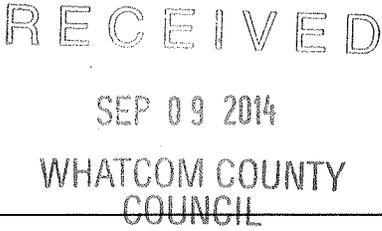


WHATCOM COUNTY COUNCIL AGENDA BILL

NO. 2014-294

CLEARANCES	Initial	Date	Date Received in Council Office	Agenda Date	Assigned to:
Originator:	JPR	9/3/2014		9/16/2014	PW Committee/ Introduction
Division Head:	JPR	9/3/2014		9/30/2014	Public Hearing/ Adoption
Dept. Head:	<i>[Signature]</i>	9/3/2014			
Prosecutor:	<i>[Signature]</i>	09/04/14			
Purchasing/Budget:					
Executive:	<i>[Signature]</i>	9/8/14			

TITLE OF DOCUMENT:
Resolution in the matter of the Whatcom County Six-Year Transportation Improvement Program for the years 2015 through 2020

- ATTACHMENTS:**
- Memo to County Executive and Council**
Attachment "A" – 2015-2020 Capital Project Priority Order and Financial Distribution by Year
Attachment "A1-A58" – Project Summary Sheets
Attachment "B1-B4"- Road Fund Balance, Revenue, Expenditure, and Capital Funding Projections
Attachment "C" – Roadway Priority Rating Program
Attachment "D" – Bridge Report
 - 2015-2020 Six Year Transportation Improvement Program Resolution**
Exhibit "A" – 2015-2020 Six-Year Transportation Improvement Program
Exhibit "B"- 2015-2028 Fourteen-Year Ferry Capital Program

SEPA review required? () Yes (X) NO	Should Clerk schedule a hearing? (X) Yes () NO
SEPA review completed? () Yes (X) NO	Requested Date: 9/30/2014

SUMMARY STATEMENT OR LEGAL NOTICE LANGUAGE: *(If this item is an ordinance or requires a public hearing, you must provide the language for use in the required public notice. Be specific and cite RCW or WCC as appropriate. Be clear in explaining the intent of the action.)*

Each year the County is required to update its Six-Year Transportation Improvement Program (STIP), per RCW 35.77.010 and RCW 36.81.121. The STIP includes the capital elements of the first six years of the Fourteen-Year Ferry Program. The STIP is intended as a planning tool for local, state and federally funded projects and is designed to identify projects for preliminary engineering, right-of-way purchase and/or construction.

COMMITTEE ACTION:	COUNCIL ACTION:

Related County Contract #:	Related File Numbers:	Ordinance or Resolution Number:

Please Note: *Once adopted and signed, ordinances and resolutions are available for viewing and printing on the County's website at: www.co.whatcom.wa.us/council.*

**WHATCOM COUNTY
PUBLIC WORKS DEPARTMENT**

Frank M. Abart
Director



JOSEPH P. RUTAN, P.E.
County Engineer/Assistant Director
322 N. Commercial Street, Ste 301
Bellingham, WA 98225-4042
Phone: (360) 715-7450
Fax: (360) 715-7451

Memo

To: The Honorable Jack Louws, Whatcom County Executive, and
Honorable Members of the Whatcom County Council

Through: Frank M. Abart, Director *JMA*

From: Joseph P. Rutan, P.E., County Engineer/Assistant Director *JPR*

Date: September 3, 2014

Re: Six-Year Transportation Improvement Program, 2015-2020
PW Committee Work Session, Introduction, Public Hearing and Adoption

RECEIVED

SEP 4 - 2014

**JACK LOUWS
COUNTY EXECUTIVE**

Requested Action:

The Department of Public Works requests that a Council Public Works Committee work session be scheduled for September 16th, for discussion of the information attached to this memorandum regarding the 2015-2020 Six-Year Transportation Improvement Program (STIP). If approved by the Committee we request that the STIP Resolution and its associated exhibits, 2015-2020 Six-Year Transportation Improvement Program and 2015-2028 Fourteen-Year Ferry Capital Program, be introduced at that evening's County Council meeting. We then request that a public hearing be advertised for and held at the September 30th County Council meeting, with the resolution potentially adopted at said meeting.

Background and Purpose:

Each year the County is required to update its Six-Year Transportation Improvement Program, per RCW 35.77.010 and RCW 36.81.121. The County is also required to prepare a Fourteen-Year Ferry Capital Program each year per RCW 36.54.015. The STIP includes the capital elements of the first six years of the Fourteen-Year Ferry Capital Program which is Exhibit "B" of the resolution.

Information:

1- Memorandum to County Executive and Council

- Attachment "A" - 2015-2020 Capital Projects Financial Distribution by Year
- Attachment "A1-A58" - Project Summary Sheets
- Attachment "B1" - Road Fund Balance Projections
- Attachment "B2" - Road Fund Revenue Projections
- Attachment "B3" - Road Fund Expenditure Projections
- Attachment "B4" - Funds Available for Capital Projects
- Attachment "C" - Roadway Priority Rating Program
- Attachment "D" - Bridge Report

Attachment "A" is a simplified form of Exhibit "A" to the STIP. This simplified form shows priority order of proposed projects as well as expenditures by year. This is being provided in order to facilitate the Public Works Committee work session.

2- 2015-2020 Six Year Transportation Improvement Program Resolution

- Exhibit "A" - 2015-2020 Six-Year Transportation Improvement Program
- Exhibit "B" - 2015-2028 Fourteen-Year Ferry Capital Program

2015-2020 Six Year Transportation Improvement Program
 Financial Distribution by Year

9/3/2014

Attachment A

Project Name	Total 2015-2020	Total Local 2015-2020	Total Grant 2015 -2020	2015	2016	2017	2018	2019	2020
1 Birch Bay Lynden/Portal Way	\$150	\$50	\$100	\$150	\$0	\$0	\$0	\$0	\$0
2 Birch Bay Dr. & Ped Facility	\$11,450	\$10,450	\$1,000	\$1,200	\$2,000	\$8,250	\$0	\$0	\$0
3 Birch Bay Dr. Embankment Repair	\$250	\$250	\$0	\$250	\$0	\$0	\$0	\$0	\$0
4 Lake Whatcom Blvd Re-Surfacing, Cable to Strav	\$1,500	\$1,500	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0
5 Lake Whatcom Blvd Water Quality Improvemets	\$250	\$250	\$0	\$50	\$200	\$0	\$0	\$0	\$0
6 Slater Rd/Northwest Rd	\$250	\$250	\$0	\$50	\$200	\$0	\$0	\$0	\$0
7 Roadway Frost Depth Detectors	\$250	\$250	\$0	\$50	\$200	\$0	\$0	\$0	\$0
8 Lummi View Embankment Repair	\$30	\$30	\$0	\$30	\$0	\$0	\$0	\$0	\$0
9 North Shore Road	\$10	\$10	\$0	\$10	\$0	\$0	\$10	\$0	\$0
10 Lummi Nation Transportation Projects	\$4,000	\$4,000	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0
11 Pt Roberts Trans Impr	\$1,000	\$1,000	\$0	\$150	\$150	\$700	\$0	\$0	\$0
12 E. Smith Rd, Everson Goshen to SR542	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$5	\$0
13 Slater Rd Intersections	\$2,640	\$1,640	\$1,000	\$2,590	\$50	\$0	\$0	\$0	\$0
14 E. Smith Rd/Hannegan Rd	\$500	\$500	\$0	\$100	\$400	\$0	\$0	\$0	\$0
15 Slater Rd Connector	\$50	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$0
16 Slater Rd/I-5 Interchange	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$5
17 Hannegan Rd, City Limits to Van Wyke	\$2,000	\$2,000	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0
18 Enterprise, Portal to Harknell	\$1,000	\$100	\$900	\$5	\$5	\$990	\$0	\$0	\$0
19 West Badger, Sunrise to Markworth	\$5	\$5	\$0	\$0	\$0	\$5	\$0	\$0	\$0
20 Portal Way, Birch Bay Lynden to Faris	\$5	\$5	\$0	\$0	\$0	\$0	\$5	\$0	\$0
21 Horton Road Connector	\$5	\$5	\$0	\$0	\$5	\$0	\$0	\$0	\$0
22 Marine Dr/BNSF Trail	\$250	\$250	\$0	\$50	\$200	\$0	\$0	\$0	\$0
23 Turkington Road/Jones Creek	\$500	\$500	\$0	\$300	\$200	\$0	\$0	\$0	\$0
24 Lincoln Rd II	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$5	\$0
25 Marine Drive, McAlpine to Alderwood	\$5	\$5	\$0	\$0	\$0	\$0	\$5	\$0	\$0
26 Marine Drive II, Alderwood to Brg 172	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$5
27 Innis Creek Road, Raise Roadway	\$50	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$0
28 Larrabee Rd Fish Passage/Stream	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$5
29 County Roadway Safety Program	\$750	\$70	\$680	\$750	\$0	\$0	\$0	\$0	\$0
30 Potter Road/ S. Fork Br No.148	\$5,900	\$1,180	\$4,720	\$5,800	\$100	\$0	\$0	\$0	\$0
31 Slater Rd/ Nooksack Brdg 512 Painting	\$1,700	\$0	\$1,700	\$1,700	\$0	\$0	\$0	\$0	\$0
32 Marine Dr/Squal Crk Br No.1	\$20	\$20	\$0	\$20	\$0	\$0	\$0	\$0	\$0
33 Hannegan Rd Brdge No. 252	\$240	\$20	\$220	\$240	\$0	\$0	\$0	\$0	\$0
34 S. Pass Rd./ Sairr Crk Br No.212	\$775	\$775	\$0	\$50	\$725	\$0	\$0	\$0	\$0
35 Portal Way/Dakota Crk Br No.500	\$2,700	\$0	\$2,700	\$2,700	\$0	\$0	\$0	\$0	\$0
36 Jackson Rd/Terrel Crk Br No.81	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$5	\$0
37 Mosquito Lk Rd/Porter Crk Br No.141	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$5
38 N. Lake Samish Brdg No. 107	\$50	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$0
39 Hannegan Rd Brdg 236	\$25	\$25	\$0	\$25	\$0	\$0	\$0	\$0	\$0
40 Roberts Road/Anderson Cr. Br. No. 249	\$20	\$20	\$0	\$0	\$0	\$0	\$20	\$0	\$0
41 Massey Rd/Sumas Rvr Br. No. 291	\$40	\$40	\$0	\$20	\$20	\$0	\$0	\$0	\$0
42 Mosquito Lk Rd/N. Fork Nooksack Br 332	\$20	\$20	\$0	\$20	\$0	\$0	\$0	\$0	\$0
43 W Badger/Bertrand Crk Br No. 50	\$20	\$20	\$0	\$0	\$20	\$0	\$0	\$0	\$0
44 Goshen Rd/Anderson Crk Br No. 248	\$20	\$20	\$0	\$0	\$20	\$0	\$0	\$0	\$0
45 Slater Rd/ Nooksack Brdg 512 Over Height Detec	\$30	\$30	\$0	\$30	\$0	\$0	\$0	\$0	\$0

Project Name	Total 2015-2020	Total Local 2015-2020	Total Grant 2015 -2020	2015	2016	2017	2018	2019	2020
46 Ferry Upgrade/Refurbish	\$5	\$5	\$0	\$5	\$0	\$0	\$0	\$0	\$0
47 Dock Improvements	\$2,000	\$2,000	\$0	\$150	\$1,500	\$50	\$300	\$0	\$0
48 Replace Whatcom Chief	\$10	\$10	\$0	\$0	\$0	\$10	\$0	\$0	\$0
49 Various Bridge Rehab	\$1,800	\$1,800	\$0	\$300	\$300	\$300	\$300	\$300	\$300
50 Subdivision Overlay	\$500	\$500	\$0	\$0	\$0	\$0	\$0	\$500	\$0
51 Structural Overlay	\$1,200	\$1,200	\$0	\$0	\$0	\$300	\$300	\$300	\$300
52 R/W Acquisition	\$180	\$180	\$0	\$50	\$50	\$20	\$20	\$20	\$20
53 Unanticipated Site Improvements	\$1,800	\$1,800	\$0	\$300	\$300	\$300	\$300	\$300	\$300
54 Stormwater Quality Improvements	\$550	\$550	\$0	\$100	\$50	\$150	\$50	\$150	\$50
55 Non Motorized	\$600	\$600	\$0	\$100	\$100	\$100	\$100	\$100	\$100
56 Fish Passage	\$1,500	\$1,500	\$0	\$100	\$400	\$100	\$400	\$100	\$400
57 RR Xing Improvements	\$120	\$120	\$0	\$20	\$20	\$20	\$20	\$20	\$20
58 Neighborhood Traffic Calming	\$300	\$300	\$0	\$50	\$50	\$50	\$50	\$50	\$50
Year Total	49,060	36,040	13,020	27,170	9,281	13,362	3,898	3,874	3,580

Attachments A1-A58

Birch Bay Lynden Road/Portal Way Signalization CRP #901011

Construction Funding Year(s): 2014 / 2015

Project Narrative:

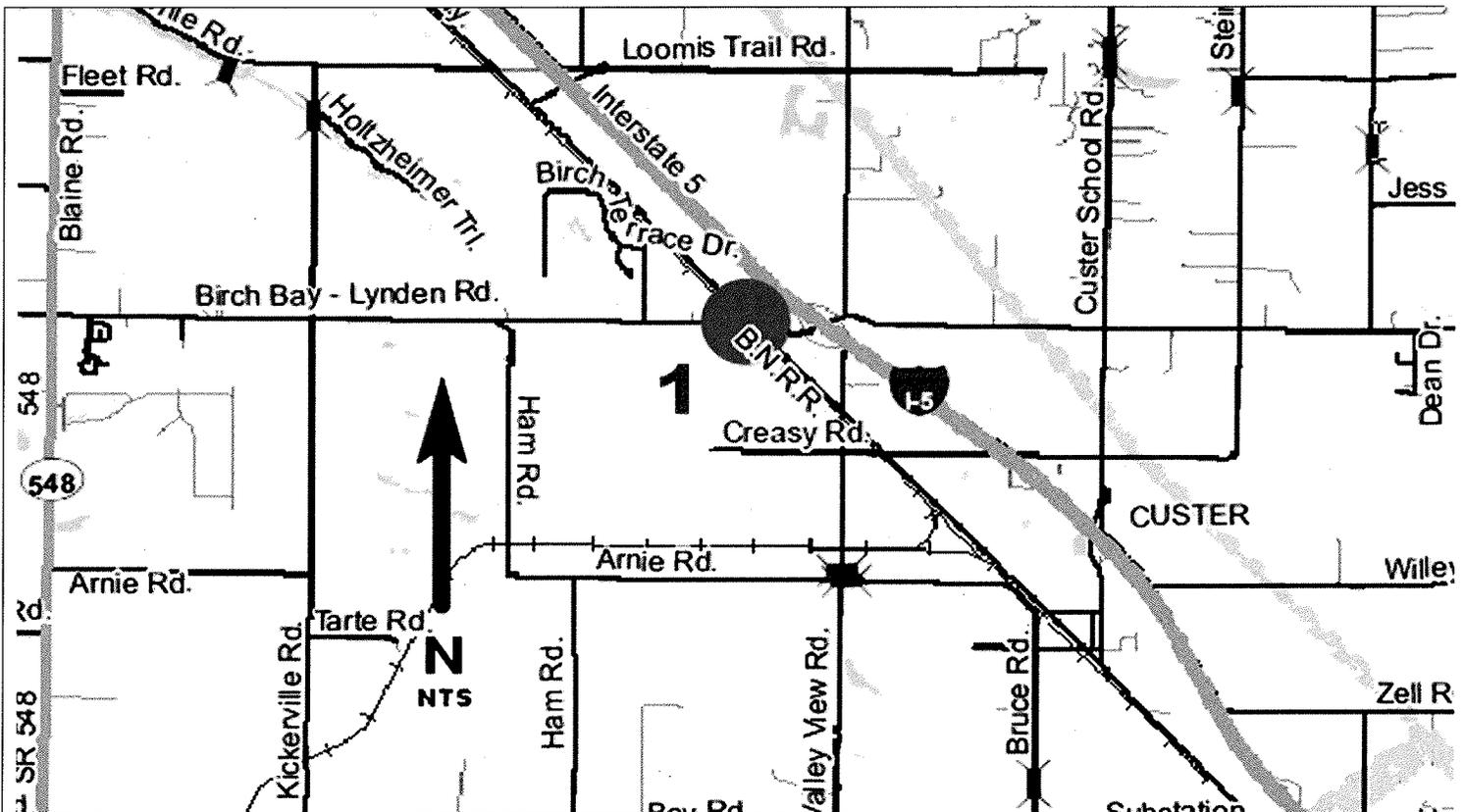
This project is located south of Blaine and west of I-5, in Section 22, T40N, R1E. Proposed improvements include signalization, channelization and illumination of the intersection with minor changes to the vertical and horizontal alignment. Stormwater treatment and detention will also be implemented into this project. This project is listed #1 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

The project is near substantial completion in September 2014. Physical completion in early 2015, after wetland mitigation planting is completed

Total Estimated Project Cost:	\$4,300,000	Funding Sources:	
Expenditures to Date:	\$3,400,000	Federal	\$3,250,000 STP(R)
		State	\$ 750,000 RAP
		Local	\$ 300,000

Environmental Permitting	SEPA, Corps of Engrs, CLR/CAO, HPA
Right-of-Way Acquisition (Estimate)	Complete
County Forces (Estimate)	N/A



Birch Bay Drive and Pedestrian Facility CRP #907001

Construction Funding Year(s): 2016 / 2017

Project Narrative:

