

### **Whatcom County**

COUNTY COURTHOUSE 311 Grand Avenue, Ste #105 Bellingham, WA 98225-4038 (360) 778-5010

### **Agenda Bill Report**

File Number: AB2023-574

File ID:

AB2023-574

Version:

Status: Approved

File Created:

08/30/2023

Entered by: LCumming@co.whatcom.wa.us

Department:

Public Works Department

File Type:

Resolution Requiring a Public Hearing

Assigned to:

Council

Final Action: 09/26/2023

Agenda Date:

09/26/2023

Enactment #: RES 2023-024

Related Files:

Primary Contact Email: sdraper@co.whatcom.wa.us

### **TITLE FOR AGENDA ITEM:**

Resolution approving the Whatcom County Six-year Transportation Improvement Plan for the years 2024-2029

### **SUMMARY STATEMENT OR LEGAL NOTICE LANGUAGE:**

The resolution includes the 2024-2029 Six-year Transportation Improvement Program (STIP), Exhibit A, and capital elements of the first 7 years of the Fourteen-year Ferry Capital Program, which is attached hereto as Exhibit B

### HISTORY OF LEGISLATIVE FILE

Date:	Acting Body:		Action:	Sent To:
09/12/2023	Council		INTRODUCED FOR PUBLIC HEARING	Council
		Aye: 6	Buchanan, Byrd, Donovan, Frazey, Galle	oway, and Kershner
		Nay: 1	Elenbaas	
09/26/2023	Council		APPROVED	
		Aye: 7	Buchanan, Byrd, Donovan, Elenbaas, Fi	azey, Galloway, and Kershner
		Nay: 0		

Attachments:

Memo, Proposed Resolution, Attachment A, Attachment B, Attachments C1-C3, Attachment D,

Attachment E, Attachment F

PROPOSED BY: Public Works

INTRODUCED: 9/12/2023

### RESOLUTION NO. 2023 - 024

### SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE YEARS 2024 THROUGH 2029

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 2024 through 2029, 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 26th day of September, 2023.

Dana Brown David, Werk of the Council

APPROVED AS TO FORM:

WHATCOM COUNTY COUNCIL WHATCOM COUNTY, WASHINGTON

Barry Buchanan, Chair of the Council

Approved Via Email-CQ/LC

Chris Quinn, Senior Civil Deputy Prosecuting Attorney

## Exhibit "A" Six Year Transportation Improvement Program 2024-2029

П		T	PROJ	ECT CO	STS IN		UNDING	DOLLAF	INFORM					· · · · · ·	E)	KPENDI	TURE SCH	EDULE										-											FEDERAL FUNDED PROJECT	,
FUNC. CLASS TIP PROJECT NO.	PROJECT IDENTIFICATION A PRIPRENT AIA No. B Bridge Anumber C Project Title C Project Title C) Sites/Read Name or Number E. Beginning MP or Road-Ending MP or Road F. Describe Wich to be Done	IMPROVEMENT TYPE(S)	STATUS	TOTAL LENGTH (mi.)	UTILITY CODES	PROJECT PHASE	MONTH / YEAR			STATE	TE.	TATE OTHER UNOS REVENUES	LOCAL FUNDS	тота	AL YE/	NR 1 124	Grant	Local	YEAR 2 2025	Gran	nt Local	YEAR 3 2026	Grant	Loc	al Ye:	ars 4th nru 6th	YEAR 4 2027	Grant	Local	YEAR 5 2028	Grant	Local	YEAR 6 2029	Grant	Local	TOTAL 2024-2029	Grant Yotal 2024-2028	Local Total 2024-202	ENVIRON.	N E G
	Road Capital Construction																																							
18 R	Drayton Harbor Road 20350 from MP 0.10 to MP 0.33 From Shrkatter Rd and wast 1200 LF Repair of Nov 2021 readway & slope fature	05 06 07	5	0.23	P C W S	PE/CE RW CN Total	1/2023 6/2024 6/2025	FEMA		360 ,800 ,160			10 20 34	10 10 10	400 100 2,000 2,600	200 100 300	180	10 12	2,00	00 1 00 1	180 800 2 980 2	0														460 100 2,000 2,500	36 1,80 2,16	0] 2	(0 10 CE 10	Yes
09 R:	Mankey Road 41570 from MP 1.50 to MP 1.55 From North gate, ste approx 3000 LF South Fell stope facture stated a boye I-5,	05 06 07	5	0.05		PE/CE RW GN Total	1/2023	FEMA		20 20				0	10 20 30	10 20 30	26 20	1			2				3											10 20 30	2 2	0	CE	Yes
19 R	3 Sunset Avenue 73140 from MP 0.52 to MP 0.58 see a approx 0.5 m (West of Pacific Hwy Repair of New 2021 readway & slope failure	05 06 07	s			PE/CE RW CN Total	6/2023	FEMA		270 .080 .360			1	0 5 0	300 25 1,200 1,525	300 25 1,200 1,525	276 1,080 1,350	3 2 12 17		1					- 0 - 0 - 0		0									300 25 1,200 1,525	27 1,08 1,35	0 1	io is ce	Yes
09 R	Beach Avenue & Island Drive (Lummi Is) 10740 / 10860 Repair road & slope fature on Beach Ave, repair road fadure on Island Dr - both from Nov 2021 event	05 06 07	s		T P C	PE/CE RW CN Total	1/2023 6/2023 6/2024	FEMA	,,	270 ,440 ,710			16 21	10 15 10	300 25 1,600	300 25 1,600	270 1,440 1,710	3 2 16 21		3			9		-2 -2 -0 -0											300 25 1,600 1,925	1,44 1,71	0 1	10 15 CE 10	Yes
07 R	55 East Smith Road & Hannegan Road 55080 / 55110 Mersecton improvements	06 07 12	s		C G P T	PE/CE RW CN Total	1/2023	ST/HS	P	,450 ,450			2,25 2,75	io 5 io	500 5 4,700 5,205	500 5 4,700 5,205	2,450 2,450	50 2,25 2,75		2			1													500 5 4,700 5,205	2,45 2,45	0 2,2 0 2,7	5 CE	Yes
09 R	6 Marshall Hill Road Slide Rpr/Culvert Rplc 89260 from MP 0.60 to 0.70 Reprace Culvert & Repair Side Damage	06 07	s		C P T	PEICE RW CN Total	1/2023 7/2023 6/2024	1					20 1,50 1,30	15	200 35 1,100	50 10		5 1	1,10 1,27	5	1,10 1,10	5			- 1 - 2 - 1											200 35 1,100		1,11 1,31	ŝ	Yes
17 R	IT Birch Bay Lynden Rd. & Blaine Rd. 21580 from NP 1.00 to UAB MP 1.25 Intersection improvements	06 07 12	Р	0.25	G P T W	PE/CE RW CN Total	1/2022 1/2023 5/2025	STAIS	P	.801 .801			60 30 65	0 0 9	500 300 2,500 3,400	200 300 500		20 30	2.50	0 1	,801 51 ,801 1,01															500 300 2,500 3,400	1,80	60 30 1 61 1 1,51	0 0 CE	Yes
16 R	Smith Road & Northwest Drive 75080 / 74050 Intersection Improvements	03 06 12	р	0.40	C G P T	PE/CE RW CN Total	1/2024							5	15	5				5		5	5		5		5									15			6	Yes
09 R	9 Chief Martin Road, Cagey Road to Kwina Road 14110 from MP 0.00 to MP 2.50 Pavement Rehabitation	05 08 07	Р :		C P T	PE/CE RW CN Total	1/2024						36 1,50	0	360 1,500	10				0		1	80		180	160 1,500 1,660	160 1,500 1,660		1,500							360 1,500		1,51 1,51	0	No
16 R1	10 Stater Road & Northwest Drive 147607/4050 Intersection Improvements with WSDOT as lead agency	03 06 12	s	- 1	G P Y W	PE/CE RW CN Total	1/2024			31 20				5	15	5				5			5		5	0			2 2 2 4 1 6		9					15			CE	Yes
17 R1	11 Birch Bay Drive Crosswalk 20010 from MP 3.29 to MP 3.30 New Crosswalk from Berm to Parks Facility	06 12 32	s	0.10	C P T W	PE/CE RW CN Total	1/2024 5/2024	1					10	0	60 100 160	60 100 160		6 10 16							9 9											60 100 160		10	0	No
R1	12 Lummi Nation Transportation Projects Various locations on Reservation	12 03 06 07 32	s			PE/CE RW CN Total	1/2024 1/2024 6/2024	1					35 15 1,15	0 0 5	350 150 1,155 1,655	350 150 1,155 1,655		35 15 1,15 1,65		1									6 6							350 150 1,155 1,655		3: 1: 1,1: 1,6:	6	Yes
R1	13 Point Roberts Transportation improvements Project locations to be determined in 2023 / 2024	06 32	5	0.25	P T W C	PE/CE RW GN Total	1/2024 6/2024	1					10 15	0	50 100 150	50 100 150		5 10 15		i U					13  56		, ; 1									50 100 150		10	0	No
09 R1	14 Innis Cretk Road 88850 from MP 2.45 to MP 2.65 Raso roadway	07 06	P		P C W	PE/CE RW CN Total	1/2024			. 6				0	40	30		3		5			5		5											40			Ö	Yes
R1	15 Slater Road Elevation Yribal Coordination Yribal Coordination and Collaboration	03 08 13	Р		T P C W	PE/CE RW CN Total							3	0	30	10		1		0			10		10		_2									30 30		; ;	o o	
16 R1	Marine Drive II, Alderwood Ave to Brdg No. 172 12780 From MP 3.92 to MP 3.37 Reconstruction & beyon/pedestran facilities	03 06 12 32	Р	0.65	P S	PE/CE RW CN Total	6/2024	sragn	Α	800 800			1,10 60 2,40 4,10	0	1,100 600 3,200 4,900	200 50 250		20 5 25	20 5 25	0 0	20		00 50 50		200 50 250	500 450 3,200 4,150	50 450 500		50 450 500	450 3,200 3,650	800 800	451 2,401 2,851				1,100 600 3,200 4,900	80 80	1,10 60 0 2,40 0 4,10	0 0 C€ 0	Yes

