

Whatcom County Economic Development Investment (EDI) Program

Revolving Loan and Grant Program to Encourage Creation or Retention of Private Sector Jobs

PROJECT APPLICANT

Applicant Name: City of Lynden

Applicant Address: 300 4th Street, Lynden, WA

Applicant Contact Person: Steve Banham, Public Works Director

Applicant Email and Phone Number: banhams@lyndenwa.org (360) 354-3446

PROJECT TITLE

Lynden West Front Street Arterial Improvement

PROJECT AMOUNT REQUESTED

\$ 2,000,000 EDI TOTAL - (Loan \$ 1,333,333; Grant \$ 666,667)

\$ 424,439 (17.5%) Local Match (10% of EDI request minimum)

PROJECT TYPE

Jobs In Hand Build It And Jobs Will Come Community Enhancement

PROJECT TERMS

Loan Only Grant/Loan Grant Only If a loan, term requested: 20 (years)

PROJECT LOCATION: Front Street, from Duffner Creek to Tromp Road

PROJECT DESCRIPTION

(one-page limit)

Lynden is submitting this follow-up revised project request to replace 1,900-feet of sub-standard existing street section by constructing an all-weather commercial arterial street section including sewer and storm drainage utilities. The City was in the process of responding to County Council comments on the 2020 application when the COVID-19 pandemic started in March 2020. Lynden has utilized the time since then to reevaluate ("value engineer") the project's design and focus on the essential immediate public improvements at a reduced cost. The need for this project remains very high and this project will "jump-start" a 124,000 square foot business park which was put on hold during the COVID restrictions.

This project will revitalize/re-establish economic vitality and growth in this area. West Front Street needs to be improved to City all-weather arterial street section standards. This will include 32 feet of paved surface including two 12-foot travel lanes, and 4-foot striped urban shoulders. Utilities are needed to

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provide for this growth and this project will install sanitary sewer and storm drainage . Water is currently present.

The project will ultimately provide commercial transportation access to about 100 acres of Lynden’s growing commercial services regional (CSR) and industrial (IBZ) zoned land and ultimately provide future access to another 140 acres of the City’s adjacent western Urban Growth Area (UGA). In the near term it will serve 46 acres of CSR zoned properties including a new 124,000 square foot business park (Front Street Station) which was finalizing permits and financing when the COVID pandemic arrived This facility was on schedule to be completed in late 2020 – but was stopped. A new U.S. Postal Mail Distribution Center recently opened just east of the project which will benefit from all-weather access on West Front. Also in this zone are existing industries that can grow and benefit including: Lynden Door, Scholten Equipment, Oxbo International, and Brim Tractor.

BASIC PROJECT INFORMATION

1. Complete the public project budget and status of funds below. If EDI funds are approved is funding 100% complete? Yes No

<u>Funding Source</u>	<u>Amount</u>	<u>Planned/Applied For</u>		<u>Secured</u>	
Federal Dollars	\$ <u>N/A</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
State Dollars	\$ <u>N/A</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Local Dollars	\$ <u>424,439</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
EDI Funding	\$ <u>2,000,000</u>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
TOTAL	\$ <u>2,424,439</u>				

2. Describe the amount of outside (private) funding committed to the project (eg. Plant and equipment).

The “Front Street Station” business park will be constructed in three phases and will provide an incubator location for new small businesses and industries looking to start in the north County or move in from outside of the County. The first phase of private construction is estimated to cost \$4.5M and the total for all three phases is \$14.5M. The owner has dedicated the necessary right-of-way for the improvements to West Front. They have been able to secure full building financing for phase 1 and are now ready to proceed, unfortunately they cannot financially bear the full responsibility of the all-weather street improvements costs. There is a strong need for this type of space in the north County and the business park will include five separate buildings with as many 48 spaces for businesses. All of these, including Front Street Station, will pay traffic impact fees and contribute sales taxes to the City of Lynden, which will be used to repay the EDI loan.

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

This project will construct and/or provide all necessary public facilities while also providing private utilities needed to service the area. These improvements include:

Transportation: Reconstruct West Front Street to a 24-foot-wide all-weather arterial street section with 4 foot paved shoulders for a total of 32 feet. The all-weather street is essential for any form of industrial or commercial truck use in the area. Currently, West Front is improved to County rural standards with two 10-foot-wide chip seal driving lanes and no pedestrian or multi-modal facilities. Because of inadequate road base it regularly sustains frost-heave damage after cold weather.

Storm Drainage: Storm piping will be installed to convey all storm water from both the street and adjacent properties to the West Lynden Regional Stormwater Facility. This facility was constructed in the early 2000's by forward thinking local businesspeople planning for future growth.

Sewer: Installs sanitary sewer along the West Front Street corridor allowing future development of the adjoining commercially zoned properties to their highest and best uses.

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

West Front Street acts as the immediate primary access to about 46 acres of Lynden's prime commercial/industrial zoned properties located to the west of the Guide Meridian. The route links Birch Bay Lynden Road (Federal Route 8152) to SR-539 (Guide Meridian). Birch Bay Lynden Road is a primary route to I-5 to the west. SR-539 is the primary freight connection to the Lynden/Aldergrove border crossing into Canada. This area is a growing commercial and industrial area of Lynden. West Front Street will, in the future, provide an arterial access point for the City's western Urban Growth Area (UGA), intended to accommodate regional industrial and commercial demands.