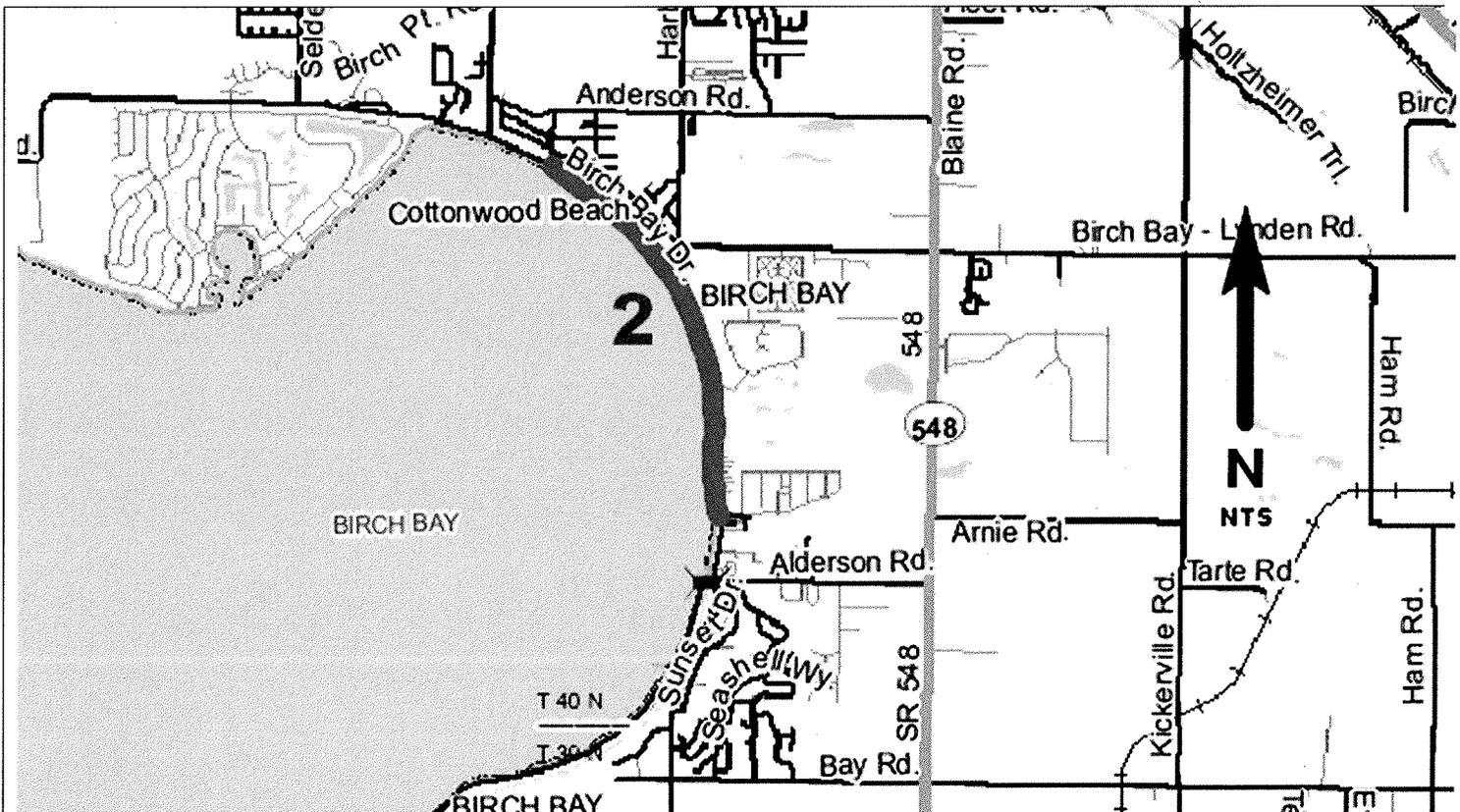
This project is located parallel to Birch Bay Drive from Cedar Avenue to the mouth of Terrell Creek, in Sections 30 and 31, T40N, R1E, and Sections 24 and 25, T40N, R1W. This is a 1.58 mile separated berm with pathway to encourage pedestrian use along Birch Bay Drive to support safety and to protect the roadway from storm damage. In addition, the project will provide mitigation for both beach erosion and roadway protection. This project is listed #2 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Phase I of the Feasibility Study was completed in 2006. Phase 2A (Preliminary Construction Cost Estimate) was completed in 2007, and updated in spring of 2013. Preliminary Engineering began in late 2013, RW acquisition will begin in 2014/2015 and construction in 2016/2017. Additional funding sources will be pursued as they become available.

Total Estimated Project Cost:	\$11,450,000	Funding Sources:	
		Federal	\$1,562,105 (STP)
Expenditures to Date:	\$400,000	State	\$0
		Local	\$9,887,895

Environmental Permitting	Whatcom County-Shorelines; WDFW-HPA, Army Corps of Engineers, DOE; Sec 404 Clean Water Act
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	N/A



Birch Bay Drive, Embankment Repair CRP # Not Assigned

Construction Funding Year(s): 2015

Project Narrative:

This project is an embankment repair near Lora Lane in Section 30-31 of T40N, R1E. This project is listed #3 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Total Estimated Project Cost: \$ 250,000

Expenditures to Date: \$0

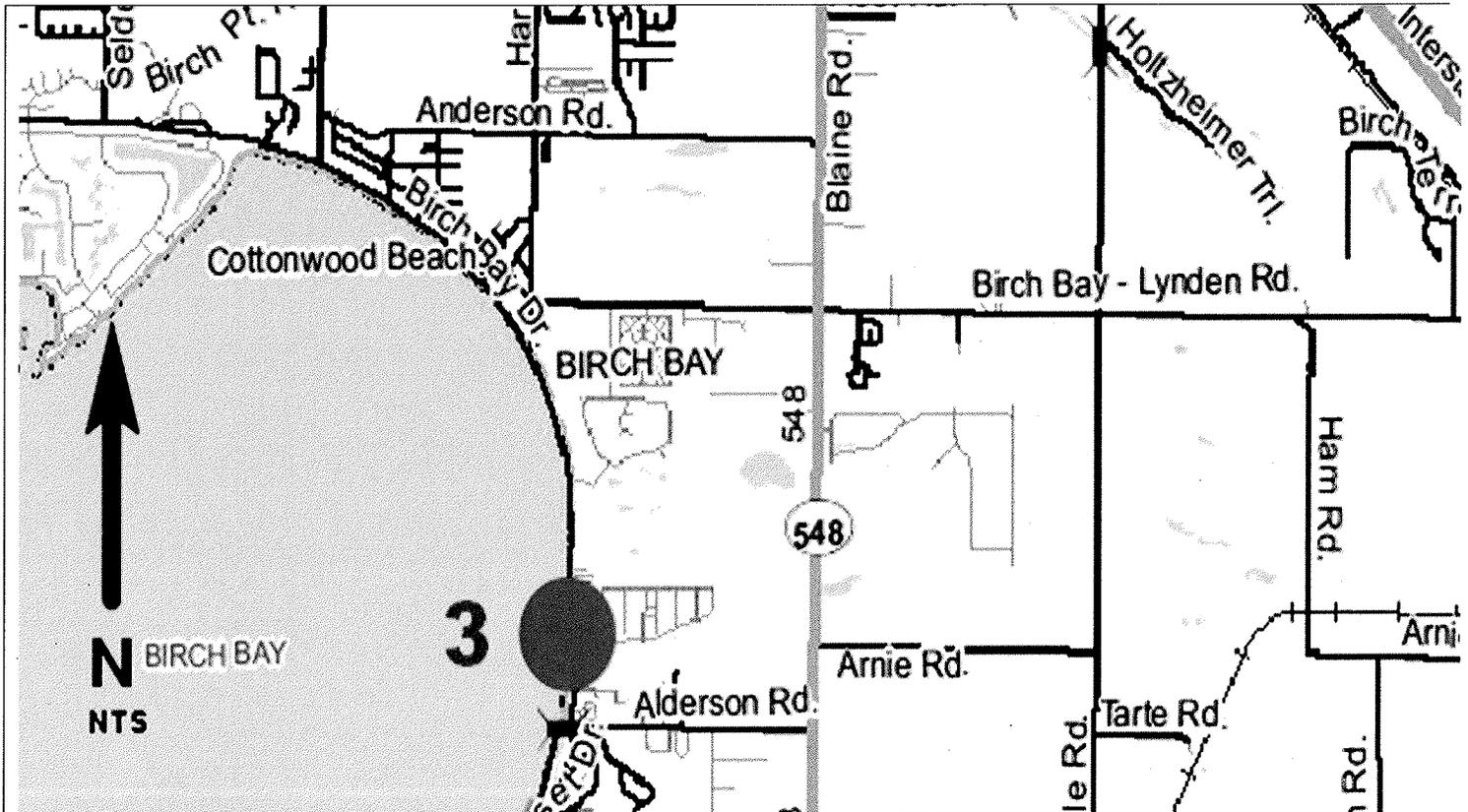
Funding Sources:

Federal	\$0
State	\$0
Local	\$250,000 (STIP 2015)

Environmental Permitting HPA, SEPA, County Shorelines, ACOE

Right-of-Way Acquisition (Estimate) TBD

County Forces (Estimate) \$200,000



**Lake Whatcom Boulevard, Phase I
Re-surfacing
CRP #913002**

Construction Funding Year(s): 2015

Project Narrative:

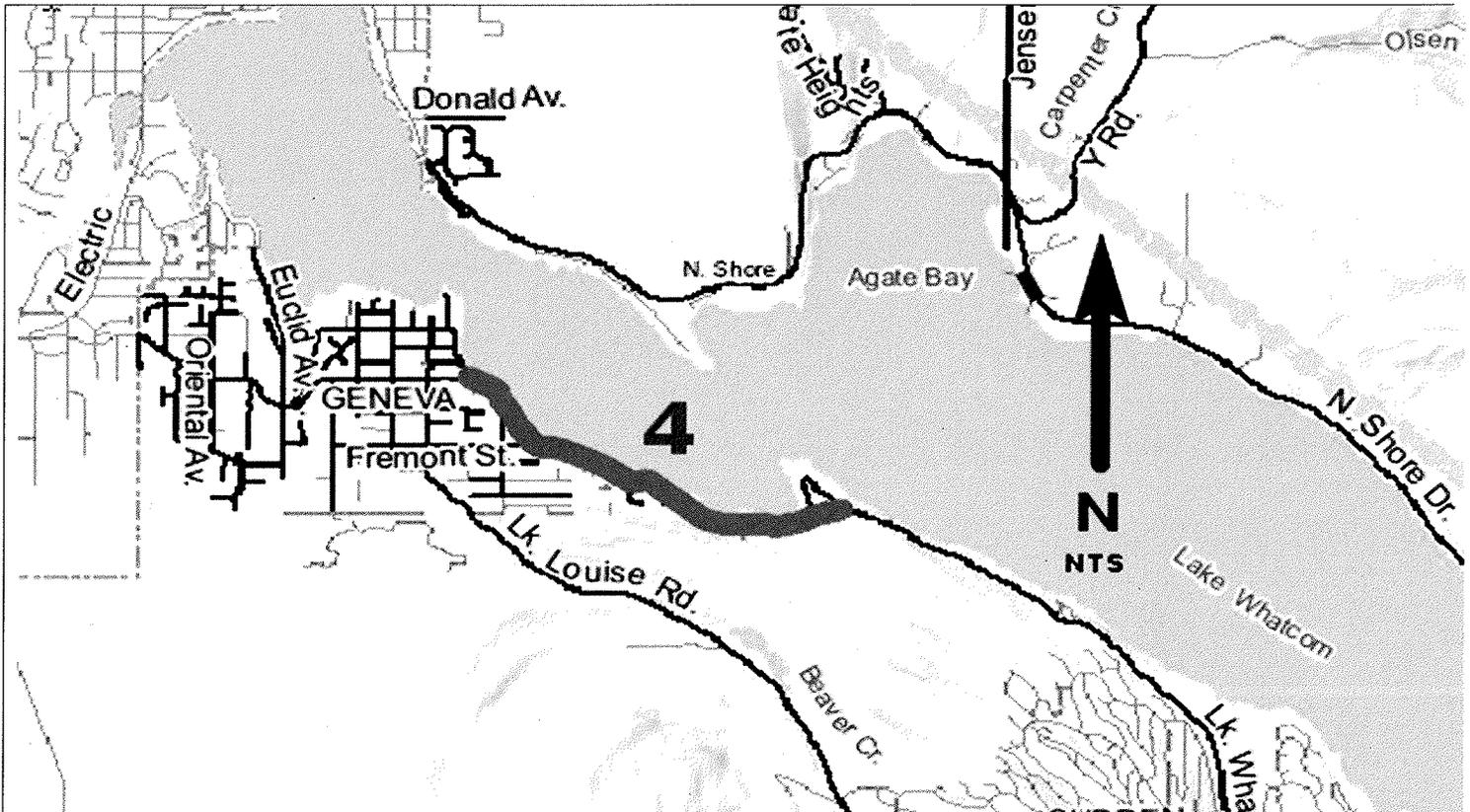
This project is located approximately 1 mile east of Bellingham, in Sections 35 and 36, T38N, R3E. The work will involve roadway improvements to a 1.6 mile section of Lk Whatcom Blvd between Cable Street and Strawberry Point, including: pavement rehabilitation down to subgrade, upgrades to pavement markings and signage. This project is listed #4 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Survey work and design will begin in 2014. Construction time frame will be 2015.

Total Estimated Project Cost: \$1,500,000	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$ 15,000	State	\$0
	Local	\$1,500,000

Environmental Permitting	SEPA, CLR/CAO, Shorelines
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	\$10,000



**Lake Whatcom Boulevard, Phase II
Water Quality Improvements
CRP # Not Assigned**

Construction Funding Year(s): TBD

Project Narrative:

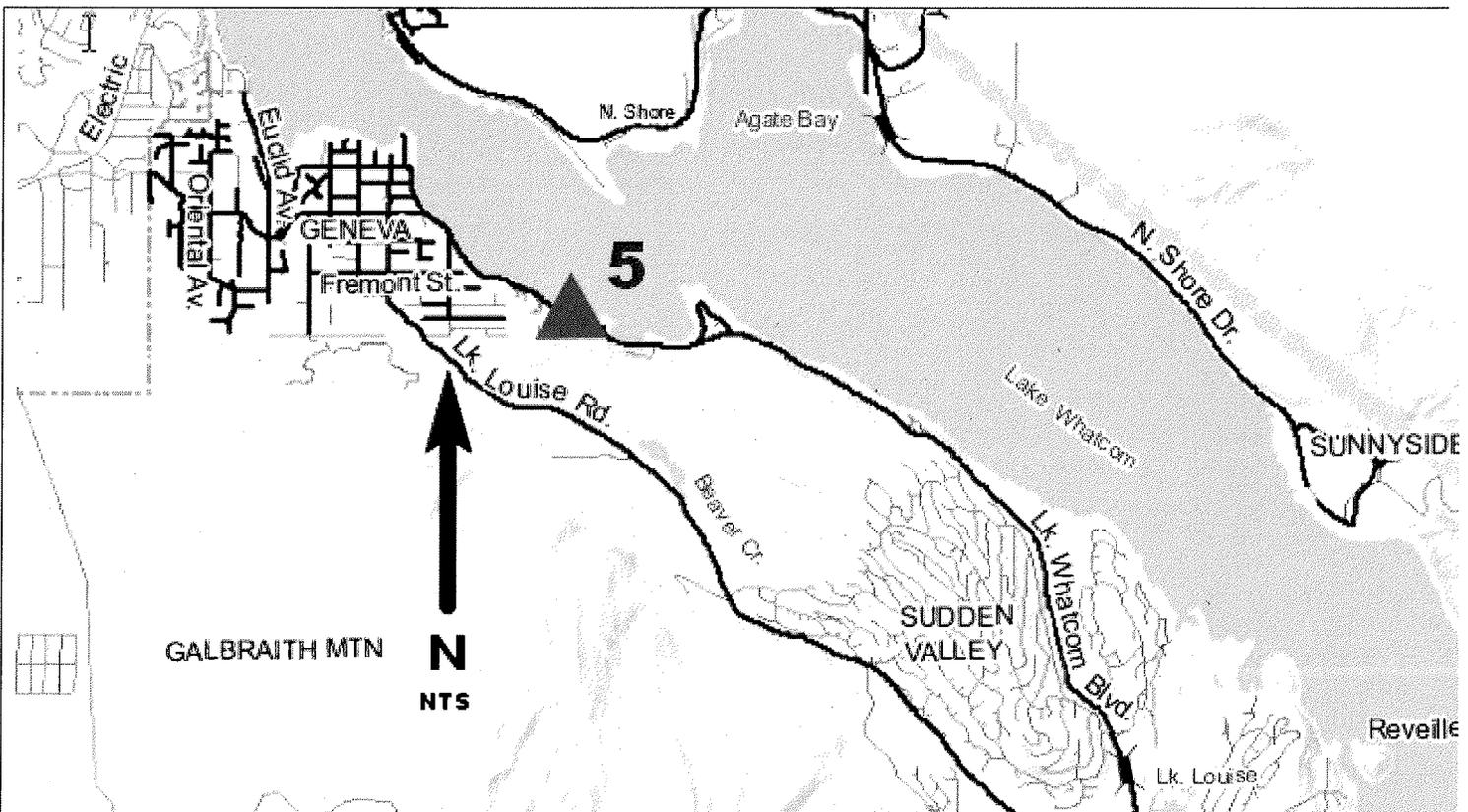
This project is located approximately 1 mile east of Bellingham, in Sections 35 and 36, T38N, R3E. The work will involve drainage improvements to a 1.6 mile section of Lk Whatcom Blvd between Cable Street and Strawberry Point, addressing stormwater quality issues. This project is listed #5 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Survey work with associated base map and R/W research will begin in 2014. Preliminary design will be initiated to evaluate R/W needs, permit requirements and overall project costs. Construction time frame will be contingent on addressing funding needs along with resolution of permitting and R/W issues.