Т			PROJ	ECT C	OSTS II	N THOL		OF DOL		DMAYY							CYPENI	DITURE SCI	HEDIU E			-																		FEDERAL FUNDED	TLY
ASS CT NO.	PROJECT IDENTIFICATION A PINIFECTION APPROPRIES AND	ENT	s	нстн	odes	HASE		FEDER	LAL FUN	IDS S	TATE FUI							JA OKE SCI	LEDULE				T									Γ	T	T					Ī ,,	PROJECT	TS ONLY
TIP PROJEC	a anage ruymay. C Project Tile O StrootRoad Name or Numbar E Beginning M Por Road Ending MP or Road F. Describe Work to be Done	IMPROVEMENT TYPE(S)	STATU	TOTAL LENG' (mi.)	טשרוושת	PROJECT PHASE	MONTH	PHASE STARTS	3000	FEDERAL COST BY PHASE	FUND	STATE FUNDS	OTHER REVENUE	S FUND	IL TOI	TAL.	YEAR 1 2024	Grant	Local	YEAR 2025	<sup>2</sup> 6	Grant	Local	YEAR 3 2026	Grant	Local	Years 4th Thru 6th	YEAR 4 2027	Grant	Local	YEAR 5 2028	Grant	Local	YEAR 6 2029	Grant	Local	TOTAL 2024-2029	Total 2024-2028	Local Total 2024-2029	ENVIRO MENTA TYPE	5 A
	Truck Road \$9370 From MP 0.4 to MP 0.6 2020 Flood Damage Ropar / R&F Lead	06 07 13	Р	0.20	P T C	PE/CI RW CN Tota	1/2	1024							70 70	70 70	70			70				************								-					70 70		7	0	Yes
19 R18	Abbott Road/Levee Improvements 55560 from MP 1.7 to MP 1.9 Levee Improvements / R&F Lead	03	Р	0.20	C P T	PE/CI RW CN Tota	E 1/2	1024						1	10	10	10			10										-	6						10		1		No
6 R19	Ferndale Road/Levee Improvements 12800 from MP 2.50 to MP 3.82 Levee Improvements / R&F Lead	03 06	Р	1,32	C P	PEICI RW CN Tota	E 1/2	024							10	10	10			10																	10		1	i i	No
6 R20	Lake Louise, Auslin St to Lake Whatcom Blvd. 46010 from MP 0.00 to MP 4.06 Pavement Rehabitation	07 06	Р	4.06	C G P S	PE/CI RW CN	E 1/2	023 023 024						2	250 15 500	250 15 2,500 2,765	250 15 2,500 2,765		2,	250 15 500 765																	250 15 2,500 2,765		25 1 2,50 2,76	5	Yei
6 R21	Austin Street, Lake Louise to Cable 46020 from MP 0.00 to MP 0.37 Pavement Rehabitation of ADA Improvements	07 06	Р	0.37	C P T	PE/CI RW CN Total	E 1/2	023 023 024							125 10 750	125 10 750	125 10 750			125 10 750																	125 10 750		12 10 10 75		Yes
6 R22	Northwest Drive, Slater Rd. to Axton Rd. 74050 from MP 2.38 to MP 4.55 Pavement Rehabitation	07 06	Р	2.27	T P C W	PE/C	E 1/2	024 1025 1026						1	345 10 400 ,755	345 10 1,400 1,755	10			10	165		165 10	1,40 1,40		1,400 1,400	0						4				345 10 1,755		34: 1,40 1,75	3	Yei
RZI	Axton Road, City of Femdale to SR 539 73650 from MP 0.51 to MP 4.17 Pavement Rehabitation	07 06	Р	3.36	C P T	PE/CI RW CN Tota	E 1/2	025			**********				250	250				5	5		5	24	0	240	1										250		25		No
7 R24	Hampton Road, City of Lynden UAB to Van Buren 61700 From MP 0.14 to MP 4.79 Pavement Rehabritation	06 07	Р	4.65	C P T	PE/CI RW CN Total	E 1/2	023			RATA RATA	178			185 418 603	185 2,200 2,385	2,200 2,385		32	185																	185 2,200 2,385	1,782	18		No
R25	Everson Goshen Road, Smith Rd, to Pole Rd 55230 from MP 1.99 to 6.08 Pavement Rehabitation	06 07	Р	4.09	C P T	PE/CI RW CN	E 1/2	024		108	RATA			2	570 292 862	570 2,400 2,970	280			280	290 400 690	108	290 2,292 2,582	*********						2							2,400 2,400 2,970	108	571	2	No
	Lakeway DriverTerrace, COB to Cable 45890 from MP 0.00 to MP 0.63 44200 from MP 0.00 to MP 0.16 Pavement Revabolistion	06 07	Р	0.79	G P T	PE/CI RW CN Total	E 1/3	026		1,500				$\overline{}$	400 50 500	400 50 2,000	NY						2,002	10	0	100	0 300 50 2,000 0 2,350		Ö	10 5	0 200 0 2,000 0 2,200	0 1,50		0			409 50 2,000 2,450	1,500	401 51	0	No
R27	Lincoln Road II, Harborview Rd to Blaine Rd 26190 from MP 0.00 to MP 1.00 Reconstruction & new road, non-motorged enhancement, WSDOT intersection @ SR 548	01 06 07	P	1.00	C P T		E 16	024							10	10	5			5	6		5									,,,,,,					10	1,000	11		Yes
R28	Silater Road, Lake Terrell Rd to Haxton Wy 14750 from MP 1.19 to MP 3.59 Pavement Rehabitation	05 06 07	Р	2.50	C P T	PE/CI RW CN Tota	E 1/2	027							20	20											20		5		6	5		1	P		0 20	, , , , , , , , , , , , , , , , , , ,	20		No
R29	Small Area Paving Various locations	06 07	P		C P T		E 1/2	024							50 600 650	600 650	50 600 650			50				***********													50 600 650	2) 	50 500		No
R30	Birch Bay Lyndon Rd, Rathbone to Lyndon 21580 from MP 9.95 to IMP 11.45 Pavement Rohabitaton	06 07	P	1.5	C P T		E 1/3	024		3					900	110 900 1.010	10			10	100 900		100 800 1,000														900		900	io	No
R31	Northshore Road, Ballingham City Limits to Y Rd 47051 From MP 0.00 to MP 2.87 Roadway surface spot safety and stormwater emptowements	06 07 12 13	Р	2.87	C P Y	PE/CI RW CN Tota		1026		3 3 2					15	15									5	5	s 10		5		5	5		5			15	7 7	1	5	Yes
7 832	Marine Drive Failure Repair CRP 819017	1	Р		P C T	PE/CI RW CN	E								50 10 75	50 10 75	30			30	20 10 75		20 10 75														50 10 75		50 10		Yes