The regional and State-wide importance of West Front Street was recognized in the classifying of West Front Street as a **Federally Functional Classified** street by FHWA, based on the recommendations of the Whatcom Council of Governments and WSDOT. WSDOT's reasoning for this and FHWA's concurrence is that the route "**will provide safe and efficient passenger, and commercial vehicle access to the growing West Lynden Commercial/Industrial area**". The corridor serves existing major industries of Lynden, it would benefit a pending business park project, and additionally enhance another 29 acres of vacant / underdeveloped property.

However, to properly provide adequate services, West Front Street needs to be improved to all-weather arterial standards, which is not feasible without outside funding assistance.

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5. List all permits and environmental reviews required for the public project and detail their status (completed, in-process, etc.)

	In Process	Date Completed
Preliminary Engineering	_____	<u>June 2019</u>
Environmental Review	_____	<u>May 2020</u>

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Design Engineering	90%	
Right-of-Way	_____	NA
Construction Permits	X	
Environmental Permits	X	May 2020
Bid Documents	X	
Award Construction Contract	X	
Begin Construction	X	
Project Operational	X	
_____	_____	_____

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

Yes.

The Port of Bellingham provided funding for preliminary engineering work through their small City economic program.

FHWA, WSDOT and Whatcom Council of Governments all participated in classification of this street as a Federally Functional route.

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

The City of Lynden will continue to maintain this public street and utilities. The is project will have no impact on utility rates.

8. 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? If no to either question – why?

Yes, to both questions. The Post-Covid Economic boost this project will provide is critical to the north County region. Front Street Station, a 124,000 square foot business Park with 5 buildings submitted construction plans in December 2019 with a scheduled start of Phase 1 construction in spring 2020 allowing operation in late summer/fall of 2020. This was planned to contribute construction sales tax, impact fees payment, retail sales taxes, increased property taxes, and utility fees and property taxes. Proceeding now with this project will rejuvenate these funding sources.

New commercial industrial development will contribute traffic impact fees which will be used to service this loan. New construction, increased retail sales, and increased property values would all be sources of revenue to the City general fund, which funds street expenses including debt. Existing local businesses in the area include Lynden Door, Scholten Equipment, Oxbo International, Brim Tractor and Lineage Logistics.

Lynden Door: Is a primary producer and distributor of residential, commercial, institutional, and industrial hardware in the western States and Canadian Provinces. Lynden Door currently employs 550 people with plans for an additional 100 employees within the next two years. This growth will result in collection of additional traffic impact fees.

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Scholten Equipment is one of the four major suppliers of Kubota Tractor west of the Mississippi River. This includes agricultural, heavy construction and residential tractors.

Oxbo International is a world-wide manufacturer and supplier of automated agricultural harvesting equipment. Their equipment is used to harvest a large percentage of the raspberries and blueberries harvested in Whatcom County.

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9. What other revenue sources are available for this project and have they been considered. This includes forming a Local Improvement District (LID or ULID), issuing Councilmanic Bonds, Revenue Bonds, or other source(s).

The City has used a Port of Bellingham Small City Economic funding program to complete preliminary engineering design. The City used the Stormwater Utility funds to acquire both stormwater treatment and quantity in the West Lynden Regional Stormwater facility. The City formed a Transportation Benefit District in 2012. Lynden also collects transportation impact fees for street improvement like this one in an Arterial Street Fund (302). Both of these local transportation funding sources will be used for match and to repay the loan portion of this request. The water and sewer utility improvements associated with this project will be funded by the City water and sewer enterprise funds as match for the EDI Funding used to construct the street.

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10. 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 C).

Front Street Station: A 124,000 square foot business park which includes five separate buildings has gone through technical review and submitted construction plans in December 2019 with a planned approval in spring 2020. Covid has delayed this schedule. A Covid Economic boost will allow West Front Street construction to occur. A City and EDI funding package will allow phase 1 to start upon completion of civil plans. These plans are currently at the 90% level.

Front Street Station will provide opportunities for a diverse mix of business and industry including light manufacturing and warehousing together with professional offices and a retail frontage. As spaces will be available for lease it will provide valuable incubator spaces for local industries, research and development firms, or as a point of service for Canadian companies looking to locate within the United States.

While Front Street Station is the private development most immediately supported by the public facility project, nearby industries are also beneficiary of a more robust transportation network. These include:

Scholten Equipment: One of the four major suppliers of Kubota Tractor supplier west of the Mississippi River. This includes agricultural, heavy construction and residential tractors.

Brim Tractor: A regional supplier of tractors and heavy farm equipment, Brim also provides service and repairs of heavy equipment.

Oxbo International: A world leader in specialty harvesters, Oxbo International continues to provide innovative solutions to agri-business from their location in West Lynden. In addition to their

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international influence, their equipment is used to harvest a large percentage of the raspberries and blueberries in Whatcom County.

Vacant Property: Additional development within the regional commercial and industrial zoning categories will be encouraged on vacant parcels of land currently located on this corridor which are not represented in the list above. Approximately 29 acres of vacant or underdeveloped property, represented by 6 different ownership groups, are located on the corridor between SR-539 and Tromp Road.

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

- a. This substandard street provides the only access to Front Street Station, and the street and utilities need to be completed for this private development to stay on schedule for opening in 2022. Without the funding assistance provided through the EDI program, this necessary, important, and financially viable project may not occur.
- b. Lynden Door is expanding to meet current demands along with future growth. Without these transportation and utility improvements to West Front Street this "Regionally Significant" business could be impacted.
- c. Provides access to the City's western UGA to accommodate future commercial and industrial growth.
- d. Stimulates economic development/redevelopment (regional commercial and industrial uses) on other underdeveloped or vacant parcels also located on the West Front Street corridor.

11. What is the status of the associated private development review and permits. List all permits required and give the current status (applied for, being reviewed, issued).