Total Estimated Project Cost: \$ TBD	Funding Sources:	
Expenditures to Date: \$ 0	Federal	\$0
	State	\$0
	Local	\$250,000 (Grant funding will be sought)

Environmental Permitting	SEPA, CLR/CAO, Shorelines
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	\$50,000



Slater Road and Northwest Drive
CRP # 914001

Construction Funding Year(s): TBD

Project Narrative:

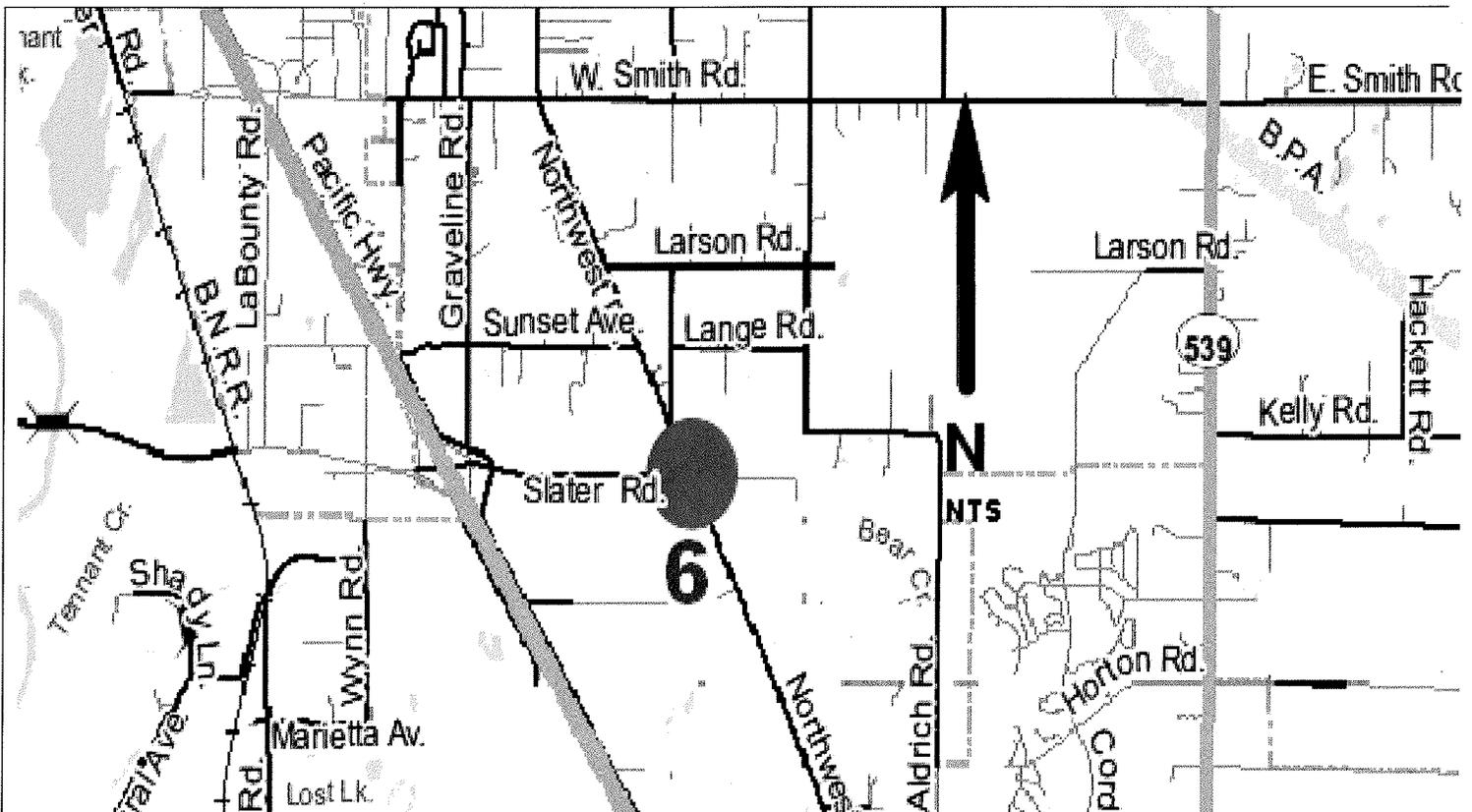
The intersection of Slater and Northwest Roads is in Section 2 of T38N, R2E. This three-legged intersection currently experiences delays due to the lack of channelization and stop control for left-turn movements. The first phase of this project is to analyze a range of intersection improvements with their associated benefits, limitations and costs. This project is listed #6 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Traffic counts and warrants completed. Alternatives analysis in 2014. Design, permitting, R/W and construction time frames would be contingent on alternative(s) chosen.

Total Estimated Project Cost: \$ TBD	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$0	State	\$0
	Local	\$250,000 (STIP 2015)

Environmental Permitting	ECS, BA, SEPA, CLR/CAO, Corps of Engrs
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	N/A



**Roadway Frost Depth Detectors
CRP # Not Assigned**

Construction Funding Year(s): 2016

Project Narrative:

This item provides funding to address replacement of the County's aging network of roadway frost depth detectors. These detectors are critical for implementing appropriate roadway restrictions to prevent structural damage following periods of deep frost. It is listed #7 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Design initiated in 2014, with permitting and design completion in 2015. Construction scheduled for 2016.

Total Estimated Project Cost: \$250,000 Expenditures to Date: \$0	Funding Sources:	
	Federal	\$
	State	\$
	Local	\$250,000 (STIP 2015-2016)

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

Due to the nature of this item, no map exists. Location of the new roadway frost depth detectors will be determined in 2015.

Lummi View Drive Bank Stabilization CRP # 908001

Construction Funding Year(s): TBD

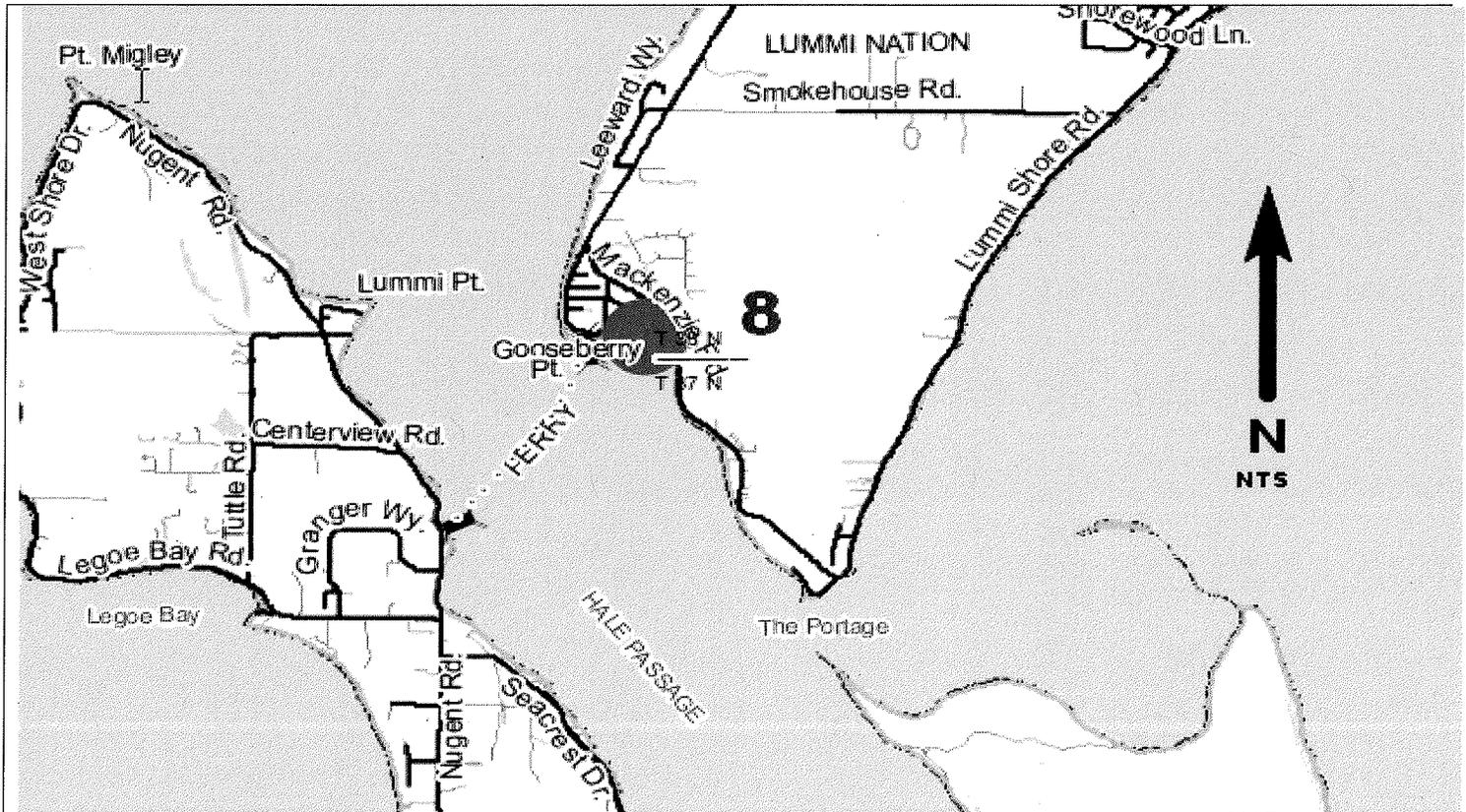
Project Narrative:

This project is located in Section 2, T37N, R1E. This project is listed #8 on the 2015-2020 Six-Year Transportation Improvement Program. This project will consist of repair and stabilization of a ocean bluff failure that threatens a section of Lummi View Drive.

Project Status: Survey and preliminary cost scoping to be performed in 2015.

Total Estimated Project Cost: \$ TBD Expenditures to Date: \$2,500	Funding Sources:	
	Federal	\$0
	State	\$
	Local	\$30,000 (STIP 2015)

Environmental Permitting	SEPA, CLR/CAO
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	TBD



**North Shore Road
Bellingham City Limits to Y Road
CRP # 902007**

Construction Funding Year(s): TBD

Project Narrative:

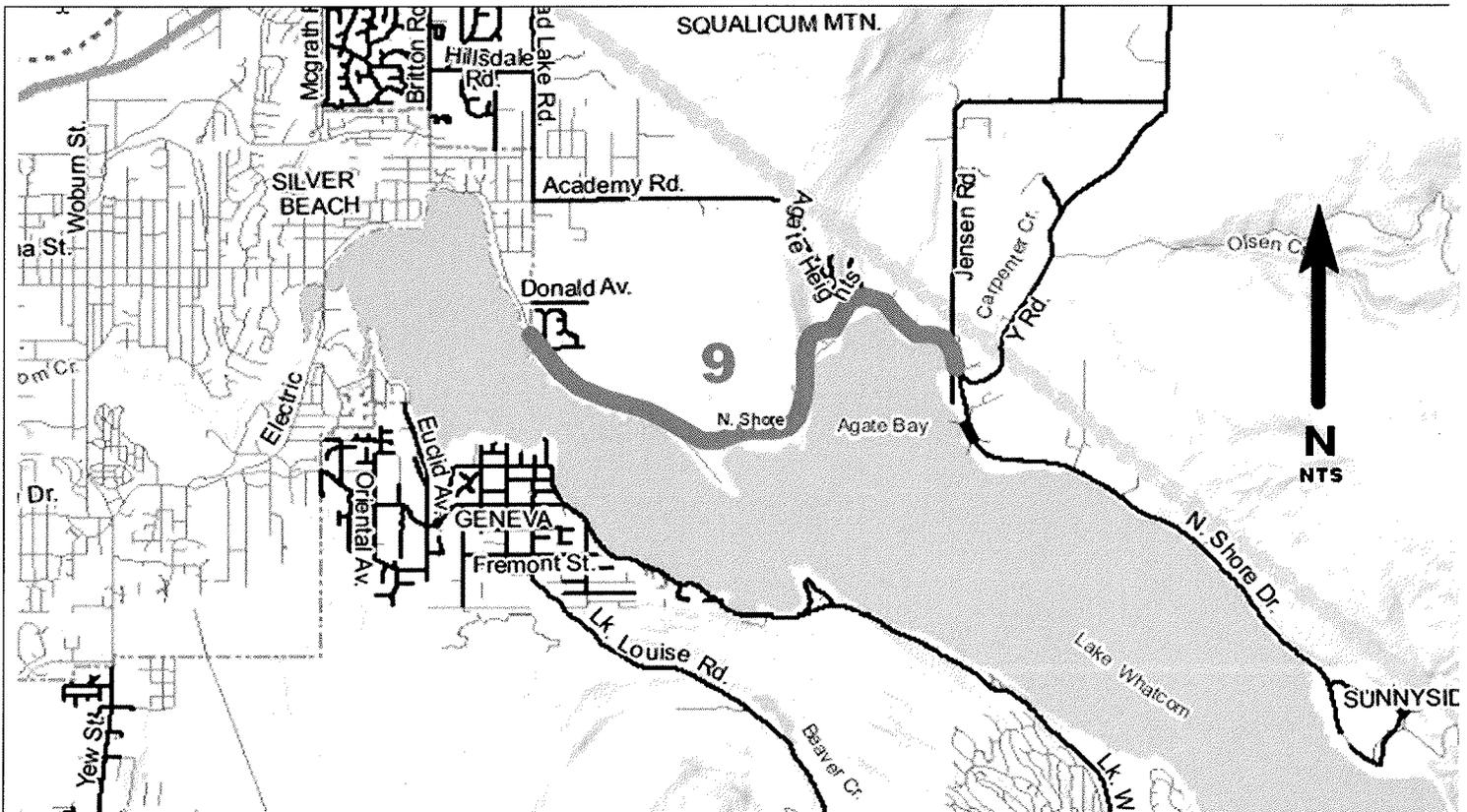
This project is located in Sections 25 and 26, T38N, R3E. The work will involve improvements to a 2.87 mile section of the North Shore Road from the Bellingham City Limits to 'Y' Road, including: various spot improvements to address horizontal and vertical alignment deficiencies; spot safety upgrades, and stormwater quality treatment. This project is listed #9 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Selection of spot improvement locations with associated survey work, base map preparation and R/W research will begin in 2014. Preliminary design and construction time frames will be contingent on resolution of funding needs, along with permitting and R/W issues associated with the selected sites.

Total Estimated Project Cost:	\$4,500,000	Funding Sources:	
Expenditures to Date:	\$ 0	Federal	\$0
		State	\$0
		Local	\$4,500,000 (Grant funding will be sought)

Environmental Permitting	SEPA, CLR/CAO, Shorelines
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	N/A



**Lummi Nation Transportation Projects
CRP #912017**

Construction Funding Year(s): 2015

Project Narrative:

The Lummi Nation Transportation Projects is located in Section 2, T37N, R1E and Section 34, T38N, R1E. This work, in fulfillment of the ferry lease obligation, involves the construction of transportation improvement projects in accordance with Exhibit C of the October 27, 2011 Uplands Lease Agreement for Lummi Island Ferry Use at Gooseberry Point. This project is listed #10 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Projects funds will be available for expenditure when funds of equal or greater value are matched by the Lummi Nation.

Total Estimated Project Cost: \$4,000,000 Expenditures to Date: \$0	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$4,000,000

Environmental Permitting	N/A
Right-of-Way Acquisition (Estimate)	N/A
County Forces (Estimate)	N/A

Due to the nature of this item, no map exists. Location of the new transportation projects will be determined in 2015.

**Point Roberts Transportation Improvements
CRP # 910002**

Construction Funding Year(s): 2015 / 2016 / 2017

Project Narrative:

Point Roberts is located in T40N and T41N, R3W. The proposed improvements would be specific to area needs and the development of projects to be funded by the Pt. Roberts Transportation Benefit District. This project is listed #11 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Public Works has assigned staff working with the Point Roberts Transportation Benefit District Advisory Committee to coordinate project evaluation and selection.

Total Estimated Project Cost: \$1,000,000 Expenditures to Date: \$0	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$1,000,000 (STIP 2015-2020)

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

Due to the nature of this item, no map exists. Location of the new transportation projects will be determined in 2015.

**East Smith Road
Everson-Goshen Road to SR 542
CRP # Not Assigned**

Construction Funding Year(s): TBD

Project Narrative:

This East Smith Road project is located between Everson-Goshen Road and State Route 542 in Section 25 of T39N, R3E and Sections 28, 29, 30 T39N, R4E. The work will involve the pavement rehabilitation of approximately 3.25 miles of roadway. This project is listed #12 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Design, permitting and construction to be completed by 2019.

Total Estimated Project Cost: \$1,875,000

Expenditures to Date: \$0

Funding Sources:

Federal

State

Local

\$5,000 (STIP 2015-2020)

Environmental Permitting

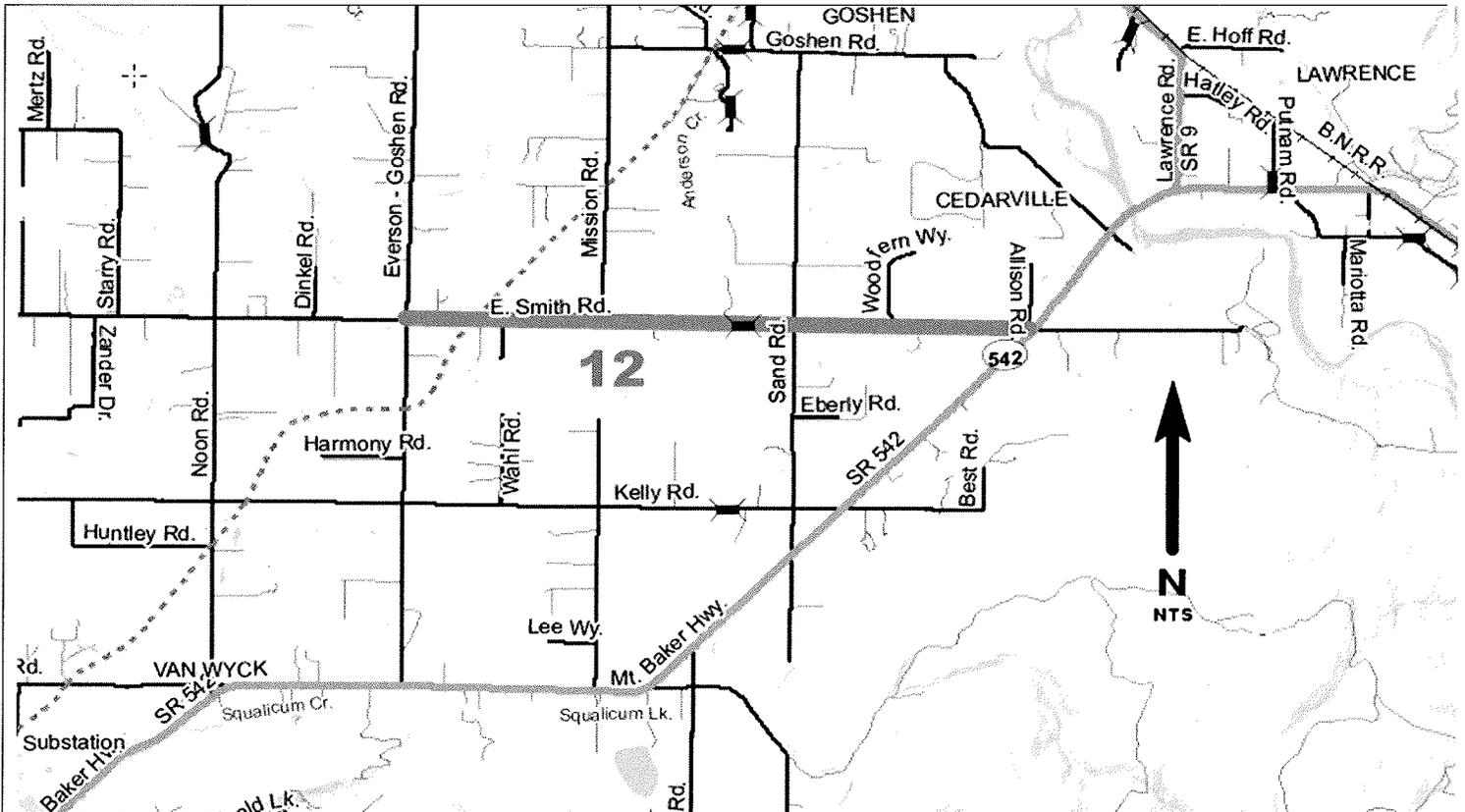
SEPA, ESA

Right-of-Way Acquisition (Estimate)