## Exhibit "A" Six Year Transportation improvement Program · 2024-2029

П			PROJ	ECT CC	STS IN		UNDING S	DURCE IN	FORMATK	N TATE FUN	no I			EXPEN	DITURE SCH	EDULE													***************************************							FEDERAL FUNDED	
FUNC, CLASS	PROJECTIOENTIFICATION A Bridge Number C Proper Title C Proper Title C O Street/Redard Harms or Number E Beginning MP or Road-Ending MP or Road 7 C Dates (Note to be Corne	IMPROVEMENT TYPE(S)	STATUS	TOTAL LENGTH (mi.)	UTILITY CODES	PROJECT PHASE	MONTH / YEAR PHASE STARTS	FEDERAL FUND	FEDERAL COST 6	SYATE FUND CODE	STATE OTHER FUNDS REVENUES	LOCAL FUNDS	TOTAL	YEAR 1 2024	Grant	Local	YEAR 2 2025	Grant	Local	YEAR 3 2026	Grant	Local	Years 4th Thru 6th	YEAR 4 2027	Grant	Local	YEAR 5 2028	Grant	Local	YEAR 6 2029	Grant	Local	TOTAL 2024-2029	Grant Total 2024-2029	Local Total 2024-2029	ENVIRON- BENTAL TYPE	RW REQ? YM DATE COMPLETE MONTH!YEAR
07 R:	33 Everson Gostien Road & E. Smith Road 55230 / 55080 Intersection Improvements	06 07 12	Р	0.4D	C P T	PE/CE RW CN Total	1/2025				3	10	1							5	5	5	5	5		5							10		10		Yes
17 R	34 Birch Bay Drive / Lora Lane Culvert Replc 20010 from MP2.88 to MP 2.69 Reptace large culvert under 69 Dr @ Lora Ln	03 06 07	Р	0.01	C P T	PE/CE RW CN Total	1/2023					30	3	3	0	3	0									10 10 11							30		30		Yes
07 R	36 Birch Bay Lynden Rd / Kickerville Rd 21580 from MP 1.89 to MP 2.09 21850 from MP 5 43 to MP 5 63 Intersection Improvements	05 07 12	s	0.40	C P T	PE/CE RW CN Total	1/2023 1/2025 6/2026	HSIP	940 940			255 65 60 380	1,00		5		5 100 61 5 161	0 5	100 65	1,000	940 840	150 60 210	3		1	11							255 65 1,000	940	255 65 60	C€	Yes
07 R		06 12	Р	0.40	C P T	PE/CE RW CN Total	1/2024					360	1		6		5 355		365 365				5 5 2			i 12 0							360 360		360		Yes
07 R	37 Corridor Intersection Atts Analysis (3 ea) Hann/Hemmi; Hann/VanWyck; Noon/VanWyck Intersection Analysis for Improvements	06 12	Р	0.20	C P T	PE/CE RW CN Total	1/2024					185	18:		5		5 180	0	180			14 14											185		185		Yes
07 R	38 Birch Point Rd & Shintaffer Rd Intersection Improvements	01 03	Р		Ç P T	PE/CE RW CN Yotal	1/2028							3								1) () ()	5		5		5			6			5	9			Yes
07 R	39 Portal Way, BirchBayl-ynden Rd to Blaine C/L 30410 from MP 5.58 to MP 9.31 Reconstruction	03 06	Р	3.73	Y C P W	PE/CE RW CN	1/2024					15	1		5		10		10							1							15		15		Yes
07 R4	40 Birch Bay Drive, Jackson Rd to Shintaffer Rd 20010 from MP 2:10 to MP 4:53 Pavement Rehab/(alon	07 06	Р	2.43	T P C W	PE/CE RW CN	1/2023 6/2023					210 1,550	21i	1,55	0	1,55 1,76																	210 1,550 1,760		210 1,550 1,760		Yes
	Bridge and Fish Passage Capital Con	structi	on		<u> </u>		<u></u>	<b></b>		······		1		1,77	-	1		1									<u> </u>	<u> </u>	<u> </u>				1,,,,,,,,		1,100	1	
16 B	Marine Driveflittle Squalicum Bridge No.1 12790 From MP 5.24 to 5.34 Rehabitation	10	Р	0.10		PE/CE RW CN Total	1/2026					40	44							20		20	20	20		20							40		40	CE	Yes
07 B	82  Birch Bay Lynden Rd / California Creek 21580 from MP 2.5 to MP 2.70  Culvert Replacement	05 06 07	s	0.10	P T C W	PE/CE RW CN Total	1/2023 1/2024 11/2026	ER ER	1,119 4,967 6,086			175 60 775	5 1,29 5 5,74 7,08	34	0 294	41	6 330 20 20		20	324 20	280	44 20	300 5,742 6,042	5,742	260 4,967 5,227	40 775							1,294 50 5,742 7,086	1,119 4,967 6,086	50 775		Yes
18 B	Jackson Road/Terrell Creek/Bridge No. 81 21950 From MP 0.00 to MP 0.10 Repracement	09	5	0.10	P T C W	PE/CE RW CN Total	1/2022 1/2022 1/2027	BR BR	300 3,966 4,266			676 100 615 1,397	977 ) 100 9 4,58	30 20	0 50 0 S0	25) 21	180 0 40	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	130 40	175 40 215	50 50	125 40 165	323 4,685 4,908	323 4,585	150 3,966 4,116	173 619		-					978 100 4,585 5,663	3,966 4,266	678 100 619		No
08 8	Mosquito Lk Rd/Porter Crk/Bridge No. 141 84190 From MP 9.55 to MP 9.65 Replacement	09	Þ	0.10	T C P	PE/CE RW CN Total	1/2026				11											9	5			ē,	5						5		5		No
08 B	North Lake Samish Road/Bridge No. 107 44170 From MP 0.01 to MP 0.11 Repracement	09	s	0.10	P C T G	PE/CE RW CN Total	1/2022 1/2022 10/2023	BR BR	225 10,703 10,928		65	351 50 3 401	576 50 11,350 11,982	40- 5- 9,00-		24 5 29	2,356 2,532	5 6: 5 2,35: 2 2,42		0		9				2 9 9							576 50 11,356 11,982	225 11,356 11,581	50	CE	Yes
08 8	35 Goshen RoadfAnderson CrivBridge No. 248 56140 From MP 0.56 to MP 0.76 Repracement	09	s	0.10	P T	PE/CE RW CN Total	1/2022 1/2023 11/2025		450 3,730 4,180			50 50	456 50 3,730 4,230	31	50	31	50 20	5 5	20	350 3,730 4,080	350 3,730 4,080		e o			e 9							450 50 3,730 4,230	450 3,730 4,180	50	CE	Yes
09 8	97 Martin Rd/Anderson Crk/Bridge No. 250 56340 From MP 0.20 to 0.21 Replacement	09	P	0.10		PE/CE RW CN Total	1/2027				1	10	10										10	5		5 0 5	5			5			10 10	7. 10 21	10		No