Front St Station Business Park	In Process	Date Completed
Environmental Review	<u> X </u>	<u>December 2020</u>
Construction Permits	<u> X </u>	<u>February 2020</u>
Environmental Permits	<u> X </u>	_____
Development Agreement	<u> X </u>	<u>December 2019</u>
 Lynden Door	 In Process	 Date Completed
Environmental Review (future campus expansion)	_____	<u>2019</u> _____
Construction Permits (additional 100,000 sf on existing campus)	_____	<u>April 1, 2021</u>
Environmental Permits	<u> X </u>	_____
_____	_____	_____
 US Postal Sorting Facility	 In Process	 Date Completed
Environmental Review	_____	<u>Facility Completed</u>
Construction Permits	<u> X </u>	<u>Facility completed</u>
Environmental Permits	_____	<u>Facility completed</u>
_____	_____	_____

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12. 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 West Lynden area is zoned to accommodate a wide variety of business and industry in a location that is easily accessible to the general public and close to the Guide Meridian and Birch Bay Lynden Road (I-5 corridor) for commercial access. Once improved, the road will be able to support the traffic needs for these types of uses. Large land parcels close to the U.S. Canadian border make the area more attractive to business and industry development, particularly those related to agricultural products and services.

With all-weather street improvements, the area will be poised to attract regional commercial establishments which provide retail service to the public, professional offices, research and development, business incubator spaces, storage and warehousing, or light manufacturing. The area also has access to property which is zoned to accommodate a variety of industrial

With infrastructure and zoning in place, the City will continue to emphasize public/private cooperation and expedited permit review to quickly respond to market demands.

13. List the number of projected jobs, by type, to be retained and/or created by the private entity. (for consistency with previous application these numbers have remained the same)

Occupation	Current Jobs Retained** (In FTEs)	# Of Jobs Created Year 1 (In FTEs)	# Of Jobs Created by Year 5 (In FTEs)	Hourly Wage of current or new position	Local Occupational Hourly Wages***
Mgmt./Admin*	40	49	73	\$50.00	N/A
Technical/Prof	71	93	157	\$45.00	
Office/Clerical	66	81	110	\$30.00	
Production	386	451	634	\$30.00	
Sales	0	18	48	\$25.00	
Skilled Crafts	88	121	208	\$40.00	
Others	33	51	107	\$18.00	
Totals	684	864	1337	N/A	N/A

* Indicate Management positions in annual salary.

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

*** This column will be populated with data from the state before application is distributed and revised annually.

- a. Projected annual gross payroll for all job classifications **\$50,000,000**
- b. Describe fringe benefits the company offers to regular full-time employees?

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(health insurance, retirement plans, etc.) fringe benefits estimated at 32% of gross

14. How does this project support the economy of Whatcom County and how does it fit into a county-wide economic development strategy?

This project, listed in the County's Comprehensive Economic Development Strategy (CEDS), seeks to resuscitate the north County from COVID-19 providing support to local small businesses and the jobs they can bring to the north County. This project will foster a stable and diversified regional economy, all intended to maintain, and ultimately improve the quality of life in Whatcom County. The West Lynden area plays a key role in the economic development of Lynden and the County's regional strategy.

Diversification: One of the most compelling elements of development within the West Lynden area is the diversification of industry. Lynden Door employs numerous manufacturing positions, and their move toward automation has increased demand for skilled technicians. This automation has enhanced production making them an industry leader. Although known ubiquitously as Lynden Door, the entity actually includes six different industries (LLCs) that focus on a variety of functions, including engineering, production, and distribution. The manufacturing occurring in West Lynden has spread to diversified job creation at other locations in Whatcom County. Beyond the manufacturing occurring at Lynden Door, the area boasts on-going research and development in the harvester industry at Oxbo, agricultural and construction equipment sales and service at Scholten Equipment and Brim tractor, and government sector positions at the U.S. Postal Service sorting facility.

Development of Front Street Station offers additional diversification of living-wage jobs by providing an excellent location for incubator businesses, skilled trades, research and development, and wholesale distribution. With the Canadian border three miles away, Front Street Station provides a prime location for Canadian companies to gain a foothold in the United States and introduce new products and services to Whatcom County.

Access and Quality of Life: West Front Street will be built with an all-weather arterial street section that connects to the infrastructure backbone of the City of Lynden. The infrastructure will not only serve and be visible to the industrial users, like a remote frontage road, but it will be an extension of the City's thriving downtown and Historic Business District to the east on Front Street. As an all-weather street it will provide better (lower speed) access to Birch-Bay-Lynden Road and ultimately I-5 for international commerce.

Agriculture: Lynden is uniquely positioned to provide the industrial and commercial needs directly related to agriculture. Local businesses such as Lineage Logistics, Oxbo International, Brim Tractor and Scholten Equipment have clear ties to the local agriculture industry. Whatcom County growers benefit from having dealers and services locally. Front Street Station will be a re-purposing (reclaimed) gravel pit instead of sprawling into the vital agricultural industry of Whatcom County.

15. 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?

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This project will construct new stormwater facilities that comply with the current water quality standard. This project will include City sanitary sewer service to help protect the Nooksack River basin from fecal contamination that might occur with poorly maintained onsite septic systems. The project will include water quality protection for the Duffner Creek critical area at the east end.

16. 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 current West Front Street is not all-weather and it has sustained repeated damaged during harsh winters, leading to road damage. This project will construct an all-weather arterial street section with street lighting designed for safe movement of commercial traffic. The widened shoulders create safe bike and pedestrian facilities. Finally, by creating a safe and efficient secondary route to West Lynden this project will enhance life safety response.