N/A

County Forces (Estimate)

N/A



Slater Road Intersections Imhoff Road to Ferndale Road CRP # 910003

Construction Funding Year(s): 2015/2016

Project Narrative:

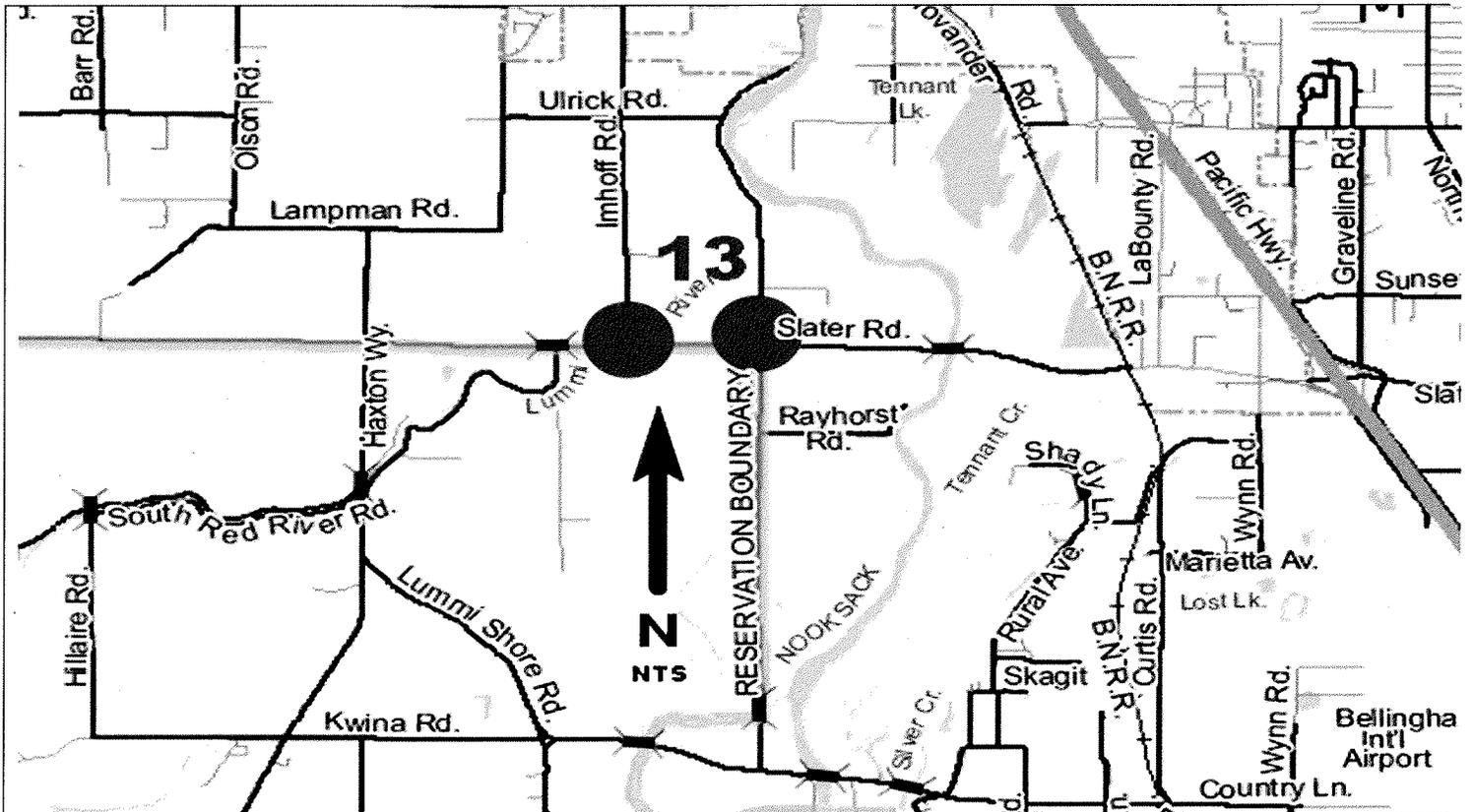
This Slater Road project is located between Imhoff Road and Ferndale Road in Sections 31 and 32 of T39N, R2E. The work involves the additions of turn lanes on Slater Road at Imhoff and Ferndale Roads, as well as widening the half mile roadway section between the intersections to current standards. This project is listed #13 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Design, permitting and RW to begin in 2014 with construction to be completed in 2016.

Total Estimated Project Cost:	\$2,640,000	Funding Sources:		
	Expenditures to Date:	\$ 250,000	Federal	\$1,120,000 (STP)
			State	\$0
			Local	\$1,520,000

Environmental Permitting	ECS, BA, SEPA, CLR/CAO, Corps of Engrs
Right-of-Way Acquisition (Estimate)	\$100,000
County Forces (Estimate)	N/A



East Smith Road & Hannegan Road CRP # 914002

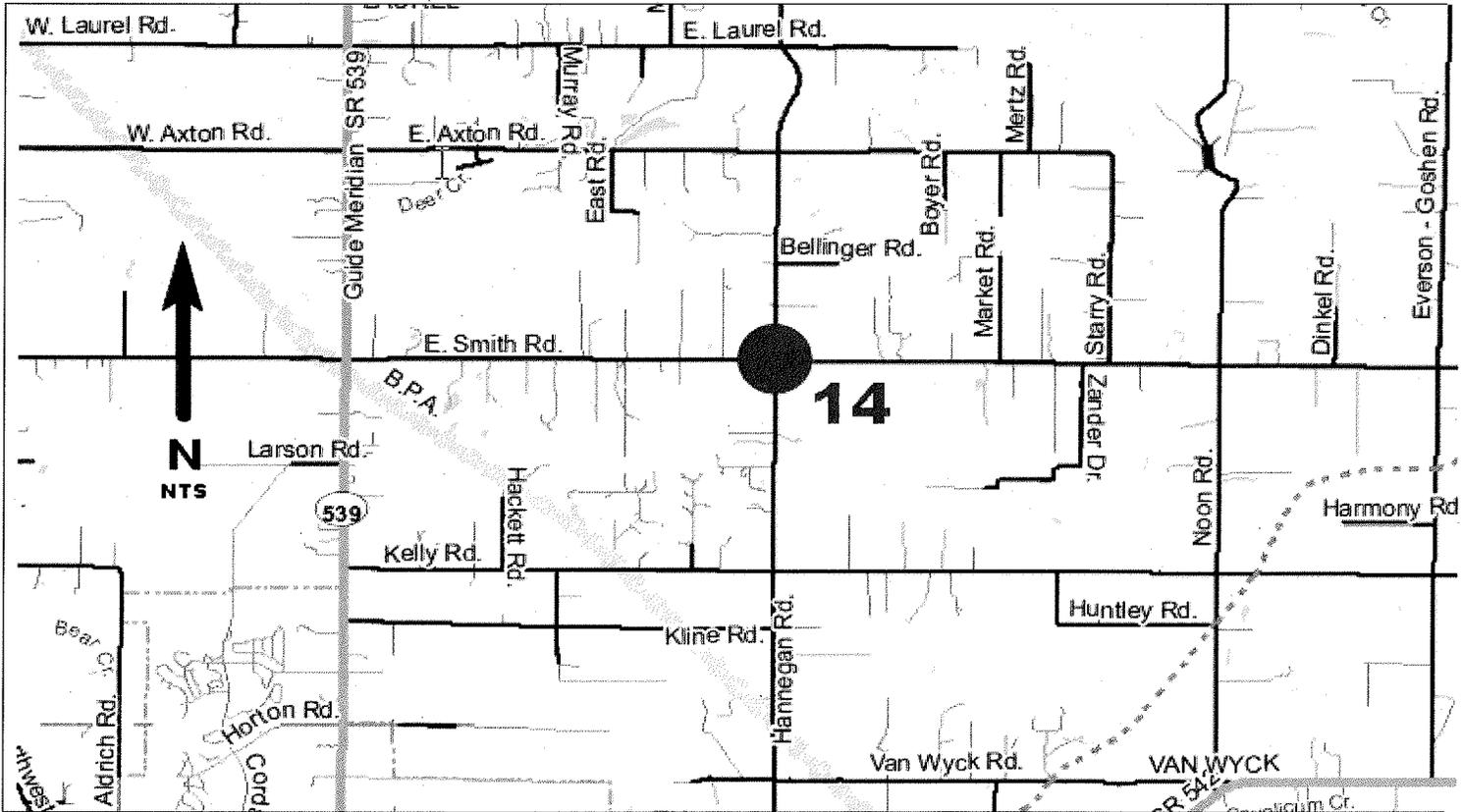
Construction Funding Year(s): 2015 / 2016

Project Narrative:
The intersection of East Smith and Hannegan Roads is located in Sections 28, 29, 32 and 33, T39N, R3E. This project is listed #14 on the 2015-2020 Six-Year Transportation Improvement Program. This intersection currently experiences delays due to the lack of left-turn channelization on Smith Road. The first phase of this project is to analyze a range of solutions as well as their associated benefits, limitations, and costs.

Project Status:
Traffic counts and warrants completed. Alternatives analysis in 2014. Design, permitting, and construction time frames would be contingent on alternative(s) chosen

Total Estimated Project Cost: \$ Unknown	Funding Sources:	
Expenditures to Date: \$10,000	Federal	
	State	\$
	Local	\$500,000 (STIP 2015)

Environmental Permitting	SEPA, ESA
Right-of-Way Acquisition (Estimate)	N/A
County Forces (Estimate)	N/A



**Slater Road Connector
Northwest Drive to SR 539
CRP # 914012**

Construction Funding Year(s): TBD

Project Narrative:

This Slater Road Connector project is located between Northwest Drive and SR 539 in Sections 1 and 2 of T38N, R2E. The work involves the construction of a new roadway between Northwest and SR 539. This project is listed #15 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Design, permitting, R/W and construction would be contingent on the availability of additional grant monies coupled with traffic and development issues associated with the area.

Total Estimated Project Cost: TBD

Expenditures to Date: \$0

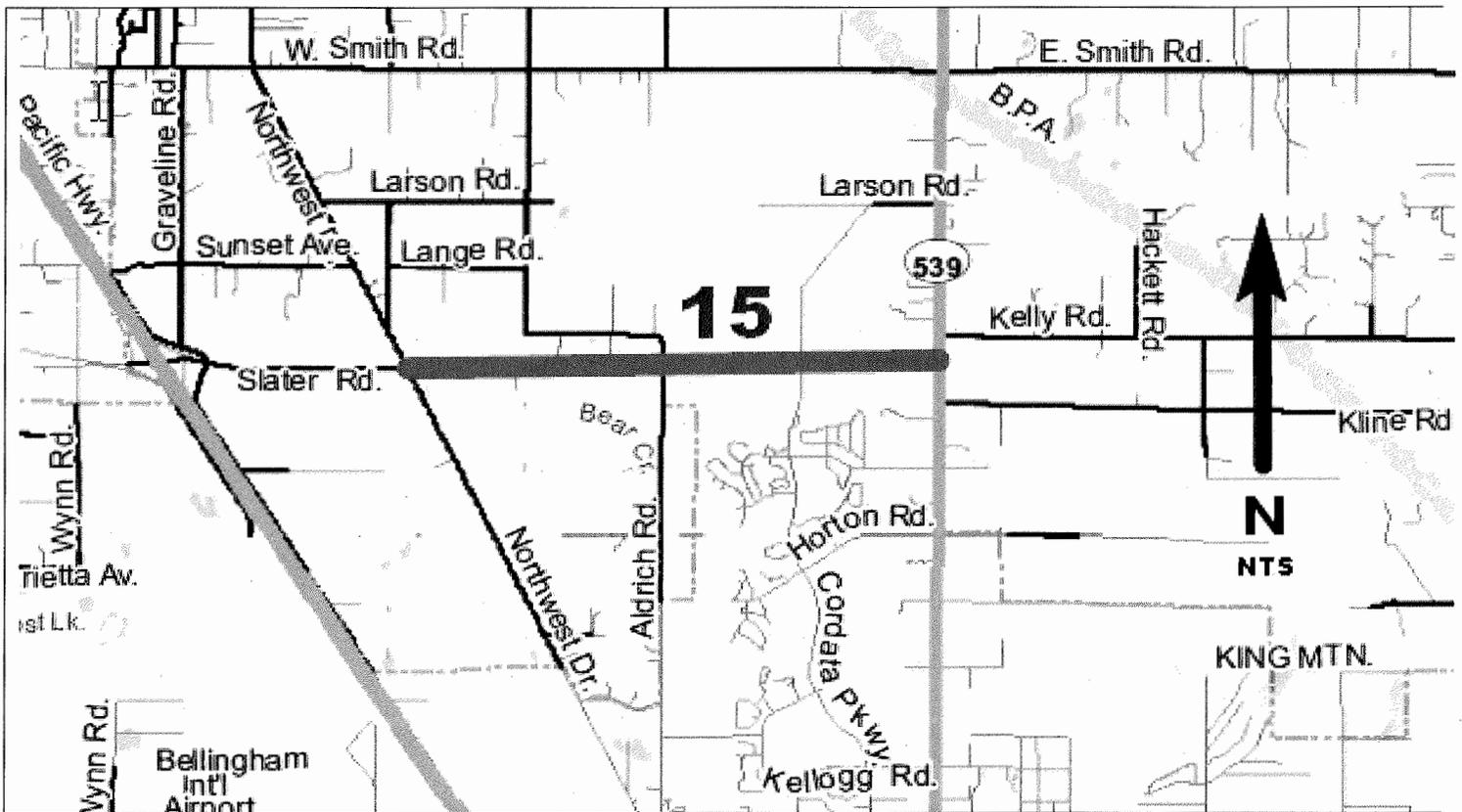
Funding Sources:

Federal	\$0
State	\$0
Local	\$50,000 (STIP 2015)

Environmental Permitting ECS, BA, SEPA, CLR/CAO, Corps of Engrs

Right-of-Way Acquisition (Estimate) TBD

County Forces (Estimate) N/A



**Slater Road
I5 Interchange
CRP # Not Assigned**

Construction Funding Year(s): 2018

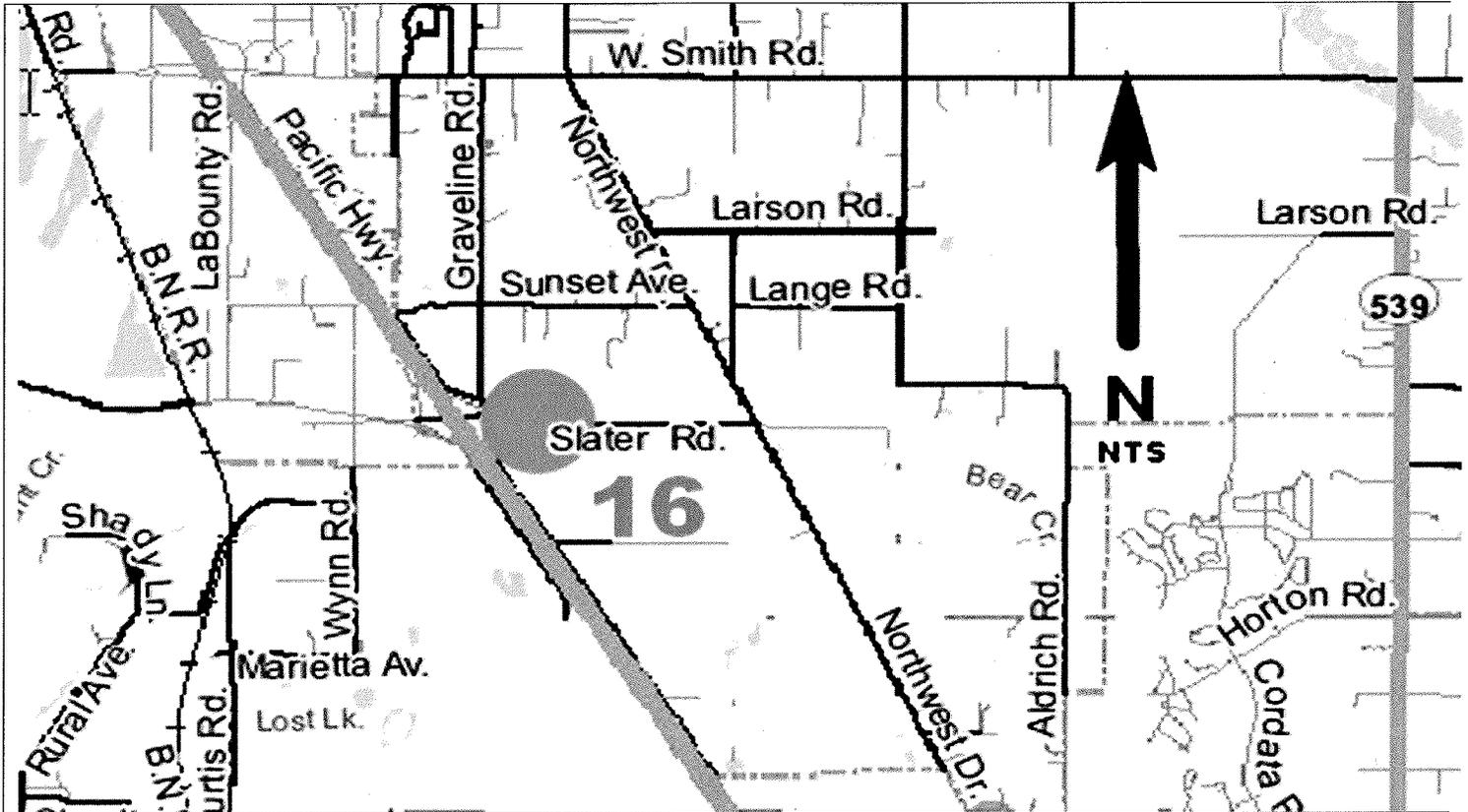
Project Narrative:

