

PROPOSED BY: Public Works

INTRODUCED: 10/08/2024

RESOLUTION NO. _____

REVISED 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 Revised 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 Revised 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

Cathy Halka, Clerk of the Council

Barry Buchanan, Chair of the Council

APPROVED AS TO FORM:

By email on 09/26/2024

Christopher Quinn, Chief Civil Deputy Prosecuting Attorney

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

Table with columns: FUND CLASS, PROJECT IDENTIFICATION, IMPROVEMENT TYPE(S), STATUS, TOTAL LENGTH (mi.), UTILITY CODES, PROJECT PHASE, MONTH / YEAR PHASE STARTS, FEDERAL FUNDS, STATE FUNDS, OTHER REVENUES, LOCAL FUNDS, TOTAL, EXPENDITURE SCHEDULE (YEAR 1-6), TOTAL 2025-2030, Grant Total 2025-2030, Local Total 2025-2030, ENVIRONMENTAL TYPE, R/W REQ? Y/N, DATE COMPLETE MONTH / YEAR.

Road Capital Construction

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

FUNC. CLASS	RIP 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 CODES	PROJECT PHASE	FUNDING SOURCE INFORMATION					OTHER REVENUES	LOCAL FUNDS	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	R/W REQ? Y/N	DATE COMPLETE MONTH / YEAR																		
									MONTH / YEAR PHASE STARTS	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	TOTAL																													YEAR 1 2025	Grant	Local	YEAR 2 2026	Grant	Local	YEAR 3 2027	Grant	Local	YEAR 4 2028	Grant	Local	YEAR 5 2029	Grant	Local	YEAR 6 2030	Grant	Local
09	R17	Truck Road 89370 From MP 0.4 to MP 0.6 2020 Flood Damage Repair / R&F Lead	06 07 13	P	0.20	P T C	PE/CE RW CN Total	1/2024						5	5	5	5	5																	5	5			Yes																				
09	R18	Abbott Road/Levee Improvements 55560 from MP 1.7 to MP 1.9 Levee Improvements / R&F Lead	03 06	P	0.20	C P T	PE/CE RW CN Total	1/2024						15	15	5	5	5																	15	15			No																				
16	R19	Ferndale Road/Levee Improvements 12800 from MP 2.50 to MP 3.82 Levee Improvements / R&F Lead	03 06	P	1.32	C P T	PE/CE RW CN Total	1/2024						15	15	5	5	5																	15	15			No																				
16	R20	Lake Louise, Austin St to Lake Whatcom Blvd. 46010 from MP 0.00 to MP 4.06 Pavement Rehabilitation	07 06	P	4.06	C G P S T W	PE/CE RW CN Total	1/2023						5	5	5	5																	5	5			Yes																					
16	R21	Austin Street, Lake Louise to Cable 46020 from MP 0.00 to MP 0.37 Pavement Rehabilitation w/ ADA Improvements	07 06	P	0.37	C P T	PE/CE RW CN Total	1/2023 1/2023 6/2024						125 10 750	125 10 750	125 10 750	125 10 750																	125 10 750	125 10 750			Yes																					
16	R22	Northwest Drive, Slater Rd. to Axton Rd. 74050 from MP 2.38 to MP 4.65 Pavement Rehabilitation	07 06	P	2.27	T P C W S	PE/CE RW CN Total	1/2024 1/2025 1/2026						335 10 1,203	335 10 1,203	165 10 1,203	165 10 1,203	170 1,203	170 1,203															335 10 1,203	335 10 1,203			Yes																					
16	R23	Axton Road, City of Ferndale to SR 539 73680 from MP 0.81 to MP 4.17 Pavement Rehabilitation	07 06	P	3.36	C P T	PE/CE RW CN Total	1/2025						335 10 1,203	335 10 1,203	165 10 1,203	165 10 1,203	170 1,203	170 1,203															335 10 1,203	335 10 1,203			No																					
07	R24	Hampton Road, City of Lynden UAB to Van Buren 61700 From MP 0.14 to MP 4.79 Pavement Rehabilitation	06 07	P	4.65	C P T	PE/CE RW CN Total	1/2023		RATA				5	5	5	5																	5	5			No																					
07	R25	Everson Goshen Road, Smith Rd. to Pole Rd 55230 from MP 1.99 to 6.08 Pavement Rehabilitation	06 07	P	4.09	C P T	PE/CE RW CN Total	1/2024 6/2025						290 6	290 2,400	290 2,400	290 2,394	290 2,690	290 2,394															290 2,400	290 2,394	6		No																					
16	R26	Lakeway Drive/Terrace, COB to Cable 45690 from MP 0.00 to MP 0.63 44200 from MP 0.00 to MP 0.16 Pavement Rehabilitation	06 07	P	0.79	C P T	PE/CE RW CN Total	1/2026						405 50 1,500	405 50 2,000	5 50 1,500	5 50 2,000	100 100 1,500	100 100 1,500	100 200 2,000	100 200 2,000	100 200 1,500	100 200 1,500	200 2,000	200 2,000	200 1,500	200 500	200 500	200 700	200 700	200 2,455	200 1,500	405 50 500	405 50 500			No																						
19	R27	Lincoln Road II, Harborview Rd to Blaine Rd 26190 from MP 0.00 to MP 1.00 Reconstruction & new road, non-motorized enhancement; WSDOT intersection @ SR 548.	01 06 07	P	1.00	C P T	PE/CE RW CN Total	1/2024						260	260	80	80	80	80	100	100	100	100												260	260			Yes																				
07	R28	Slater Road, Lake Terrell Rd to Haxton Wy 14760 from MP 1.19 to MP 3.69 Pavement Rehabilitation	05 06 07	P	2.50	C P T	PE/CE RW CN Total	1/2027						25	25	5	5							20	5										25	25			No																				
00	R29	Small Area Paving Various locations	06 07	P		C P T	PE/CE RW CN Total	1/2024 6/2024						50 700 750	50 700 750	50 700	50 700																		50 700 750	50 700 750			No																				
16	R30	Birch Bay Lynden Rd, Rathbone to Lynden 21580 from MP 9.95 to MP 11.45 Pavement Rehabilitation	06 07	P	1.5	C P T	PE/CE RW CN Total	1/2024 6/2025						110 1,200	110 1,200	5 1,200	5 1,200	5 1,200	5 1,200	100 1,200	100 1,200														110 1,200	110 1,200			No																				
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	1/2026						15	15								5	5	10	5									15	15			Yes																				
07	R32	Marine Drive Failure Repair CRP 919017		P		C P T	PE/CE RW CN Total							45	45	45	45																		45	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								5	5	5	5									15	15			Yes																				

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

FUNC. CLASS	TIP 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	IMPROVEMENT TYPE(S)	PROJECT COSTS IN THOUSANDS OF DOLLARS													EXPENDITURE SCHEDULE																		FEDERALLY FUNDED PROJECTS ONLY									
				STATUS	TOTAL LENGTH (mi.)	UTILITY CODES	PROJECT PHASE	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION			OTHER REVENUES	LOCAL FUNDS	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	R/W REQ? Y/N	DATE COMPLETE MONTH / YEAR					
									FEDERAL FUNDS		STATE FUNDS																																	
									FEDERAL FUND CODE	FEDERAL COST BY PHASE	STATE FUND CODE																																	
		Fish Passage			T	CN	3/2028				1,500			1,500																														
		Total												5		5	405		405	400		400	1,745	1,745		1,745									2,555		2,555							

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