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

- Increased Vehicle Use (traffic counts)
- New Business Start-ups (business licenses)
- Canadian Businesses establishing a U.S. presence (business licenses)
- New Construction Sales Tax Revenue (sales tax revenue)
- Increased assessed valuation (property tax revenue)
- 1,900-feet of new all-weather, illuminated, Arterial Street section and multi-modal facilities added to inventory

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Application for Funding – 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 Public Official: Gary L Bode Date 5/13/2021
Mayor Pro-Tem

Attachment A



423 Front Street
 Lynden, WA 98264
 Phone: (360) 354-3687



Called By:	City of Lynden
For:	WEST FRONT STREET PRELIMINARY DESIGN 300 4th Street Lynden, WA 98264
By:	Luis Ponce, P.E.
Date:	30-Apr-21
PRELIMINARY ENGINEER'S ESTIMATE	

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
Schedule A - Roadway and Storm					
1	Mobilization	1	LS	\$ 170,000.00	\$ 170,000.00
2	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
3	Project Temporary Traffic Control	1	LS	\$ 10,000.00	\$ 10,000.00
4	Flaggers	2,250	HR	\$ 65.00	\$ 146,250.00
5	Other Traffic Control Labor	225	HR	\$ 60.00	\$ 13,500.00
6	Clearing and Grubbing	1	LS	\$ 14,000.00	\$ 14,000.00
7	Removal of Structures and Obstructions	1	LS	\$ 6,000.00	\$ 6,000.00
8	Roadway Excavation Incl. Haul	11,000	CY	\$ 15.00	\$ 165,000.00
9	Water	100	M GAL.	\$ 100.00	\$ 10,000.00
10	Shoring or Extra Excavation Class B	8,400	SF	\$ 1.00	\$ 8,400.00
11	Dewatering	1	LS	\$ 140,000.00	\$ 140,000.00
12	Gravel Base	7,400	TON	\$ 12.00	\$ 88,800.00
13	Crushed Surfacing Top Course	2,100	TON	\$ 50.00	\$ 105,000.00
14	HMA Cl. 1/2" PG 64-22	3,200	TON	\$ 95.00	\$ 304,000.00
15	Planing Bituminous Pavement	250	SY	\$ 25.00	\$ 6,250.00
16	Corrugated Polyethylene Storm Sewer Pipe 8 In. Diam.	300	LF	\$ 60.00	\$ 18,000.00
17	Corrugated Polyethylene Storm Sewer Pipe 24 In. Diam.	300	LF	\$ 85.00	\$ 25,500.00
18	Corrugated Polyethylene Storm Sewer Pipe 36 In. Diam.	850	LF	\$ 120.00	\$ 102,000.00
19	Catch Basin Type 2 48 In. Diam.	9	EA	\$ 3,500.00	\$ 31,500.00
20	Catch Basin Type 2 60 In. Diam.	5	EA	\$ 5,000.00	\$ 25,000.00
21	Adjustments to Finished Grade	1	LS	\$ 5,000.00	\$ 5,000.00
22	ESC Lead	10	DAY	\$ 100.00	\$ 1,000.00
23	Street Cleaning	75	HR	\$ 150.00	\$ 11,250.00
24	High Visibility Silt Fence	1,800	LF	\$ 5.00	\$ 9,000.00
25	Erosion/Water Pollution Control	1	EST	\$ 5,000.00	\$ 5,000.00
26	Seeded Lawn Installation Incl. Topsoil	3,200	SY	\$ 10.00	\$ 32,000.00
27	Landscape Restoration	1	EST	\$ 10,000.00	\$ 10,000.00
28	Mailbox Support, Type 1	5	EA	\$ 400.00	\$ 2,000.00
29	Permanent Signing	1	LS	\$ 5,000.00	\$ 5,000.00
30	Paint Line	11,200	LF	\$ 0.50	\$ 5,600.00
31	Plastic Stop Line	90	LF	\$ 25.00	\$ 2,250.00
32	Plastic Crosswalk Line	325	SF	\$ 25.00	\$ 8,125.00
33	Plastic Traffic Arrow	14	EA	\$ 200.00	\$ 2,800.00
34	Pothole Existing Underground Utility	10	EA	\$ 500.00	\$ 5,000.00
35	Repair Existing Public and Private Facilities	1	EST	\$ 10,000.00	\$ 10,000.00
Total Schedule A					\$ 1,504,225.00

Schedule B - Sewer					
45	Shoring or Extra Excavation Class B	17,000	SF	\$ 0.50	\$ 8,500.00
46	Gravel Base	250	TON	\$ 12.00	\$ 3,000.00
47	Manhole 48 In. Diam. Type 1	5	EA	\$ 4000.00	\$ 20,000.00
48	Manhole Additional Height 48 In. Diam. Type 1	19	LF	\$ 300.00	\$ 5,700.00
49	PVC Sanitary Sewer Pipe 6 In. Diam.	460	LF	\$ 90.00	\$ 41,400.00
50	PVC Sanitary Sewer Pipe 8 In. Diam.	1,550	LF	\$ 95.00	\$ 147,250.00
Subtotal					\$ 225,850.00
Sales Tax Schedule C (8.7%)					\$ 19,648.95
Total Schedule B					\$ 245,498.95