This project is located north of Bellingham in Section 3, T38N, R2E. This is a project is listed #16 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Total Estimated Project Cost: TBD	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$ 0	State	\$0
	Local	\$5,000 (STIP 2018)

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



Hannegan Road Bellingham City Limits to Hemmi Road CRP # Not Assigned

Construction Funding Year(s): 2015

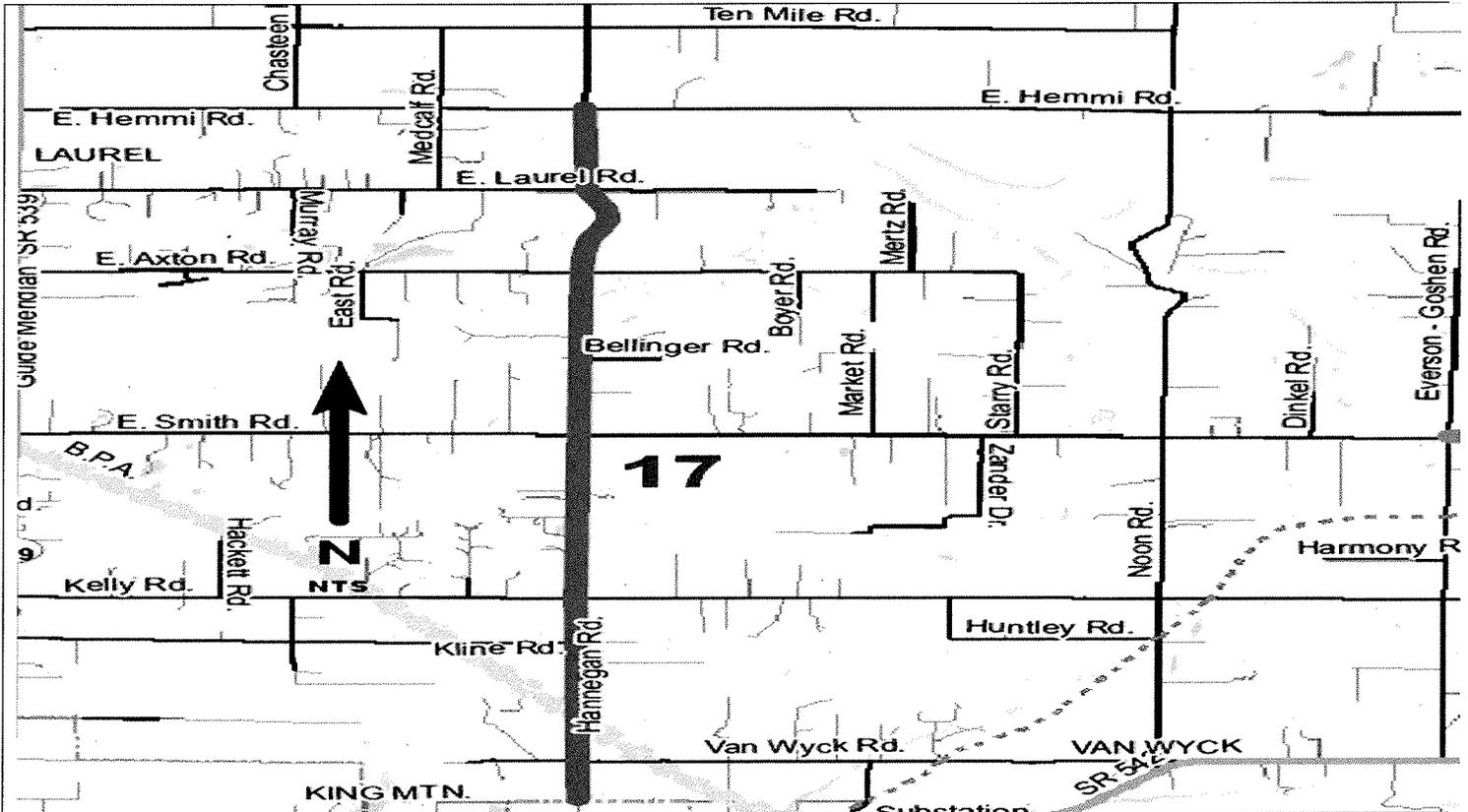
Project Narrative:

This Hannegan Road project is located between Bellingham City Limits and Hemmi Road in Sections 32, 5, 8, and 17 of T40N, R3E and T39N, R3E. The work involves a structural/overlay of the roadway with rumble strips and new pavement markings for approximately 4.4 miles of roadway. This project is listed #17 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Total Estimated Project Cost: \$2,000,000	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$ 10,000	State	
	Local	\$ 2,000,000

Environmental Permitting	ECS, BA, SEPA, CLR/CAO, Corps of Engrs
Right-of-Way Acquisition (Estimate)	N/A
County Forces (Estimate)	N/A



**North Enterprise Road
Harksell Road to Birch Bay Lynden Road
CRP # Not Assigned**

Construction Funding Year(s): 2017

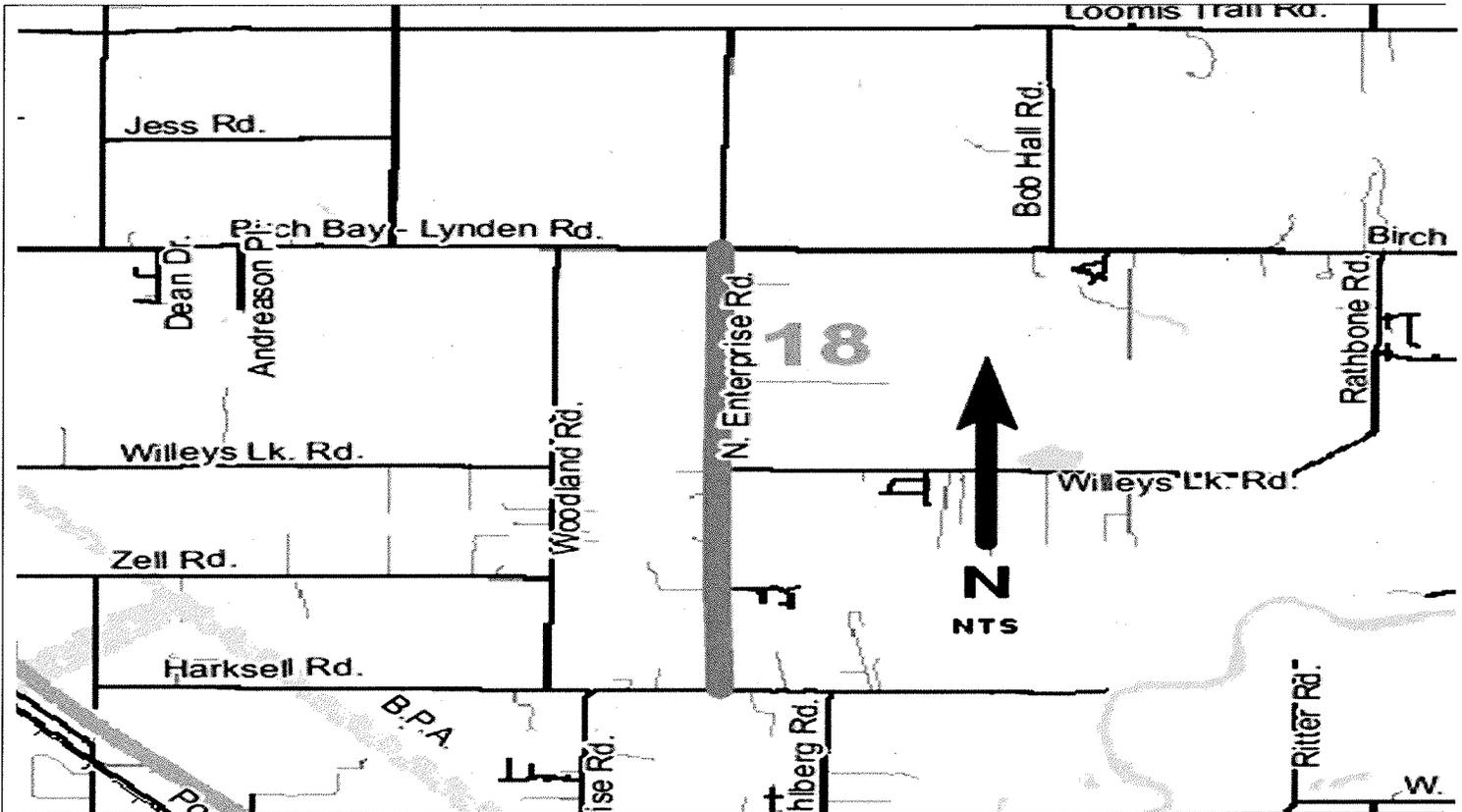
Project Narrative:

This North Enterprise Road project is located between Ferndale City Limits to Harksell Road in Sections 5 & 8 of T39N, R2E. The work involves the pavement rehabilitation of approximately miles of roadway. This project is listed #18 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Total Estimated Project Cost: \$1,000,000	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$0	State	\$900,000 (RAP)
	Local	\$100,000

Environmental Permitting	ECS, BA, SEPA, CLR/CAO, Corps of Engrs
Right-of-Way Acquisition (Estimate)	N/A
County Forces (Estimate)	N/A



**West Badger Road
Sunrise Road to Markworth Road
CRP # Not Assigned**

Construction Funding Year(s): TBD

Project Narrative:

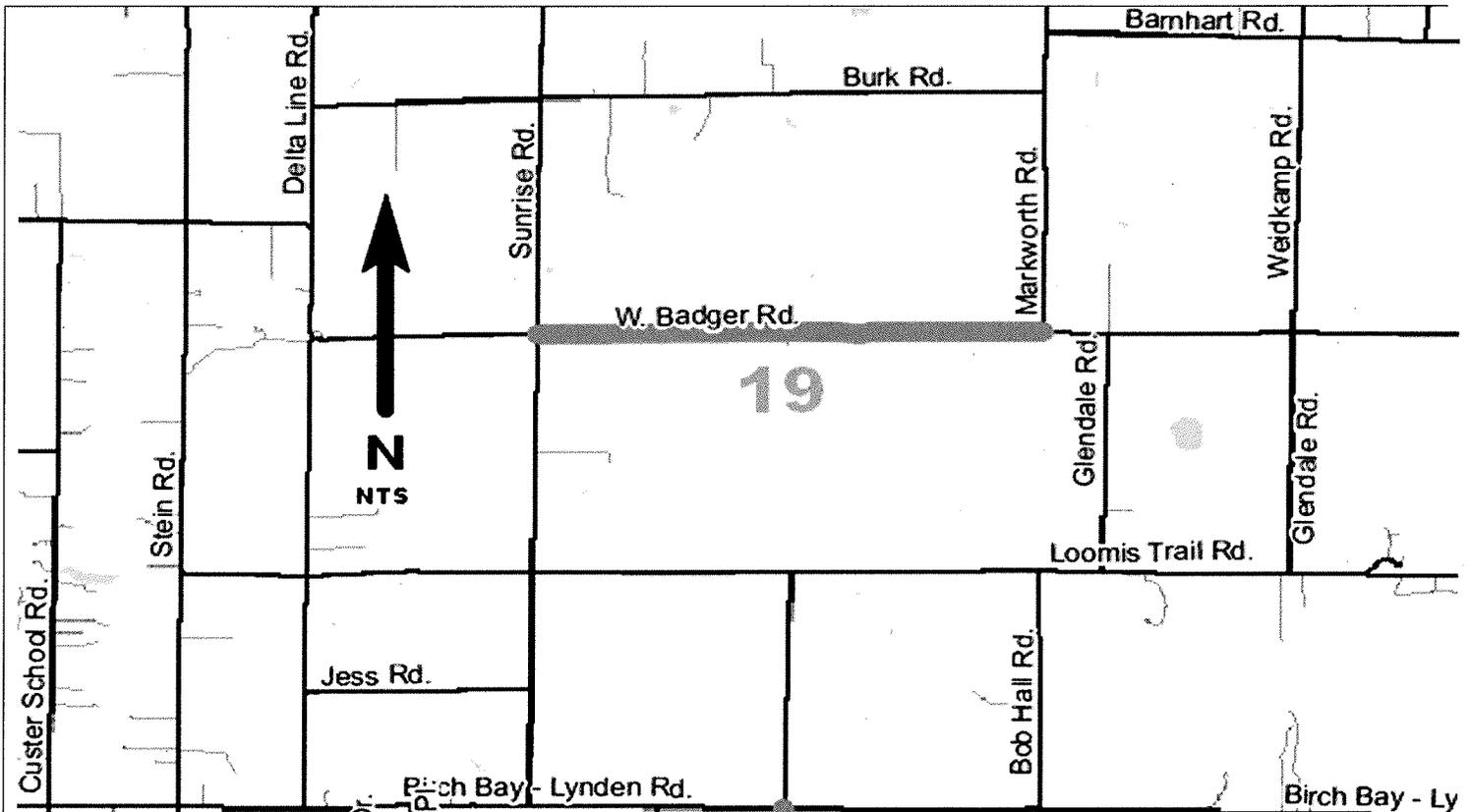
This West Badger Road project is located between Sunrise Road and Markworth Road in Sections 8 and 9 of T40N, R2E. The work involves reconstruction of approximately 2 miles of roadway, including realignment, widening, safety upgrades and water quality / quantity treatment. This project is listed #19 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Design, permitting and R/W could begin in 2016; however, the degree of project activity would be contingent on resolution of funding needs. A grant application has been submitted.

Total Estimated Project Cost: \$ TBD Expenditures to Date: \$0	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$5,000 (STIP 2017)

Environmental Permitting	ECS, BA, SEPA, CLR/CAO, Corps of Engrs
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	N/A



Portal Way Birch Bay Lynden Road to Faris Road CRP # Not Assigned

Construction Funding Year(s): TBD

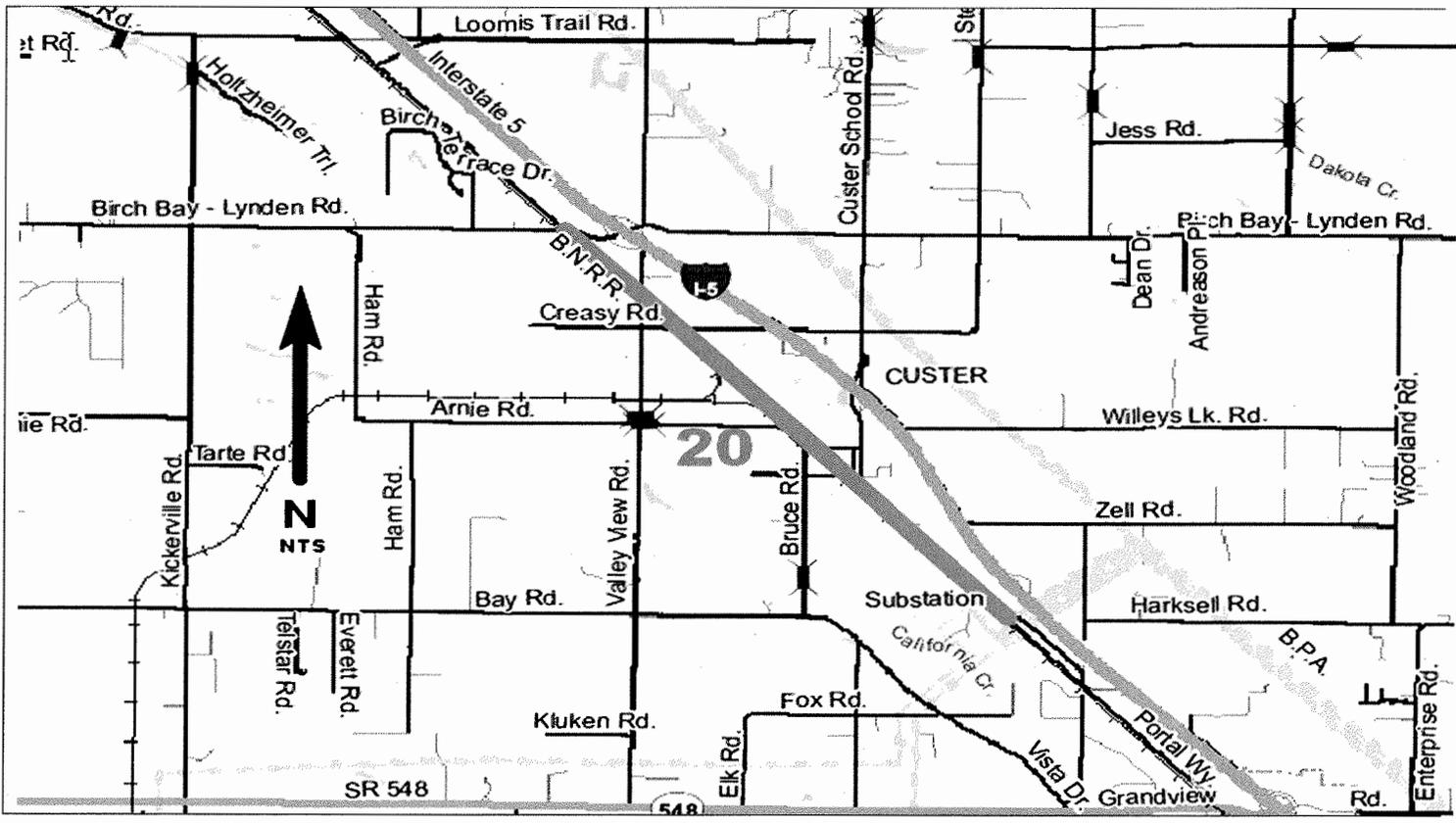
Project Narrative:
This Portal Way project is located between Birch Bay Lynden Road and Faris Road in Sections 27, 35, and 36 of T40N, R1E. The work involves pavement rehabilitation of 2.85 miles of roadway. This project is listed #20 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:
Design, permitting and construction would be contingent on the resolution of additional funding needs. A Grant application has been submitted.