## Exhibit "A" Six Year Transportation Improvement Program 2024-2029

П			PRO.	ECT C	OSTS IA	THOUS	SANDS C	F DOLLA	RS INFORI	IATION						EXPEND	TURE SC	HEOULE																					FEDERAL	
FUNC. CLASS TIP PROJECT NO.	ROJECT DE SYSTECATION  A ROVE design and Mr.  Bridge Memory  Bridge Memory  C Proper Tible  O Street/Read Name or Number  E Beginning MP or Road-Ending MP or Road  F. Describe Work to to Done	(MPROVEMENT TYPE(S)	STATUS	TOTAL LENGTH (mi.)	UTILITY CODES	PROJECT PHASE		FEDERAL	FUNDS	STATI	ATE	ATE OTHER NDS REVENUE	LOC S FUN	CAL TOT	AL	YEAR 1 2024	Grant		year 202	R 2	Grant	Local	YEAR 3 2026	Grant	Local	Years 4th Thru 6th	YEAR 4 2027	Grant	Local	YEAR 5 2028	Grant	Local	YEAR 6 2029	Grant	Local	TOTAL 2024-2029	Grant Total 2024-2025	Local Total 2024-2029	PROJECT:	E E
07 BI	Loomis Trail Rd/Bertrand Crk Trib Brdg No. 497 26502 From MP 3.84 to 3.94 Scour Mcgaton	09	Р	0.10		PE/CE RW CN Yotal	1/20	16		2				10	10										6 		5								· · · · · · · · · · · · · · · · · · ·	10		1	0	No
09 B1	Plynn RoadiFishtrap Creek Bridge No. 51 31630 From MP 0.55 to 0.56 Replacement	09	Р	0.10		PE/CE RW CN Total	1/20	16		18 12			6	10	10				2	- 5					5	5	5		5							10			ò	Yes
09 B1	0 Salakanum Wy/Anderson Crk Brdg No. 509 56050 from MP 0.4 to MP 0.5 Replacement	09	Р	0.10		PE/CE RW GN Total	1/202	17						5	5											5	5		5										5	Yes
09 B1	North Fork Road/Kenney Greek 85510 from MP 1.0 to 1.10 Fish Passage	06 08	s	0.10	P C T	PE/CE RW CN Total	1/202 1/202 11/20	3			RB RB	425 2400 2825	7	75 50 600 725	500 50 3,000 3,550	500 50 3,000 3,550	2,A 2,8	26 00 25	75 50 600 725	2					3	2										500 50 3,000 3,550		5	CE	Yes
09 B1	2 Fox Road/Calfornia Creek 22820 at MP 1.07 to 1.17 Fish Passage	05 03	Р	0.10		PE/CE RW CN Total	1/202	13						540 25 665	540 25 565	340 10 350			340 10 350	200 15 215		200 15 215														540 25 565		54 2 56	6	Yes
09 B1	3 Fish Passage Restoration Portfolio Development, Various Locations Fish Passage	03 06	s	0.10	P C T	PE/CE RW CN Total	1/20;	14		880				320 10 330	1,200 10	1,100 5 1,105	8		220 5 225	100 5 105		100 5 105			17 17 18											1,200 10		1	0	No
09 B1	4 Black Slough Fish Passage Various Locations Fish Passage	03 06	s	0.10	P C T	PE/CE RW CN Total	1/202	4		210				290 10 300	500 10 510	400 5 405	2	10	190 5 195	100 5		100 5 105			U											500 10	·	29		No
	Ferry Capital Construction						····																	,																,
50	Replacement of Whatcom Chief & Terminal Modification New Ferry and Terminal Modifications	06	Р			PEICE RW CN Total	1/202 1/202 9/202	6	2	5,711 Mu 5,000 1,711	NW .		-	8,298 15,523 13,821	12,009 40,523 52,532	1,737 1,737	1,2	-		1,737	1,237	500 500	2,425 5,562 7,987	5,000	1,188 562 1,750		4,971 28,671 33,642	20,000	4,971 8,671 13,642	539 2,890 3,429		53 2,69 3,42	0 3,40	0	3,40 4,00	0 12,009 0 40,523 0 52,532	25,00	15.52		No
00 F2	Relocation of Gooseberry Terminal	06	ρ			PE/CE RW CN Total	1/202	2		20				150	150	50			50	50		50	50		50	2										150		15	j j	Yes
	Multimodal Capital Construction				•																								1	·						1	·			
00 M	Bicycle and Pedestrian Advisory Committee Demonstartion Project To be determined	32	Р		P C T	PE/CE RW CN Total	1/202	4						10	10	10			10						(2) (2)											10		1		No
00 M	Multi-Modal Regional Trail Corridors  As identified in Chapter 9 of the Whatcom County Comprehensive Plan and CPROS Plan  Yearly Capital Construction	32	ρ			PE/CE RW CN Total		4						10 10	10	10			10	3																10		1		Yes
	Yearly Capital Construction																													y										
00 Y1	Various Bridges Rehabilitation/Replacement As prioritized	09 10	s			PE/CE RW CN Total	1/202			(r) (r) (r)				300 1,500 1,800	300 1,500	50 259 300			50 250 300	50 250 300		50 250 300	59 259 300		50 250 300	150 750 900	50 250 300		50 250 300	50 250 300		25 30	0 6 0 25 0 30		256 300	0 300 0 1,500 0 1,800		1,50 1,80		Yes