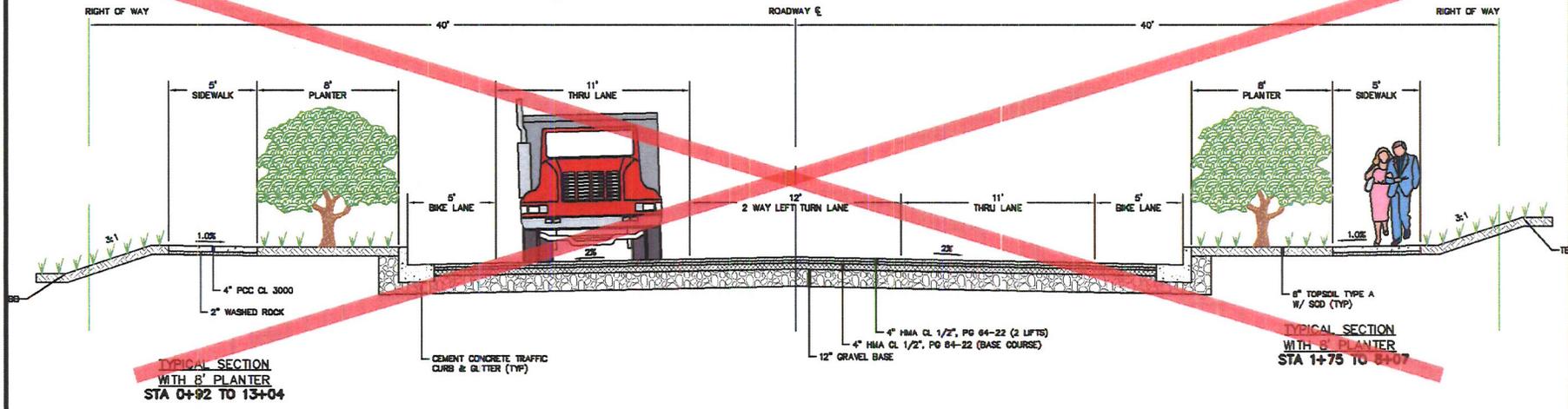
Schedule C - Lighting					
51	Luminaire with Base	13	EA	\$ 2500.00	\$ 32,500.00
52	2" Conduit	1,700	LF	\$ 30.00	\$ 51,000.00
Total Schedule C					\$ 83,500.00

Subtotal Schedules A, B, & C		\$ 1,833,224
Contingency to Construction Estimate	15%	\$ 274,984
Total, Including Contingency		\$ 2,108,208

The lighting estimate does not include any contract the City may need to acquire with Intolight.

This estimate was prepared without a complete design and shall therefore be considered preliminary and subject to change due to actual quantities of work incorporated into the project and changes in unit prices over time.

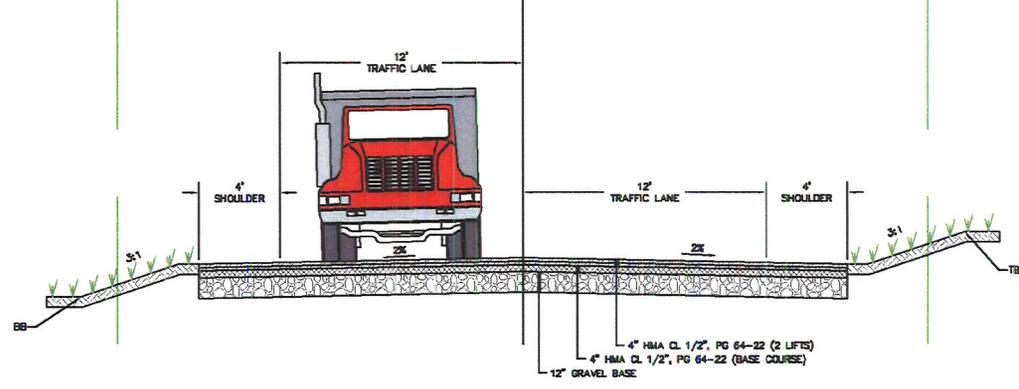
W FRONT ST - TYPICAL SECTION (2020)



TYPICAL SECTION WITH 8' PLANTER STA 0+92 TO 13+04

TYPICAL SECTION WITH 8' PLANTER STA 1+75 TO 8+07

W FRONT ST - TYPICAL SECTION (2021)



W FRONT ST - TYPICAL SECTION (2021)

R&E Reichhardt & Ebe
ENGINEERING INC

P.O. Box 978 | 423 Front Street
Lynden, WA 98264 (360) 354-3687

CITY OF LYNDEN - 2021 EDI APPLICATION
W FRONT STREET IMPROVEMENTS
TYPICAL SECTION

05/12/21

NTS

00065.3

P:\Projects\00065.3\Civil 3D 2015\00065.3 DETAILS.dwg, TYPICAL SECTIONS - 8.5x11, 5/12/2021 12:29:17 PM, PDF-XChange Standard