Total Estimated Project Cost: \$ TBD
Expenditures to Date: \$0

Funding Sources:	
Federal	\$0
State	\$0
Local	\$5,000 (STIP 2018)

Environmental Permitting	ECS, BA, SEPA, CLR/CAO, Corps of Engrs
Right-of-Way Acquisition (Estimate)	N/A
County Forces (Estimate)	N/A



Horton Road Connector Northwest Drive to Aldrich Road CRP # Not Assigned

Construction Funding Year(s): TBD

Project Narrative:

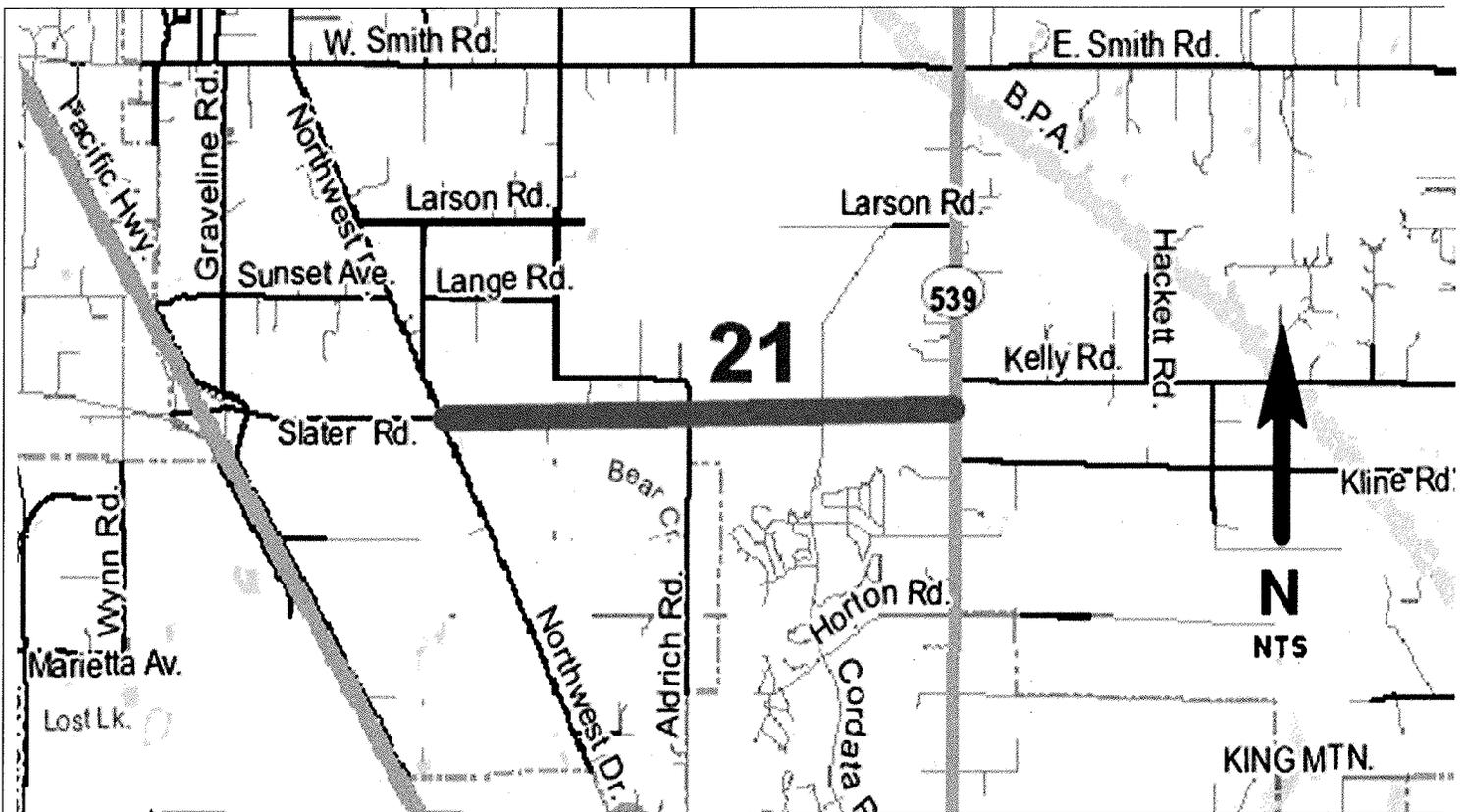
This Horton Road Connector project is located between Northwest Drive and Aldrich Road in Section 2 of T38N, R2E. The work involves a ½ mile of new roadway alignment, along with all the associated permitting, storm water and R/W issues. This project is listed #21 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Design, permitting, R/W and construction would be contingent on the availability of additional grant monies coupled with traffic and development issues associated with the area.

Total Estimated Project Cost: TBD	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$0	State	\$0
	Local	\$5,000 (STIP 2016)

Environmental Permitting	ECS, BA, SEPA, CLR/CAO, Corps of Engrs
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	N/A



Marine Drive/BNSF Trail
CRP # Not Assigned

Construction Funding Year(s): 2016

Project Narrative:

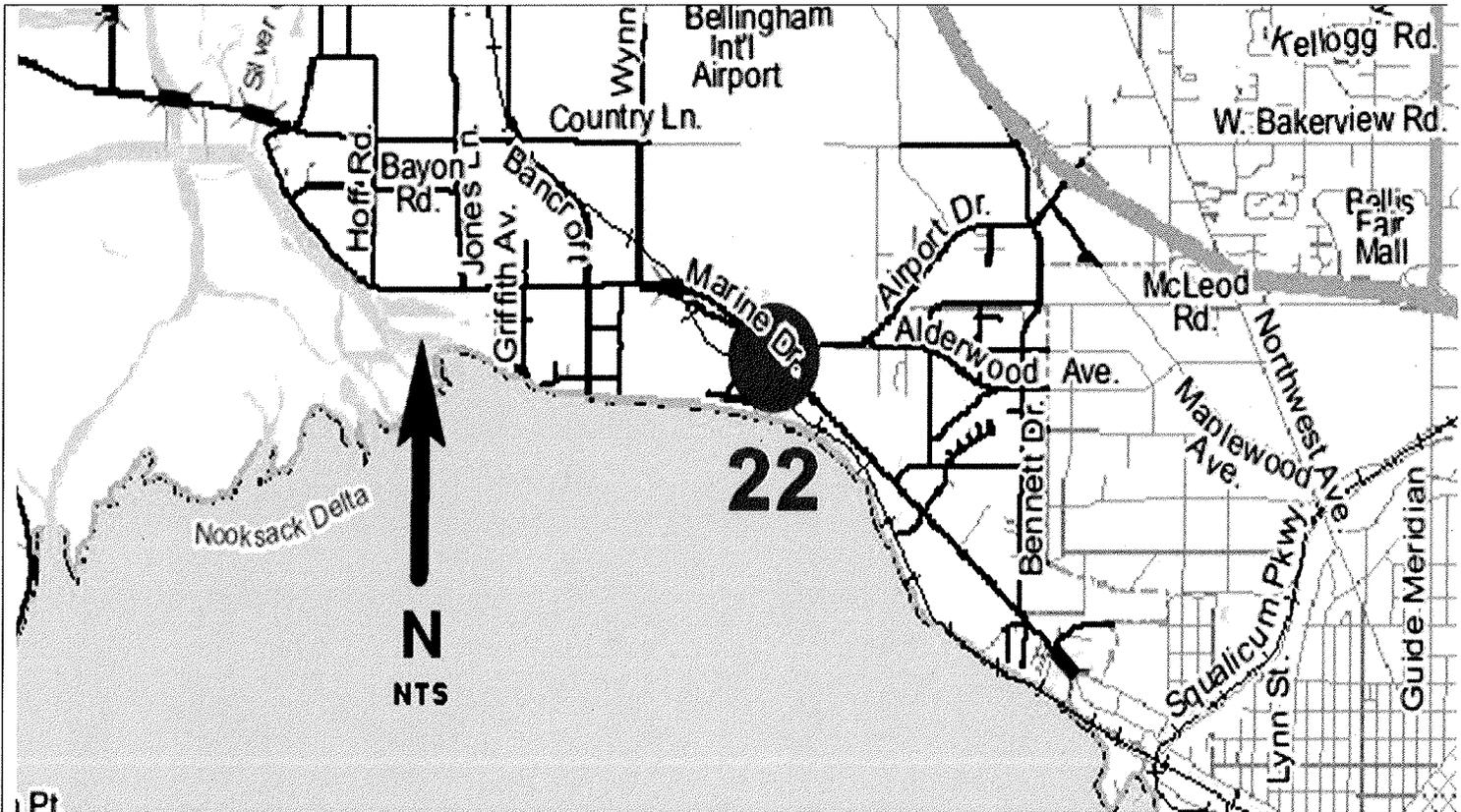
This project is located in Section 15 of T38N, R2E. The work involves establishing an agreement with BNSF to authorize and construct a non-motorized trail crossing. This project is listed #22 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Design, permitting, R/W and construction would be dependent on negotiations with BNSF regarding a new crossing.

Total Estimated Project Cost: \$250,000	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$0	State	\$0
	Local	\$250,000 (STIP 2015-2020)

Environmental Permitting	ECS, BA, SEPA, CLR/CAO, Corps of Engrs
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	N/A



Turkington Road/Jones Creek CRP # Not Assigned Yet

Construction Funding Year(s): TBD

Project Narrative:

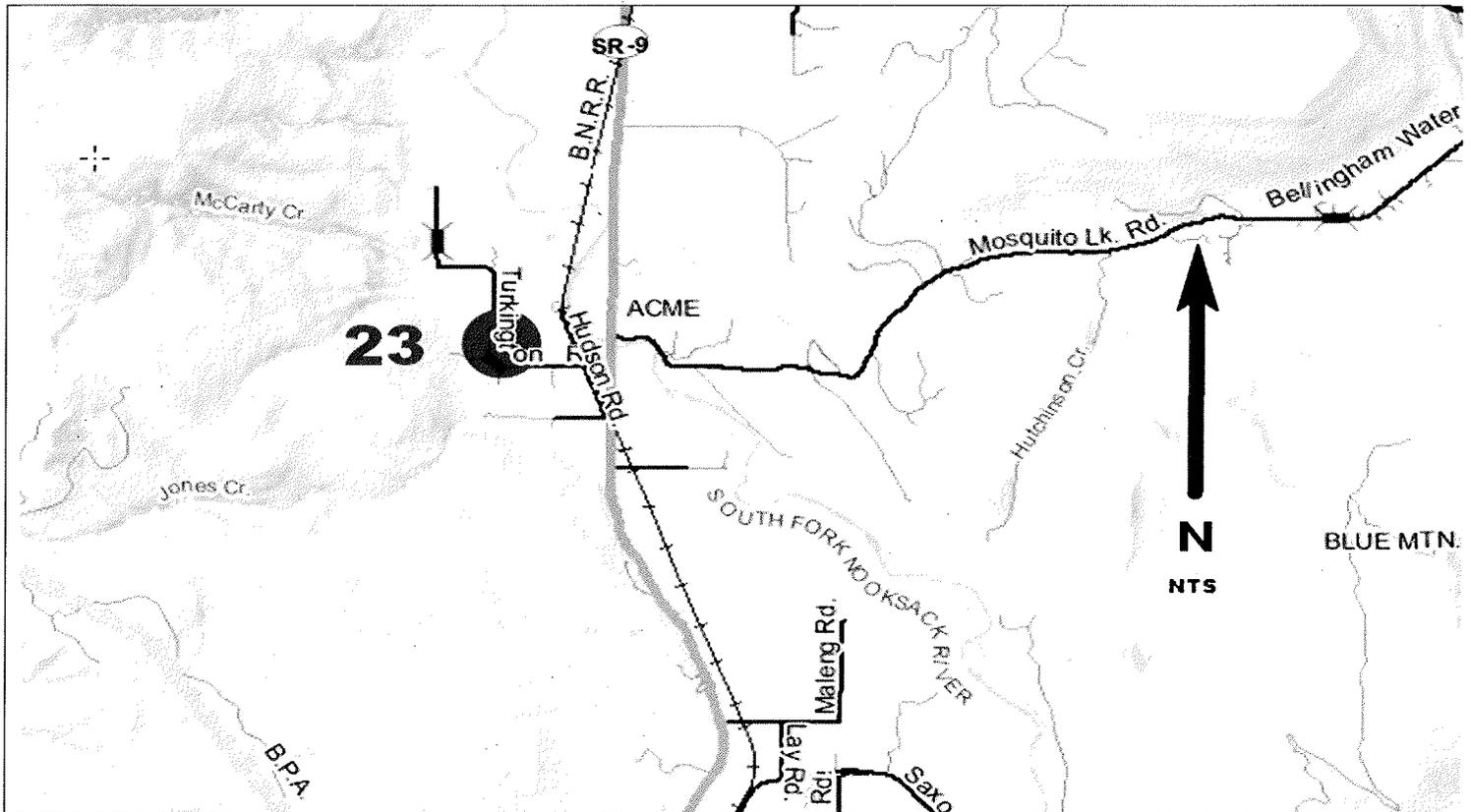
This project is located in Sections 7, T37N, R5E. This work involves completing design of road and bridge modifications in this area in coordination with the debris flow berm project being developed by the River and Flood Division. The project is listed #23 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Alternate analysis work is underway by the River & Flood Division.

Total Estimated Project Cost: \$ TBD	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$0	State	\$0
	Local	\$500,000 (2015-2016 STIP - PE)

Environmental Permitting	BA, HPA, SEPA, Corps of Engrs, CLR/CAO, Shorelines, DNR
Right-of-Way Acquisition (Estimate)	\$50,000
County Forces (Estimate)	N/A



**Lincoln Road II
Harborview Road to SR 548(Blaine Road)
Reconstruction and New Alignment
CRP # 908011**

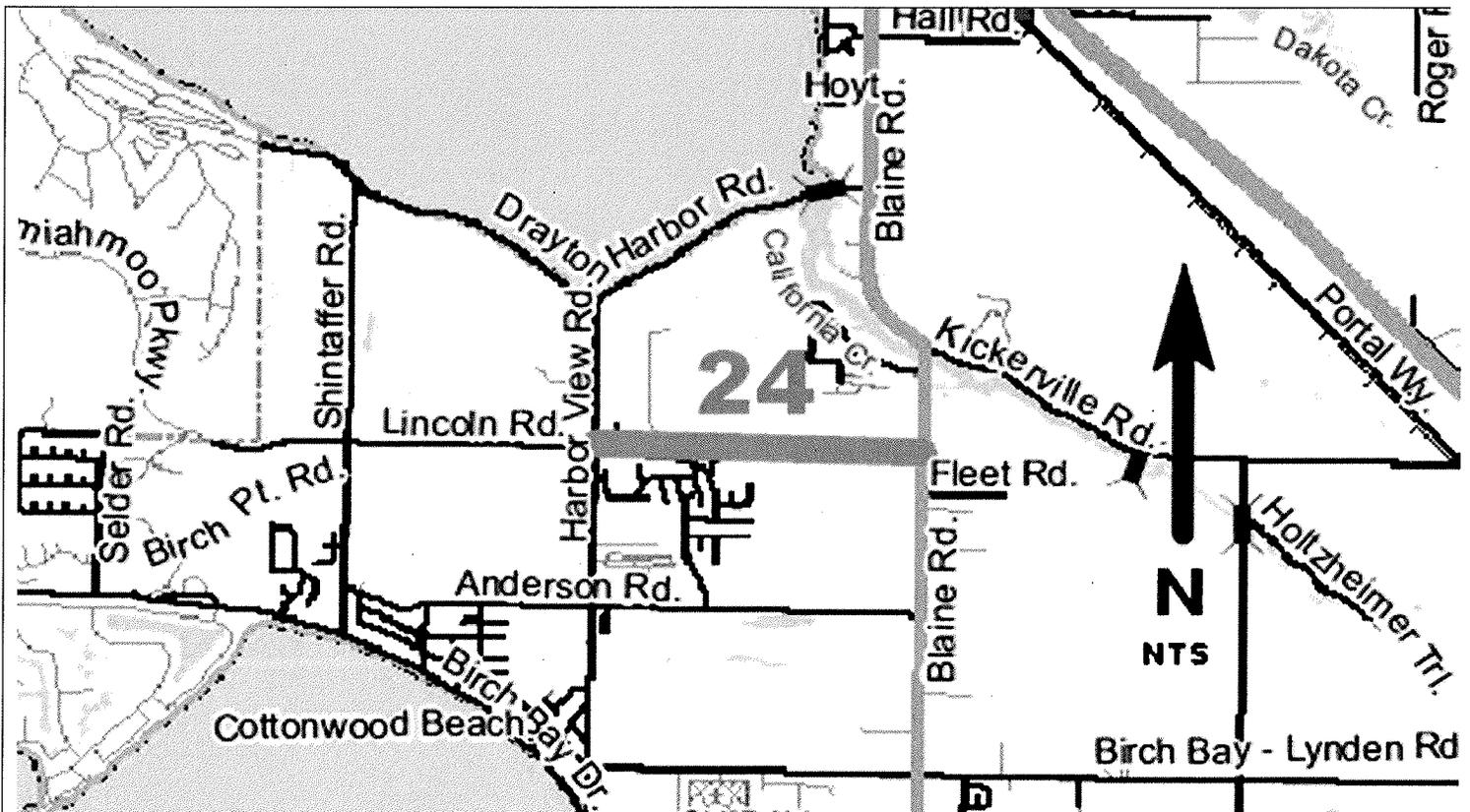
Construction Funding Year(s): TBD

Project Narrative:
This Lincoln Road project, from Harborview Road to SR 548 (Blaine Rd), is located in Sections 18 and 19 of T40N, R1E. The work involves improvements to a 1 mile section that includes road reconstruction, new roadway alignment, safety upgrades, and storm water quality and quantity treatment. This project is listed #24 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:
Design, permitting, R/W and construction time frames would be contingent on availability of addition grant monies to fund the project, as well as resolution of some key acquisition, WSDOT access and wetland mitigation issues.

Total Estimated Project Cost: \$ TBD	Funding Sources:	
Expenditures to Date: \$0	Federal	\$0
	State	\$0
	Local	\$5,000 (STIP 2019)

Environmental Permitting	ECS, BA, SEPA, CLR/CAO, Corps of Engrs
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	N/A



**Marine Drive
McAlpine Road to Alderwood Avenue
Reconstruction and Bike/Ped Facilities
CRP # Not Assigned**

Construction Funding Year(s): TBD

Project Narrative:

This Marine Drive project is located between McAlpine Road and Alderwood Avenue in Section 15 of T38N, R2E. The work involves reconstruction of approximately ½ mile of roadway with emphasis on bike/pedestrian enhancements. This project is listed #25 on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:

Design, permitting, R/W and construction time frames would be contingent on availability of addition grant monies to fund the project.