00 Y	Right of Way Acquisition Various locations		s			PE/CE RW CN Total	1/202	4		B S				150	150	50			50	20		20	20		20	60	20		20	20		21	0 2		20	150		151		Yes
00 Y	Unanticipated Site Improvements As prioritized	06 07 12	s			PE/CE RW CN Total	1/202	1					y	180 1,620 1,600	180 1,620 1,800	30 270 300			30 270 300	30 270 300		30 270 300	30 270 300		30 270 300	90 810			30 270 300			31 27/ 30			30 270 300	180 1,620		180 1,620		
00 Y4	Unanticipated Stormwater Quality Improvements Various locations	06 13	s			PE/CE RW CN Total	7	1						120 600 720	120 600 720	20 100 120			20	20 100		20 100 120	100		20 100 120	500 300	20		20 100 120	20 100 120		101	0 20		100	120 120 600 770		121 601		

#### Exhibit "A" Six Year Transportation improvement Program 2024-2029

	T	1	PROJEC	cos	S IN THO	USANDS	OF DO	LARS							T			***************************************													······						FEDERALLY	•••••
			1	Ĺ			G SOU	RCE INFOR			DS	r	7	7	EXPEND	OTURE SCI	HEDULE																				FUNDED PROJECTS	
FUNC. CLASS	PROJECT IDENTIFICATION A PRIFF edual Aid No. B Bridge Number C Project Trib O Streat/Radd Name or Number E. Beginning MF or Read Ending MP or Road E. Describ Work to be Done	IMPROVEMENT TYPE(S)	TOTAL LENGTH	(min)	PROJECT PHASE	MONTHIYEAR	ASE STARTS	9 2	ASE ASE	STATE	STATE	OTHER REVENUES	LOCAL FUNDS	TOTAL	YEAR 1 2024	Grant	Local	YEAR 2 2025	Grant	Local	YEAR 3 2026	Grant	Local	Years 4th Thru 6th	YEAR 4 2027	Grant	Local	YEAR 5 2028	Grant	Local	YEAR 6 2029	Grant	Local	TOTAL 2024-2029	Grant Total 2024-2029	Local Total 2024-2029		DATE COMPLETE
00 Y	Unanticipated Non-motorized Transportation Improv Various locations	06 12 32	Р		PEIC RVI CN Tota	1/20							22 27		20 150 170		15 17	0 5 0 15 0 20		15 20	11		5 15 20	15 45 60			5 15 20	11		15	5 15 0 20		1	5 45 5 225 0 270		45 225 270		
00 Y	6 Fish Passage Project Various locations	06 13	Р		PE/C RVI CN Tota	Y	)24		1 2 2				35		100		10			50	56		50 50	150 150	50 50	9	50 50	50		50	0 50 0 50		5	0 350 0 350		350		
00 Y	Swift Creek Transportation Impacts Various projects related to Sumas MountarySwift Creek Sirde	06 12	5		PEIC RW CN Tata	1/20	1						34 40		10 90 100		9 10	0 16 0 50 0 60		10 50 60	10 50		10 50 60	30 150 180	10 50 60		10 50 60	10 50 60		10 50 60	0 50		1 5	0 60 0 340 0 400		340 400		
00 Y	Railroad Crossing Improvements Various locations	12 07	Р		PEIC RW CN Tota	1/20	1		1 1 1				23 30		50 150 200		5 15 20			5 15 20	10		5 15 20	10 50 60	\$ 16 20		5 15 20	1:		15 20	5 20 0 20		2 2	70 0 230 0 300		70 230 300		
00 Y	9 Beam Quardrail Replacements/Upgrades Various locations Upgrades/Replacements		P		PEIC RW GN Tota	1/20	1						30 90 1,20		50 300 350		30 35			50	50 300 350		50 300 350	150 300 450	50 50		50 50	304 354		300 350			5	0 300 900 0 1,200		300 900 1,200		
00 Y	ADA Barrier Removal ADA Transition Plan Piterities Wultpre locations	06 12 32	Р		PE/C RW CN Tota	1/20							30 90 1,20	p 900	50 150 200		5 15 20			50 150 200	150 200		50 150 200	150 450 600	50 150 200	-1	50 150 200	150 201		50 150 200			5 15 20	0 300 0 900 0 1,200		300 900 1,200		
					RW CN Tota	/	#		7,795 60,305 68,100		4,182 4,182	651	19,60 1,89 44,73 66,22	5 1,895 1 109,871	920 30,005	18,1	92	285 3 12,181	6,065	285 6,116	12,842		130 3,172	560 54,843	520 41,348	28,933	520 12,415	9,240	2,300		0 20 0 4,255	0	87 2 4,25	1,895	65,140	1,895 44,731		

### **EXHIBIT "B"**



Photo by Dan Ohms

## WHATCOM COUNTY 2024-2037 FOURTEEN-YEAR FERRY CAPITAL PROGRAM

### **Overview**

This program provides a blueprint for the effective, efficient, and continuing operation of the Whatcom County Ferry System within existing financial constraints. Capital improvements are scheduled based on years of experience operating and maintaining the system while complying with applicable regulations.