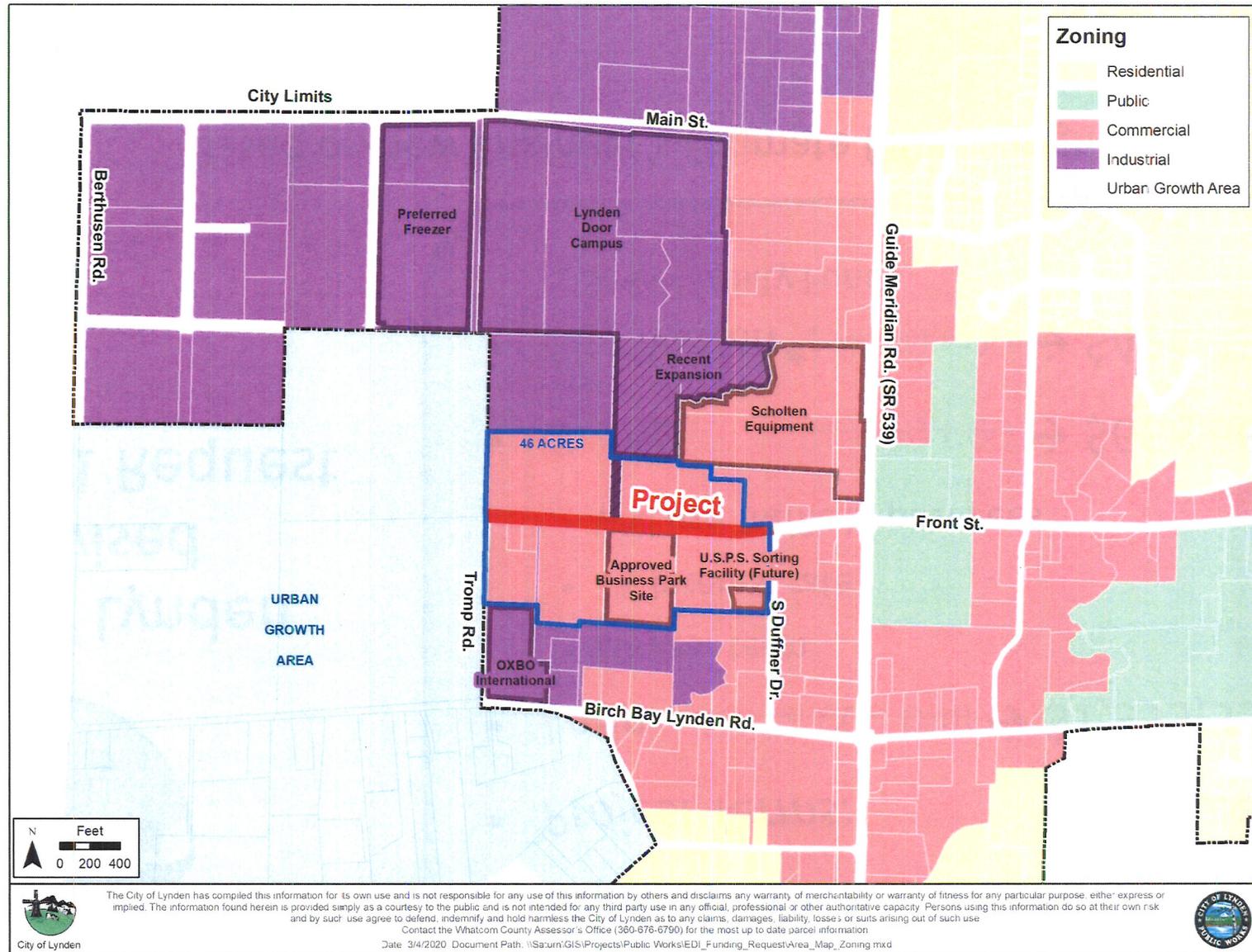


City of Lynden
Revised
EDI 2021 Request

- *Project Type:* Jobs in Hand
- *Project Terms:* Grant/Loan
- *Loan:* ~~\$2,000,000~~ → \$1,333,333
 - 20-year term
 - 1% interest rate
 - Will use Traffic Impact Fees
- *Grant:* ~~\$1,000,000~~ → \$666,667
- *City Match*:* ~~\$330,000~~ → \$424,439
 - *Sewer Utility Funds

Based on new Engineer's Estimate (90% design)