Total Estimated Project Cost: TBD

Expenditures to Date: \$0

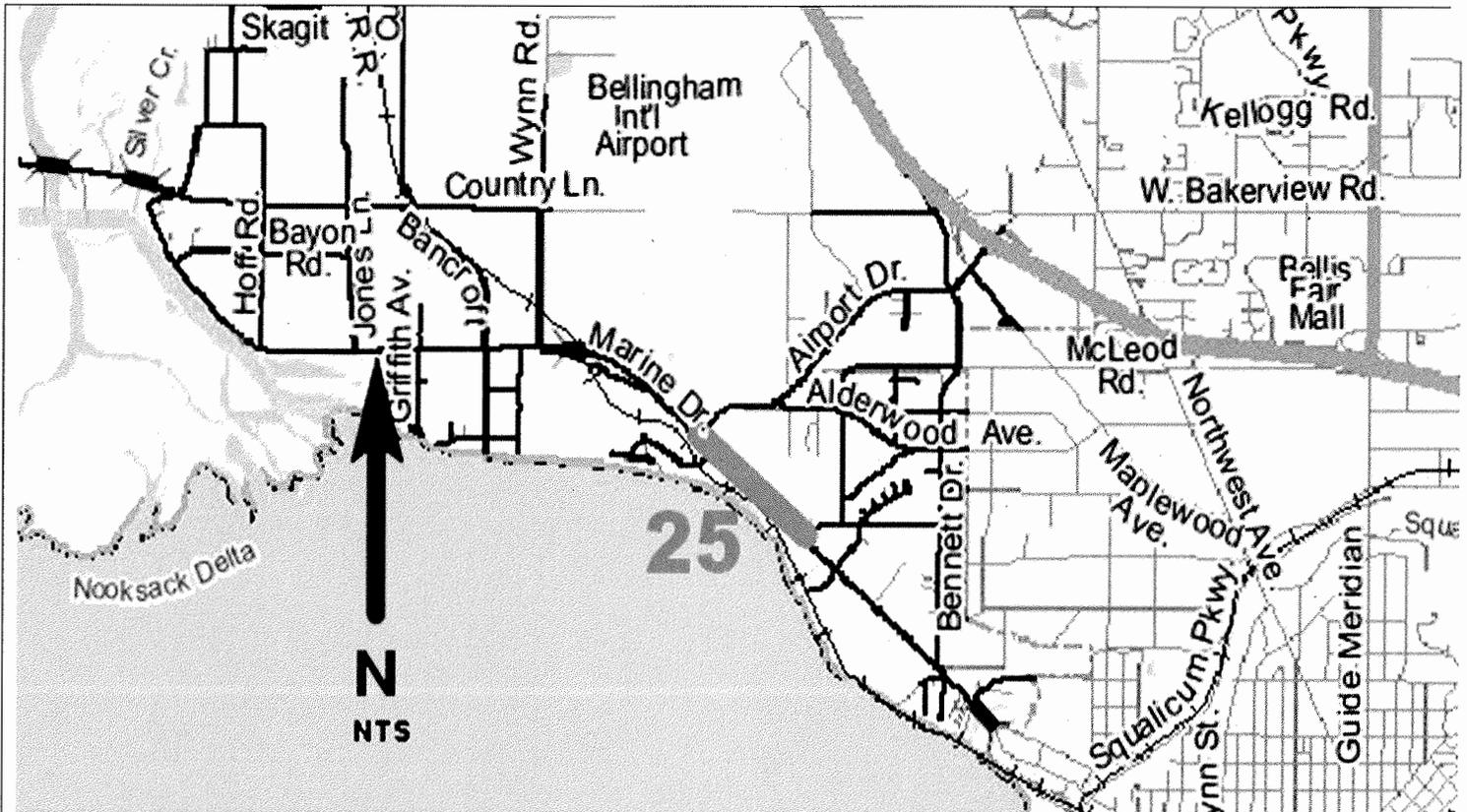
Funding Sources:

Federal	\$0
State	\$0
Local	\$5,000 (STIP 2018)

Environmental Permitting ECS, BA, SEPA, CLR/CAO, Corps of Engrs

Right-of-Way Acquisition (Estimate) TBD

County Forces (Estimate) N/A



**Marine Drive II
Alderwood Avenue to Bridge No. 172
Reconstruction and Bike/Ped Facilities
CRP # Not Assigned**

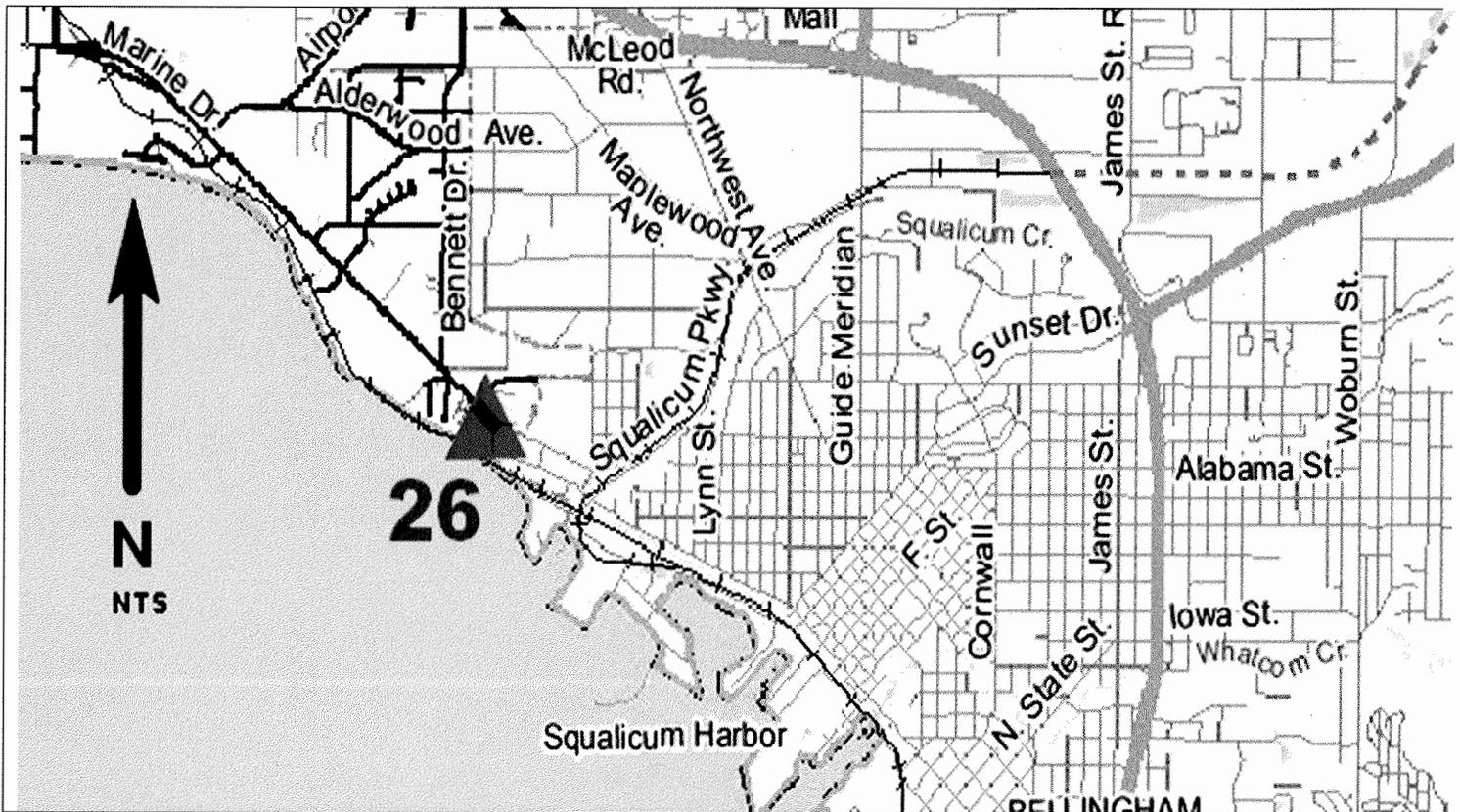
Construction Funding Year(s): TBD

Project Narrative:
This Marine Drive project is located between Alderwood Avenue and Bridge No. 172 in Sections 15 of T38N, R2E. The work involves reconstruction of approximately 1/2 mile of roadway with emphasis on bike/pedestrian enhancements. This project is listed **#26** on the 2015-2020 Six-Year Transportation Improvement Program.

Project Status:
Design, permitting, R/W and construction time frames would be contingent on availability of addition grant monies to fund the project.

Total Estimated Project Cost: TBD	Funding Sources:	
Expenditures to Date: \$0	Federal	\$0
	State	\$0
	Local	\$5,000 (STIP 2019)

Environmental Permitting	ECS, BA, SEPA, CLR/CAO, Corps of Engrs
Right-of-Way Acquisition (Estimate)	TBD
County Forces (Estimate)	N/A



Innis Creek Road CRP # Not Assigned

Construction Funding Year(s): TBD

Project Narrative:

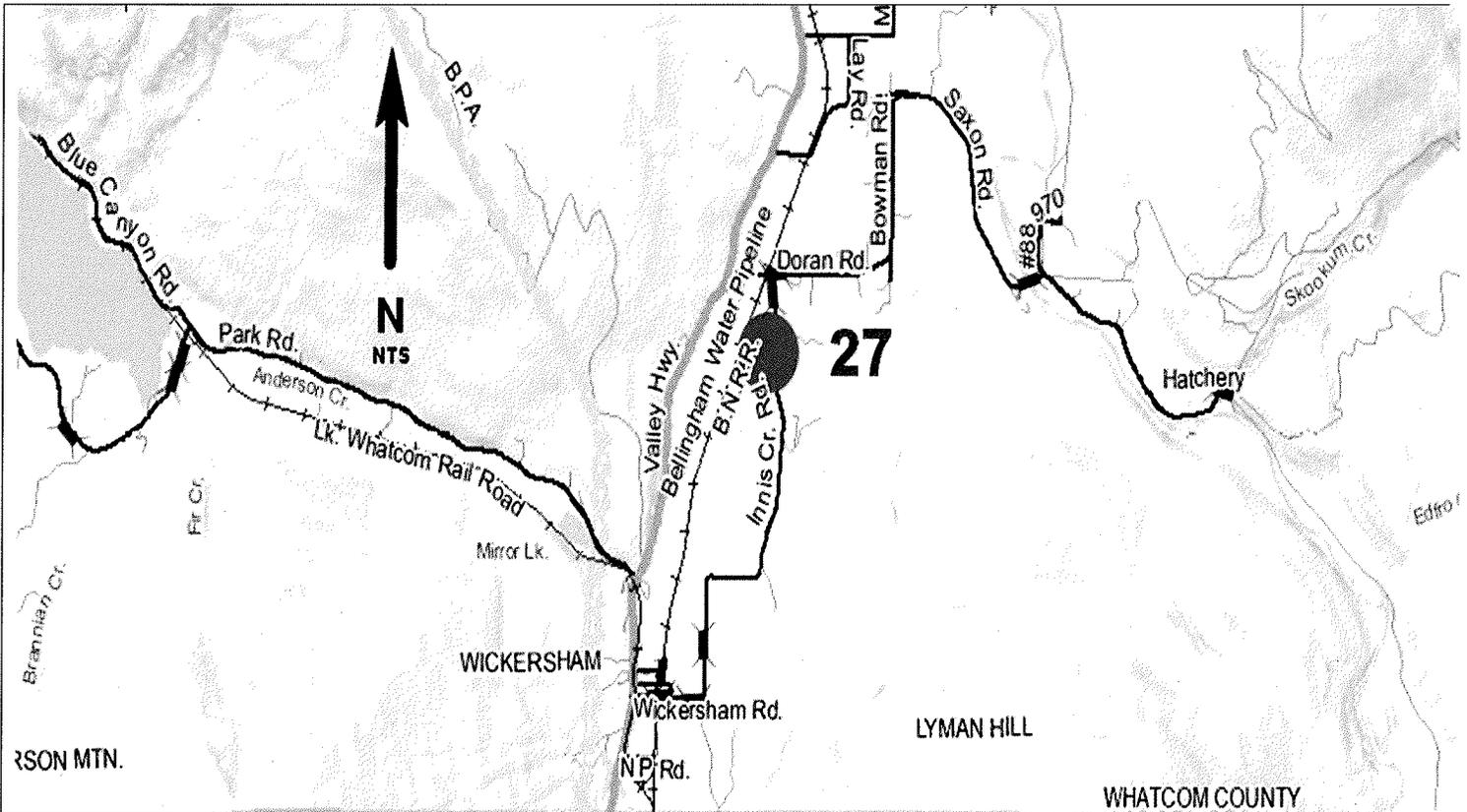
This project is located northeast of Wickersham in Section 29, T37N, R5E. The work involves raising a quarter mile section of Innis Creek Road to mitigate flooding issues. This project is listed #27 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Preliminary design and permitting to begin in 2015.

Total Estimated Project Cost: TBD	Funding Sources:	
Expenditures to Date: \$ 0	Federal	\$0
	State	\$0
	Local	\$50,000 (STIP 2015)

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



**Larrabee Road
Flood Prevention and Stream Restoration
CRP # 914003**

Construction Funding Year(s): TBD

Project Narrative:

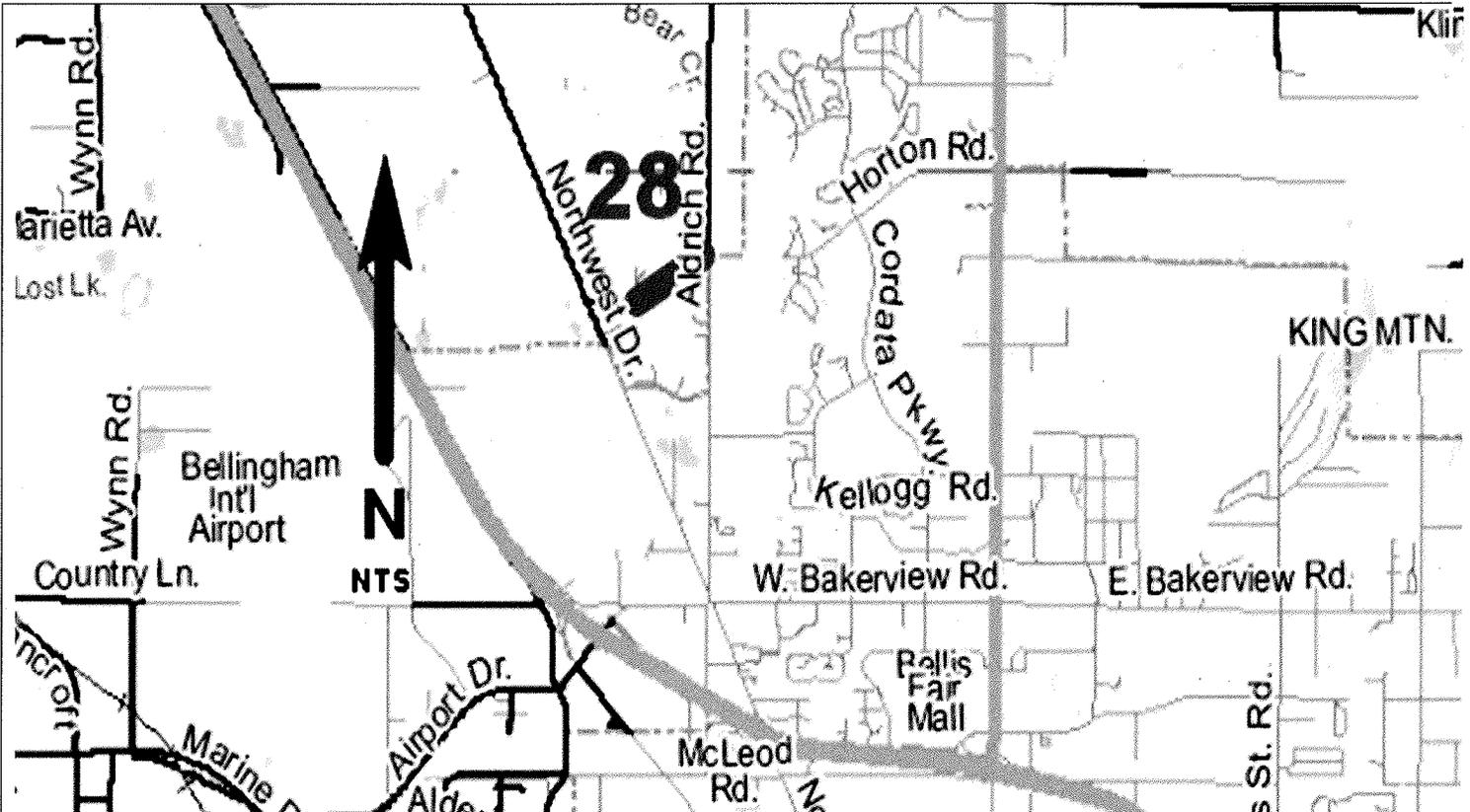
This project is located near the Bellingham city limits in Section 11, T38N, R2E. This is a project to provide fish passage, restore habitat, and reduce chronic flooding along a tributary to Bear Creek. This project is listed #28 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Project site is monitored routinely. Project scoping and design scheduled to begin in 2014 pending results of the ongoing monitoring program.

Total Estimated Project Cost:	TBD	Funding Sources:	
		Federal	\$
Expenditures to Date:	\$ 0	State	\$
		Local	\$5,000 (STIP 2019)

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



County Roadway Safety Program
CRP # Not Assigned

Construction Funding Year(s): 2015

Project Narrative:

This project was the result of a Federal Safety Initiative to reduce fatalities and serious injury collisions on county roadways throughout the state. Whatcom County's grant addresses safety concerns through signage, rumble strips, and high friction surface treatments. This project is #29 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Design and construction in 2015.

Total Estimated Project Cost: \$ 750,000

Expenditures to Date: \$ 0

Funding Sources:

Federal	\$600,000
State	\$0
Local	\$150,000

Environmental Permitting N/A

Right-of-Way Acquisition (Estimate) N/A

County Forces (Estimate) N/A

Due to the nature of this program item, no map exists. Council review and prioritization will be sought at the appropriate time.