Inevitably, priorities and available funds for the ferry system will change over the fourteen years projected in this program. Therefore, the program is intended as a guide, indicating long-range improvements and anticipated revenues and expenditures. Strict adherence is not required.

Enacted in 1975, Revised Code of Washington (RCW) 36.54.015 states "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."

**Table 1: Ferry System Current and Replacement Values** – meets applicable requirements, showing 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.

RCW 36.81.121 (1) states "...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....and for those counties operating ferries shall also include a separate section showing proposed capital expenditures for ferries, docks, and related facilities. Copies of the program shall be filed with the county road administration board and the secretary of transportation not more than thirty days after its adoption by the legislative authority..." Subsection (2) requires expanded information on how a county will spend all its money on the various facets of the transportation program. This RCW Section was enacted in 1961. The capital expenditure portion of Subsection (1) is satisfied by:

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

**Table 3: Projected Expenditures** include all other expenditures on 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 a out-of-service maintenance 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.

This RCW section also provides the reporting requirement and timing of program submission and establishes the annual update requirement.

Additionally, the Federal Highway Administration requires all agencies within a Metropolitan Planning Organization to develop and annually update the long-range Transportation Improvement Plans and their Biennial Element. Whatcom County updates this 14-Year plan each year and incorporates the results into the Six-Year Transportation Improvement Program.

### Level-of-Service

On July 24, 2018, the Whatcom County Council passed resolution #2018-026. This resolution established a level of service for the Lummi Island Ferry System. The resolution also enacts an action plan to achieve the recommended improvements, including:

### 1. Vessel

- A. Balancing capacity against operating costs (fuel, personnel, etc.) to ensure affordable fares over the long run, including needs-based fares, while optimizing vehicle demand, deck space, and trip frequency to minimize wait times, the design of a 34-car vessel is in the 2024-2029 Six-Year Transportation Improvement Program. The timing of the design and construction shall coincide with the next cycle of funding by the County Road Administration Board.
- B. The vessel design shall accommodate all walk-on passengers during typical peak times, accommodate legal vehicle loads per Washington State Commercial Vehicle Guide, and comply with U.S. Coast Guard safety standards and the Americans with Disabilities Act.
- C. To approach the goal of a carbon-neutral vessel and provide flexibility for future electric conversion and reliability the vessel's design shall be a hybrid diesel-electric.

### 2. Terminals

- A. The design of the marine structure modifications to the terminals at Gooseberry Point and Lummi Island to accommodate the new vessel are included in the 2024-2029 Six-Year Transportation Improvement Program and take into consideration the plan, listed 2E-2H below, to move the Gooseberry terminal at a future date. The timing of the design and construction shall coincide with the next cycle of funding by the County Road Administration Board and the construction of the new vessel.
- B. In addition to the modifications to accommodate a new vessel, improvements to the Lummi Island terminal shall include reconfiguration of the queuing lanes, installation of ADA restrooms, and improvements to bicycle and pedestrian loading by locating the queuing area as close to the vessel as possible, reducing the time required to load onto the ferry.
- C. Implement remote ferry queue monitoring.
- D. Implement self-service ticketing.
- E. Whatcom County will initiate an intergovernmental agreement with the Lummi Nation to confirm the location of the Gooseberry Point Terminal, as shown on the 2015 Lummi Nation TIGER grant application. Upon the finalization of the agreement, Whatcom County Public Works shall initiate the environmental review and permitting process for the Gooseberry Point terminal relocation.
- F. Construction of the new Gooseberry Point terminal relocation is to be accomplished before the end of the Uplands Lease Agreement with the Lummi Nation (October 2046). The design shall include dual lane loading and improve bicycle and pedestrian loading by locating the queuing area as close to the vessel as possible to reduce the time required to load onto the ferry.
- G. Whatcom County shall coordinate the Gooseberry Point terminal relocation with the Lummi Nation's permitting, funding, and construction of the future Fisherman's Cove Improvements.

- H. As property becomes available, Whatcom County shall purchase lands adjacent and near the new location of the Gooseberry Point terminal. The property will be utilized for off-street queuing, parking, and passenger amenities.
- I. All infrastructures shall be designed to accommodate the 100-year sea-level rise prediction by NOAA.

### 3. Operations

- A. A Whatcom County ferry district may be created to increase grant opportunities. This district shall be funded by a seasonal surcharge on single ride fares for the capitalization of future vessels.
- B. The long-term improvements shall be phased over time to allow for a complete funding portfolio to leverage a variety of funding sources and mechanisms.

### 4. New Vessel and Terminal Improvements Progress Updates

- A. Whatcom County Council passes resolution #2021-011 giving direction to Whatcom County Public Works to pursue funding through the BUILD (RAISE) grant program. The Council recognizes the formation of a ferry district is no longer the best option.
- B. Lummi Island Ferry Advisory Committee unanimously recommends to the Whatcom County Council a \$1.00 per trip surcharge to go towards the new vessel and terminal improvements cost. Council adopts the recommendation as ordinance #2021-012.
- C. 2022 Lummi Nation Planning Commission reviews previous study for relocation of Gooseberry Point terminal; begins internal discussion.
- D. Washington State passes the Capital Projects Budget Supplement "Move Ahead WA"; including \$5.3M in Transportation Appropriation for the new ferry and terminal improvements.
- E. County Road Administration Board (CRAB) unanimously recommends a \$10M grant program for the project (\$500k for 20 years); Recommendation goes to the WA State legislature for 2023 approval.
- F. August 2022, US DOT awards Whatcom County \$25M through the RAISE grant program for the new vessel and terminal improvements.
- G. Whatcom County Public Works negotiates a scope of work with PSE for an infrastructure study to determine alternatives to provide power for the new vessel.
- H. July 2023, the WA State legislature approves the first \$1M of the CRAB funding in the 23-25 state biennium budget.

### Minor Maintenance

General minor maintenance continues on the ferry, terminals, aprons, approaches, and waiting facilities. The costs and extent of the work is unpredictable, and frequently problems must be repaired immediately upon detection. Routine maintenance such as building painting and roof cleaning is more predictable and scheduled in advance.

