critical to the success of the long-term redevelopment vision for the Waterfront District - a transformative, multi-decade effort jointly undertaken by the City and the Port.

The Port of Bellingham supports this project because it will benefit port operations and access to waterfront businesses and helps facilitate the design of the proposed new rail spur infrastructure to serve the Bellingham Shipping Terminal.

The Port of Bellingham recently completed the Bellingham Shipping Terminal Potential Economic Impacts report through a partnership with WWU Center of Economic Business Research (attached as exhibit). The report found the following economic impacts can be attributed to a fully operational Bellingham Shipping Terminal:

- Estimated additional total economic activity in Whatcom County would have been an additional \$11.8 million in 2024
- Estimated additional induced impact (e.g. the economic effect of the additional spending that would occur from labor income generated by BST, so spending by BST workers on housing, consumer goods, gas, etc.) would have been over \$3 million
- Estimated additional total value-added impact (e.g. wealth creation) would have been nearly \$8.2 million
- Whatcom County would have received an estimated additional \$64,798 in tax revenue, Washington State would have received an estimated additional \$555,556 in tax revenue and the federal government would have received an estimated additional \$1.47 million in tax revenue

With strategic investment from EDI, the Wharf Street Waterfront Connection will catalyze further private development, improve livability, and create a more connected, accessible, and competitive regional economy. We urge the Economic Development Investment Board to award funding for this project.

Thank you for your consideration, and for your ongoing support of initiatives that foster long-term economic development for Bellingham and Whatcom County.

Sincerely,



Tiffany Desimone
Interim Executive Director
Port of Bellingham