Attachment B



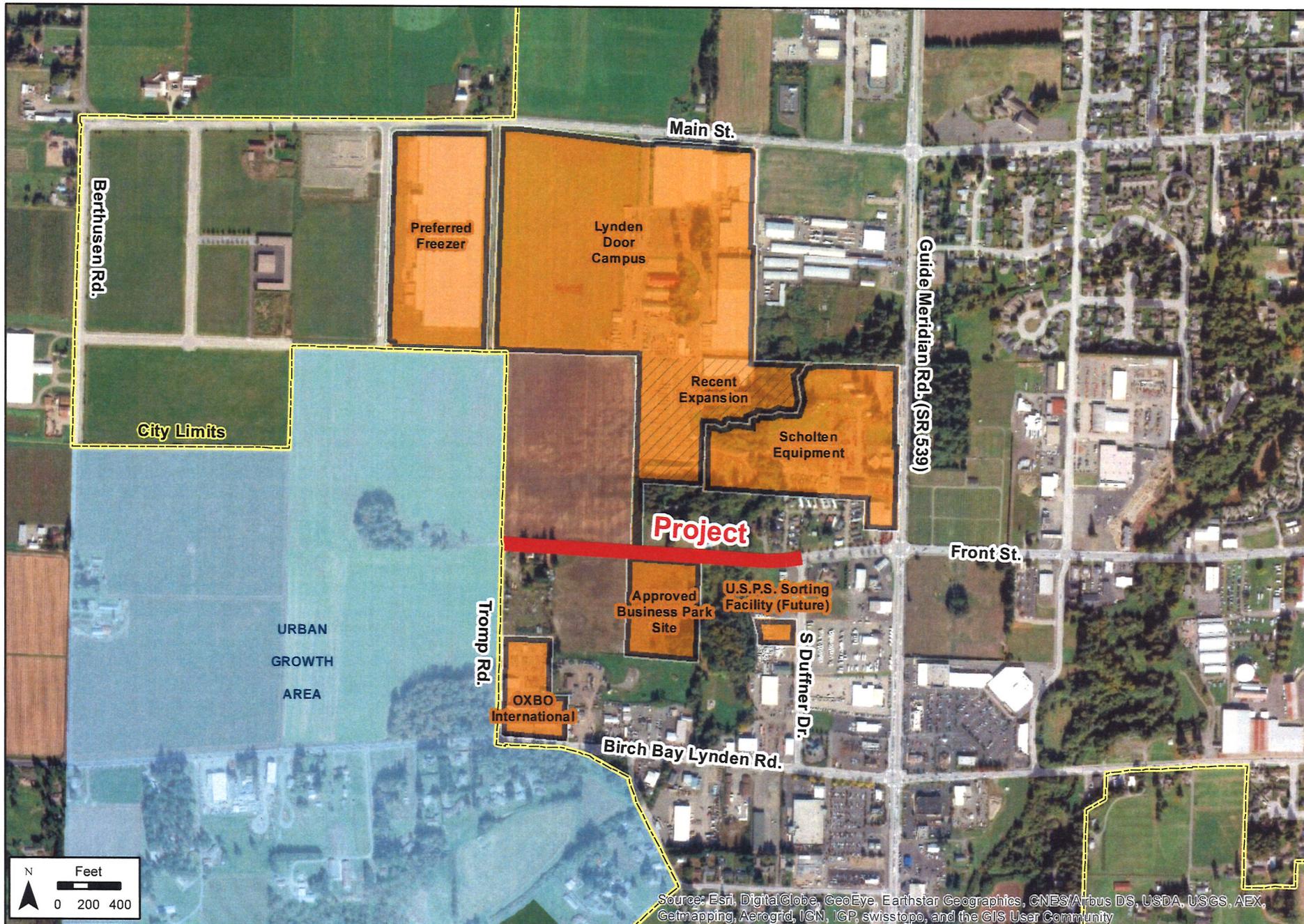
W. Front Street Arterial Improvement

- Serves over **46** acres of Commercially Zoned property - not just one development.
- About **2000** feet to be improved to all weather road

Approved Business Park

- About **7** acres (*15% of serviced acreage*)
- About **475** feet of frontage (*less than 1/4*)
- Identified in application because it represents "jobs in hand"

Attachment C



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



The City of Lynden has compiled this information for its own use and is not responsible for any use of this information by others and disclaims any warranty of merchantability or warranty of fitness for any particular purpose, either express or implied. The information found herein is provided simply as a courtesy to the public and is not intended for any third party use in any official, professional or other authoritative capacity. Persons using this information do so at their own risk and by such use agree to defend, indemnify and hold harmless the City of Lynden as to any claims, damages, liability, losses or suits arising out of such use.

Contact the Whatcom County Assessor's Office (360-676-6790) for the most up to date parcel information.
 Date: 10/22/2019 Document Path: \\Saturn\GIS\Projects\Public Works\ED_Funding_Request\Area_Map.mxd





Satpal Sidhu
Whatcom county Executive
311 Grand Avenue Suite 108
Bellingham, WA
98225

Executive Sidhu

Re: City of Lynden West Front Street Arterial Improvements EDI Application

I am writing to express support for the City of Lynden's request for EDI funding to improve west Front Street to arterial street standards. It is our understanding that the County Council was not willing to support the use of EDI funds earlier this year, but we would like the Council to reconsider this project for funding. This project will benefit the City by providing needed street and utility infrastructure to encourage businesses like ours to locate and bring jobs to Lynden and Whatcom County.

In 2018/19 we worked with the City to get both west Front Street and Tromp Road Federally classified. This process required not only the support of local agencies and Whatcom Council of Government (WCOG), but also WSDOT in order to obtaining Federal Highways approval. In 2018 the WCOG fully supported the City's request writing:

- "The Regions travel demand model incorporates Front Street west to Tromp Road and forecasts volume increases of over 70% by 2040".
- "More impactful to the volume increases along this road segment are the freight activities generated from this growing industrial and commercial area that feeds the second highest volume activity corridor in the region, *the Guide Meridian* (SR-539).
- "Lynden's preparation for further growth along Front St. necessitates roadway improvements to accommodate".
- "The Whatcom Council of Government, in its capacity as the Whatcom Metropolitan Planning Organization (MPO) fully supports and concurs with the City of Lynden's request for federal functional classification."

WSDOT in its letter of concurrence with the WCOG request wrote "This route will provide safe and efficient passenger and commercial vehicle access to the growing West Lynden Commercial/Industrial area where none currently exist". The approval of this request by Federal Highways fully shows how important this street is.

1.800.530.2746 toll free www.brimtractor.com

LYNDEN MT. VERNON CHEHALIS PACIFIC SALEM EUGENE



We understand that this project was supported by the EDI Board but that the County Council felt this project did not support significant job growth or have broad support from the other property owners on the street. Brim Tractor has property along Front Street and as an abutting owner we see this project as critical infrastructure for our future plans.

Brim Tractor is a major employer in Lynden and Whatcom County and currently employs 63 people with 17 in Lynden and is looking to expand to 28 in Lynden in the next 5 years. We have enjoyed success working in Lynden. We are convinced that with this infrastructure investment other businesses would be interested in locating in this area due to its close proximity to the Canadian Border and to the agricultural community.

We believe this information may not have been available to the County during their previous deliberations. Therefore, we ask that you please reconsider this project and provide the requested \$2M loan and \$1M grant funds to the City of Lynden to complete this street project in 2020.