### **History of the Ferry System**

The ferry system is the only public transportation link for the majority of Lummi Island residents and vehicles to the mainland at Gooseberry Point. In the event of an emergency ferry outage or mechanical failure, the County has contracted pedestrian-only ferry services while the vessel is being repaired.

Following is a brief chronology outlining the history of the Whatcom County Ferry System.

**GP** denotes work occurred at the Gooseberry Point Terminal

LI denotes work occurred at the Lummi Island Terminal

1926	Lummi Shore Road from Bellingham was completed and a ferry, the Central, owned by Whatcom County and large enough to hold six small Model-T Fords started making scheduled runs between Lummi Island
	and Gooseberry Point.
1929	The slightly larger Chief Kwina replaces the Central.
1950	Gooseberry Point terminal built (GP)
1962	The M/V Whatcom Chief begins service
1977	Lummi Island terminal is relocated (LI)
1981	New transfer span and tower superstructure installed (LI)
1982	Approach span trestle refurbished (GP)
1986	Transfer span, tower structures, and marine structures replaced (GP)
1993	South inner and mid-ship timber dolphins replaced/installed (LI)
1999	Emergency South outer dolphin and breakwater repair (LI)
1999	Electrical feeder replacement (GP)
2001	Major maintenance on both terminals including painting, new aprons, electrical work, new hydraulics,
	tower bolt replacement (LI and GP)
2002	20-Year Plan Phase 1 Process and report completed
2005	South outer timber dolphin replaced with steel structure (LI)
	Major Status Report on the Ferry System
2006	Emergency bearing seat pedestal replacement (LI)
	Parking lot improvements (LI)
	Major corrosion repair to vessel hull
	Completed design package for a 35-car replacement vessel
	Completed design package for urgent electrical/structural terminal repairs
	First Rate Increase in 5 years
2007	Bridge bearings replaced (LI)
	Electrical repairs (LI and GP)
2008	Two North timber dolphins replaced with steel doughnut dolphins designed for larger 35-car ferry boat
	design (LI)
	Counterweight sheaves replaced (GP and LI)
	Rate increase
2009	Emergency North wingwall replacement (LI)
	Traffic Gates Installed (LI and GP)
	Rate adjustment
2010	Emergency South wingwall replacement (LI)
2011	New live load hangers and pins installed (GP)
2013	Steel apron flaps replaced with rubber-coated flaps (LI)
	Timber wingwalls replaced with steel structures (GP)

Terminal remote control system installed, electrical and hydraulic equipment updates (LI)

2014 Terminal remote control system installed (GP) All four timber dolphins replaced with steel structures (GP) 2015 Steel apron flaps replaced with rubber-coated flaps (GP) Emergency temporary repair to outer timber dolphin (LI) Rate adjustment 2017 Electrical system overhaul (GP) 2018 Structural steel repair work including new lifting beam, new live load hangars, and replacement of corroded high-strength bolts and diagonal bracing (GP) Structural steel repair work including replacement of corroded high-strength bolts and diagonal bracing (LI) 2019 Commenced public outreach and preliminary vessel and terminal designs Completed Lummi Island Preservation Project which included application of new paint system on transfer span, tower assemblies and apron (LI) 2020 COVID 19 significantly impacted operations resulting in lost revenue, reduced ridership, and conversion to cashless fares to mitigate risk Completed propulsion study for new vessel Applied for federal Build Grant and state Consolidated Grant Program Whatcom County obtained approval from USCG to modify the annual dry-docking schedule with a dockside maintenance substitution. This will be continued for future dry dockings when eligible. Terminal structural improvements and full paint job (LI) 2021 Completed the Gooseberry Point Terminal Preservation Project which included application of new paint system on transfer span, tower assemblies and apron (GP) 2022 Replaced existing southerly timber breakwater with new steel breakwater at the Lummi Island Terminal 2022 Completed repair of most waterward northern timber dolphin at the Lummi Island Terminal (LI)

Completed repair to southerly mid-ship timber dolphin at the Lummi Island Terminal (LI)

2023

Table 1

# FERRY SYSTEM CURRENT AND REPLACEMENT VALUES - 2023 VESSEL

M/V Whatcom
Chief
94
44
78
1962
100
20
\$840,000

\$840,000

Replacement Statistics

YEAR	2024
LENGTH (ft)	184
BEAM (ft)	54
DISPLACEMENT (tons)	100
CAPACITY Passengers	150
CAPACITY Cars	34
REPLACEMENT VALUE <sup>(1)</sup>	\$25,653,000
TOTAL - REPLACEMENT VALUE	

\$25,653,000

### FACILITIES

LOCATION	YEAR BUILT OR REBUILT	AMORTIZATION PERIOD END	SCHEDULED REPLACEMENT /MODIFICATION YEAR	CURRENT BOOK VALUE <sup>(4)</sup>	ESTIMATED REPLACEMENT COST 2023 \$'s (2)
Lummi Island Terminal Transfer Span and Dock	1982	2022	2040	\$363,108	\$11,941,000
Dolphins/Wingwall/Breakwater	1978	2022	2024	\$2,842,684	
· · · · · · · · · · · · · · · · · · ·			4	· · · · · · · · · · · · · · · · · · ·	
Upland Facilities	1978	2018	2024	\$70,141	\$4,776,000
Subtotal - Lummi Island Terminal				\$3,275,933	\$25,074,000
Gooseberry Point Terminal					
Transfer Span and Dock	1987	2027	2024-2046	\$652,264	\$28,059,000
Dolphins/Wingwall <sup>(3)</sup>	2013, 2014	2053, 2054	2024-2046	\$1,877,879	\$3,581,000
Upland Facilities				\$31,144	\$11,343,000
Retrofit & Electrification <sup>(5)</sup>			•		\$24,638,000
Subtotal - Gooseberry Point Terminal				\$2,561,287	\$67,621,000
TOTAL FACILITIES VALUE			[	\$5,837,220	\$92,695,000
TOTAL VESSEL & FACILITIES VALUE				\$6,677,220	\$118,348,000

NOTES:

<sup>(1)</sup> Cost based on 2022 figures from the RAISE Grant Submission

Per 2018 LOS Alternatives Analysis by KPFF Consulting (Costs have been escalated 3% per year and represent a 2023 replacement cost of the full structure, not the retrofit for a new boat.)

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

<sup>(4)</sup> Reported from 2022 year end using a 20-year life for improvements and straight-line depreciation (including depreciated improvements)

<sup>(5)</sup> Retrofit & Electrification costs represent the required modification to the facilities to accept a replacement boat, not a full rebuild.

Table 2

Lummi Is	land Ferry 14-	Year Capit	tal Progra	m			
All \$	in 000's Reve	nues 2024	1-2030				
Category	2024	2025	2026	2027	2028	2029	2030
Multi-Ride Fares (3)	\$1,107	\$1,246	\$1,369	\$ 1,480	\$ 1,582	\$1,677	\$1,767
Single-Ride Fares (4)	277	312	342	370	396	419	442
Supplement to fares (above existing rates)	549	439	351	281	225	180	144
(Memo 55% of Operating Cost) (1)	1,933	1,997	2,063	2,131	2,203	2,276	2,353
MVFT Subsidy & Ferry Deficit Reimb.	550	561	572	584	595	607	619
County Road Fund Operating Subsidy	1,581	1,634	1,688	1,744	1,802	1,862	1,925
Ferry Replacement Fund	160	163	166	170	173	177	180
CRAB Capital Ferry Funding	500	500	500	500	500	500	500
Federal Raise Grant	-	-	5,000	19,000	1,000	_	-
State Move Ahead Washington Funds	436	698	4,166				
Federal Ferry Boat Program Funding	521	521	521				
Bond or other funding (6)					12,000	5,000	
Total Revenues	5,681	6,073	14,676	24,129	18,273	10,423	5,577
Total Expenditures (2)	5,160	5,552	17,153	23,764	16,488	10,193	5,614
Net Funded (Unfunded) (5)	521	521	(2,476)	365	1,785	230	(37)

Lummi Is	land Ferry 14-	Year Capit	tal Progra	m			
All \$	in 000's Reve	nues <b>203</b> 1	L-2037				
Category	2031	2032	2033	2034	2035	2036	2037
Multi-Ride Fares (3)	\$1,946	\$2,011	\$2,079	\$ 2,150	\$ 2,223	\$2,299	\$2,378
Single-Ride Fares (4)	486	503	520	538	556	575	594
Supplement to fares (above existing rates)	115	92	74	59	47	38	30
(Memo 55% of Operating Cost) (1)	2,432	2,514	2,599	2,688	2,779	2,874	2,972
MVFT Subsidy & Ferry Deficit Reimb.	632	644	657	670	684	698	711
County Road Fund Operating Subsidy	2,274	2,347	2,422	2,501	2,582	2,665	2,752
Ferry Replacement Fund	184	187	191	195	199	203	207
CRAB Capital Ferry Funding	500	500	500	500	500	500	500
Total Revenues	6,022	6,193	6,370	6,554	6,743	6,940	7,143
Total Expenditures (2)	5,774	5,938	6,107	6,283	6,465	6,653	6,848
Net Funded (Unfunded) (5)	248	255	263	271	279	287	295

Note 1: Fare revenue is not calculated on ridership and is instead calculated based on a 55% recovery of expenditures as outlined in farebox recovery legislation. With this collection goal, actual ridership numbers will help determine fare prices.

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

Note 3: Equal to 80% of Fares

Note 4: Equal to 20% of Fares

Note 5: Unfunded ferry capital is generally covered using road fund revenue. In the case of years 2024 to 2027 various funding mechanisms are being looked at supplement the road fund.

Note 6: Bond funding will likely be needed and has been added in to year 2028.

Table 3

Lummi Island Ferry 14-Year Capital Program All in 000's Table 2 Expenditures 2024-2030 Page 1											
Category	2024	2025	2026	2027	2028	2029	2030				
Operating Expenses											
Vessel Operations											
Personnel	1,700	1,768	1,839	1,912	1,989	2,068	2,151				
Fuel & Operating Supplies	1,289	1,328	1,368	1,409	1,451	1,494	1,539				
Insurance	91	94	97	99	102	105	109				
Other Operating Expenses	207	215	224	233	242	252	262				
Total Vessel Operations	3,287	3,405	3,527	3,653	3,784	3,920	4,061				
Other Operations											
Administration	420	422	424	426	428	431	433				
Parking Lots											
Lummi Island	6	6	6	6	6	7	7				
Gooseberry Pt.	6	6	6	6	6	7	7				
Staging Areas											
Lummi Island	15	15	16	16	17	17	18				
Gooseberry Pt.	8	8	8	9	9	9	10				
Docks											
Lummi Island	70	71	73	74	76	77	79				
Gooseberry Pt.	252	257	262	267	273	278	284				
Total Operating Expenses	4,064	4,191	4,323	4,459	4,600	4,746	4,897				
Capital Expenditures											
Replacement of Whatcom Chief	125	290	10,096	13,812	1,331	-	-				
Terminal Modifications	570	517	2,329	4,967	4,998						
Upland Improvements	160	212	57	-	1,427						
Electrification	191	292	298	526	3,420	4,732					
Relocation of Gooseberry Terminal	50	50	50								
Potential Debt Service to Outside Funding <sup>(1)</sup>					712	715	717				
Total Capital Program Costs	1,096	1,361	12,830	19,305	11,888	5,447	717				
Total Costs	5,160	5,552	17,153	23,764	16,488	10,193	5,614				
Note 1: Debt Service was added for 2028 and beyond the	nough it has not yet	been determ	ined what fu	unding mech	nanism will l	be used.					

Table 3 (continued)

Lummi Island Ferry 14-Year Capital Program All in 000's Table 2 Expenditures 2031-2037 Page 2										
Category	2031	2032	2033	2034	2035	2036	2037			
Operating Expenses										
Vessel Operations										
Personnel	2,237	2,327	2,420	2,516	2,617	2,722	2,83			
Fuel & Operating Supplies	1,585	1,633	1,682	1,732	1,784	1,838	1,89			
Insurance	112	115	119	122	126	130	134			
Other Operating Expenses	272	283	295	306	319	331	345			
Total Vessel Operations	4,207	4,358	4,515	4,677	4,846	5,021	5,202			
Other Operations										
Administration	435	437	439	441	444	446	448			
Parking Lots										
Lummi Island	7	7	7	7	7	8	8			
Gooseberry Pt.	7	7	7	7	7	8				
Staging Areas										
Lummi Island	18	19	20	20	21	21	22			
Gooseberry Pt.	10	10	10	11	11	11	12			
Docks										
Lummi Island	80	82	84	85	87	89	91			
Gooseberry Pt.	289	295	301	307	313	320	326			
Total Operating Expenses	5,054	5,216	5,383	5,557	5,737	5,923	6,116			
Capital Expenditures										
Replacement of Whatcom Chief	-	-	-	-	-	-				
Terminal Modifications	-	-	-	- [	-	-				
Upland Improvements		-	-	-	-	-				
Electrification	-	-	-	-	-	-				
Relocation of Gooseberry Terminal	-	-	-	-	-					
Debt Service to Outside Funding	720	722	724	726	728	730	732			
Total Capital Program Costs	720	722	724	726	728	730	732			
Total Costs	5,774	5,938	6,107	6,283	6,465	6,653	6,848			