Kind Regards,

Daniel Brim
President - Brim Tractor Company

1.800.530.2746 *toll free* www.brimtractor.com

LYNDEN MT. VERNON CHEHALIS PACIFIC SALEM EUGENE

February 28, 2020

Satpal Sidhu
Whatcom county Executive
311 Grand Avenue Suite 108
Bellingham, WA
98225

Executive Sidhu,

Re: City of Lynden West Front Street Arterial Improvements EDI Application

I am writing to express support for the City of Lynden's request for EDI funding to improve west Front Street to arterial street standards. I was present when the County Council indicated they were not in favor of supporting the use of EDI funds. I believe that the Council should reconsider this project for funding because this is clearly a project that will benefit the City by providing needed street and utility infrastructure to encourage businesses like ours to locate and bring new jobs to Lynden and Whatcom County. There were a number of items which I'm not sure the Finance Committee and full Council considered.

The property owners along Front, Tromp, and Birch Bay Lynden Road, upgraded and installed a looped water system, at no cost to the city. This included extensive work to dig under the Guide. Furthermore, we are gifting easement rights to the city for the new street to be accommodated.

Since 2004 all the properties in the region have made ULID payments for a regional stormwater detention pond built to serve the area. In 2018, the City applied for west Front Street to be federally classified. This process required the support of local agencies, Whatcom Council of Government (WCOG), and WSDOT to obtain ultimate Federal Highways approval. WCOG fully supported the City's request noting in their support letter:

- "The Regions travel demand model incorporates Front Street west to Tromp Road and forecasts volume increases of over 70% by 2040".
- "More impactful to the volume increases along this road segment are the freight activities generated from this growing industrial and commercial area that feeds the second highest volume activity corridor in the region, *the Guide Meridian* (SR-539).
- "Lynden's preparation for further growth along Front St. necessitates roadway improvements to accommodate".
- "The Whatcom Council of Government, in its capacity as the Whatcom Metropolitan Planning Organization (MPO) fully supports and concurs with the City of Lynden's request for federal functional classification."

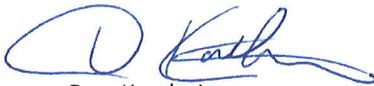
WSDOT in its letter of concurrence with the WCOG request wrote "This route will provide safe and efficient passenger and commercial vehicle access to the growing west Lynden Commercial/Industrial area where none currently exist". The approval of this request by Federal Highways fully highlights the importance of this street.

West Front Street has a number of property owners along the unimproved section in the City's EDI request. Our south side frontage is 475 feet of the total 1,927 street length. The City rightly recognizes that it is best to construct the street as a complete section west to Tromp Road. If I were to construct just my frontage with my development and each subsequent development do the same, the City would end up with a patchwork quilt of varying age and integrity public infrastructure. The added costs to improve my frontage alone would cause the street to end up as patchwork. The City generally collects impact fees on shared streets like this based on the rationale that it is best to construct the entire street segment at one time. The EDI loan makes it financially feasible for the City who will collect future impact fees, property taxes, and sales taxes on development as it occurs to help offset their debt payments on the loan.

We understand that this project had EDI Board support but that the County Council felt this project did not support significant job growth or have broad support from the other property owners on the street. In response, our project, Front Street Station, is expected to employ about 300 people at full build out. We also estimate that our project alone will contribute over \$200,000 annually to the City in new tax revenue. We firmly believe that with the County helping Lynden build this infrastructure, small businesses will locate in Lynden due to its close proximity to the Canadian Border and to the agricultural community providing tax revenue to repay the City's EDI loan.

We believe this information may not have been available or understood by the County Council during its previous deliberations. Therefore, we ask that you please encourage the Council to reconsider this project and provide the requested \$2M loan and \$1M grant funds to the City of Lynden to complete this street project in 2020.

Sincerely,



Don Korthuis



RECEIVED

MAR 04 2020

March 3, 2020

Public Works Dept.

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

Executive Sidhu,

Re: City of Lynden West Front Street Arterial Improvements EDI Application

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In 2018/19 we were able to work with the City to get both West Front Street and Tromp Road Federally classified. This process required not only the support of local agencies and Whatcom Council of Government (WCOG), but also WSDOT in order to obtaining Federal Highways approval. In 2018 the WCOG fully supported the City's request writing:

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WSDOT in its letter of concurrence with the WCOG request wrote "This route will provide safe and efficient passenger and commercial vehicle access to the growing West Lynden Commercial/Industrial area where none currently exist". The approval of this request by Federal Highways fully shows how important this street is.

We understand that this project was supported by the EDI Board but that the County Council felt this project did not support significant job growth or have broad support from the other property owners on the street. Lynden Door, Inc. through its property holding company has recently acquired additional

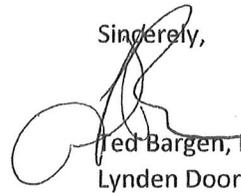
property along West Front Street and as an abutting owner with over 60 acres of property awaiting development, we see this project as critical for our future.

A manufacturing business risks its investment in the cost of buildings and equipment based on future market projections. In the event public infrastructure costs are born solely by the manufacturing company growth can be hampered or delayed.

Lynden Door, Inc. is a major employer in Lynden and Whatcom County and currently employs several hundred people and is looking to expand its employee base in the next 5 years to continue to meet market demands. We have enjoyed success working in the community in this location and produce over 10,000 doors a day shipped to location throughout the western United States. We are convinced that with this infrastructure investment other businesses would be interested in locating in this area due to its close proximity to the Canadian Border and to the agricultural community.

We believe this information may not have been available to the County during their previous deliberations. Therefore, we ask that you please reconsider this project and provide the requested \$2M loan and \$1M grant funds to the City of Lynden to complete this street project in 2020.

Sincerely,



Ted Barga, President
Lynden Door, Inc.