**Potter Road
South Fork Bridge No. 148 Replacement
CRP #998027**

Construction Funding Year(s): 2015 / 2016

Project Narrative:

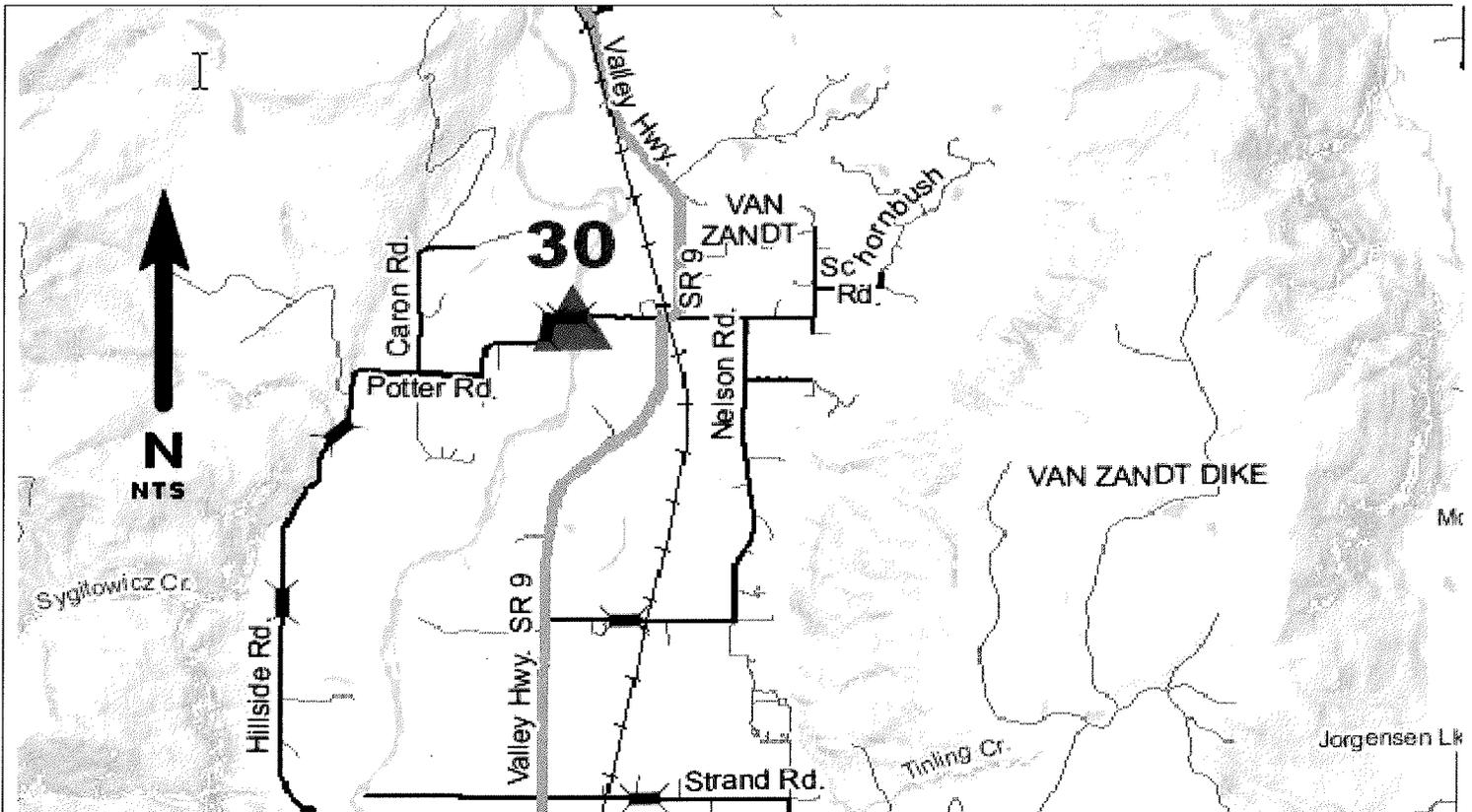
This bridge replacement project is located in Sections 17 & 18, T38N, R5E. The existing single-lane bridge (14.5' wide & 243' in length) is Structurally Deficient and Functionally Obsolete. The replacement structure is a 360' two-span, pre-stressed and post-tensioned concrete girder bridge. Access will be maintained throughout construction as this is the only public access to the residential, agricultural and tribal community west of the river. The project is listed #30 on the 2015-2020 Six-Year Transportation Improvement Program, and has a project-based budget.

Project Status:

Construction began in May 2014, and is approximately 50% complete. It is expected that construction will be completed in late 2015 or early 2016.

Total Estimated Project Cost: \$9,600,000	Funding Sources:	
	Federal	\$7,074,000 BRAC
Expenditures to Date: \$3,850,000 (thru 2014)	State	\$0
	Local	\$1,814,000

Environmental Permitting	BA, HPA, SEPA, Corps of Engrs, CLR/CAO, Shorelines, DNR
Right-of-Way Acquisition (Estimate)	Complete
County Forces (Estimate)	N/A



Slater Road / Nooksack River Bridge No. 512 Painting CRP # 913005

Construction Funding Year(s): 2015

Project Narrative:

This project is located on Slater Road at the Nooksack River in Section 6, T38N, R2E. This is a painting project to sandblast and repaint the 1957 steel truss bridge. The project is listed #31 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

The project was awarded BRAC funding in 2013. Construction scheduled to begin in 2015.

Total Estimated Project Cost: \$1,810,000

Expenditures to Date: \$ 110,000

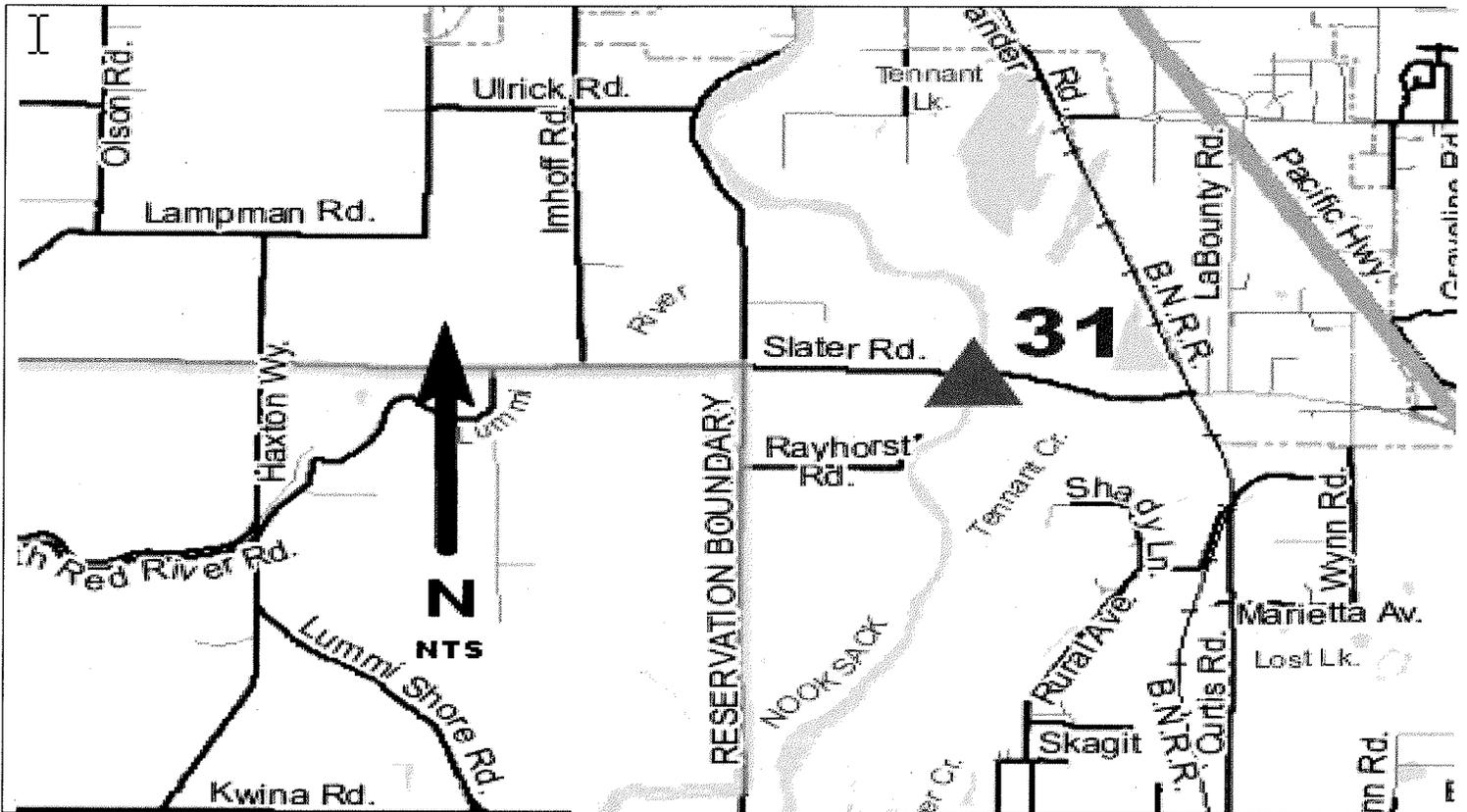
Funding Sources:

Federal	\$1,700,000 (BR)
State	\$0
Local	\$0

Environmental Permitting HPA, NEPA, County Shorelines

Right-of-Way Acquisition (Estimate) None Required

County Forces (Estimate) N/A



Marine Drive / Little Squalicum Creek - Bridge No. 32 Rehabilitation CRP #910017

Construction Funding Year(s): TBD

Project Narrative:

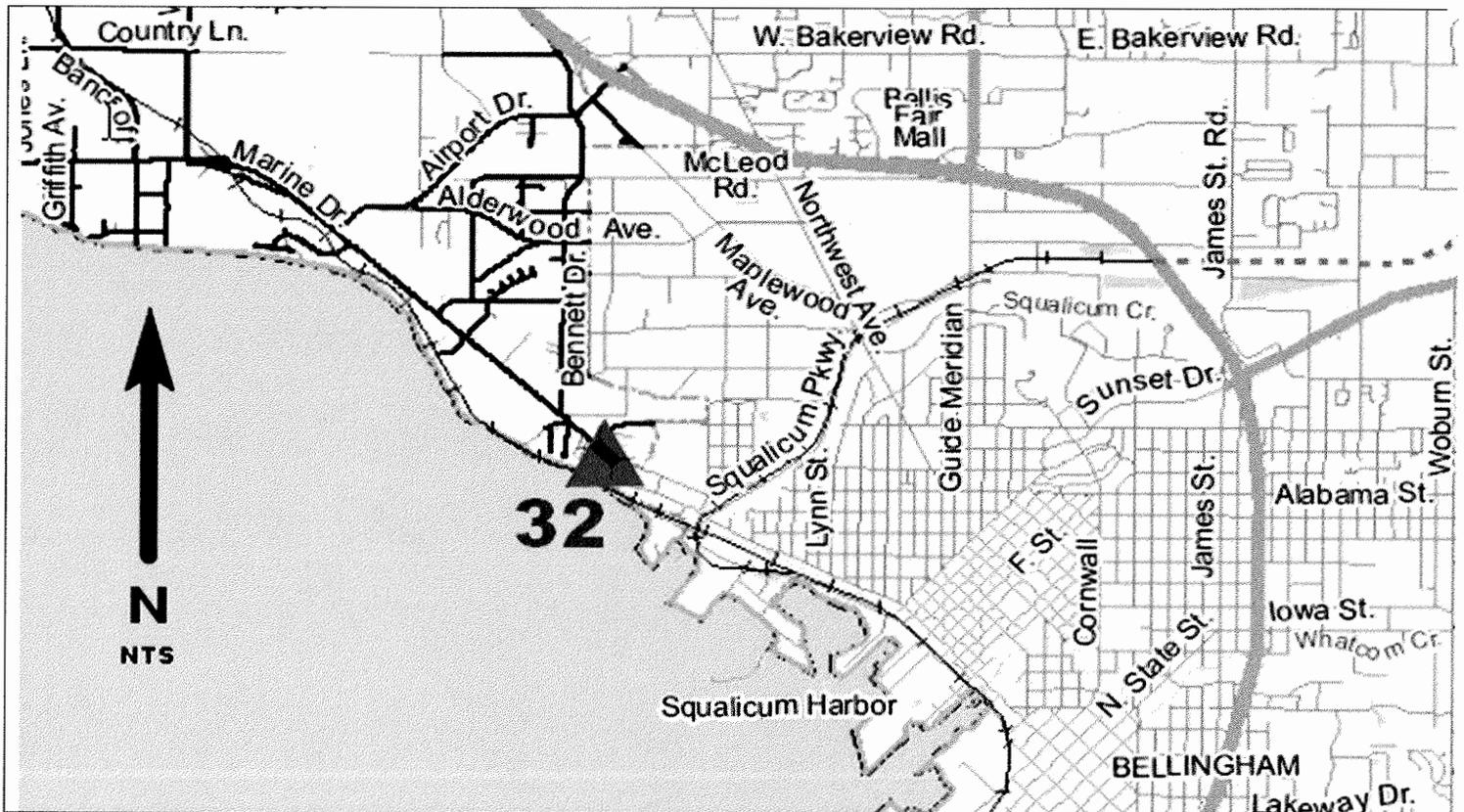
This project is located near the Bellingham city limits in Section 8, T38N, R2E. This is a rehabilitation project to replace the bridge deck, strengthen the girders and cross beams, and remove the existing load restrictions on the bridge. The project is listed #32 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

The project was submitted for BRAC funding in May 2012. Construction pending acquisition of BRAC funds.

Total Estimated Project Cost: \$3,000,000	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$0	State	\$0
	Local	\$20,000 (STIP 2015)

Environmental Permitting	HPA, NEPA
Right-of-Way Acquisition (Estimate)	None Required
County Forces (Estimate)	N/A



Hannegan Road / Nooksack River - Bridge No. 252 Scour Mitigation CRP #911002

Construction Funding Year(s): 2015

Project Narrative:

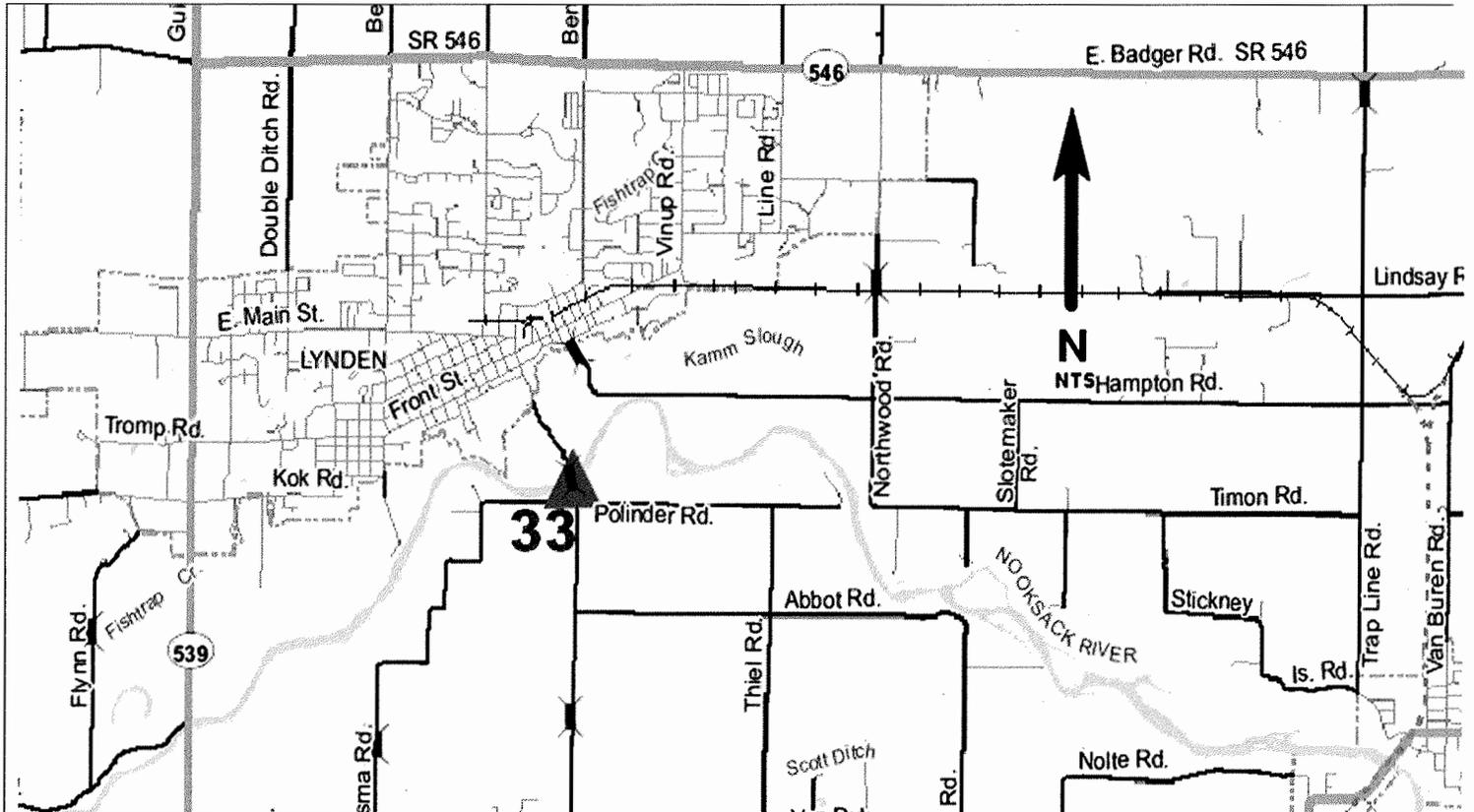
This project is located just south of the Lynden city limits in Section 20, T40N, R3E. This is a rehabilitation project to mitigate scour on the existing bridge. This project is listed #33 on the 2015-2020 Six Year Transportation Program.

Project Status:

BRAC funding acquired. Design and permitting underway, construction scheduled for 2015.

Total Estimated Project Cost: \$274,000	Funding Sources:	
	Federal	\$220,000 (BR)
Expenditures to Date: \$ 40,000	State	\$
	Local	\$ 20,000 (STIP 2015)

Environmental Permitting	HPA, SEPA, SEC 404, NEPA, County Shorelines
Right-of-Way Acquisition (Estimate)	\$29,000 (Temporary construction access easement)
County Forces (Estimate)	None



South Pass Road / Saar Creek - Bridge No. 212 Replacement

CRP #911004

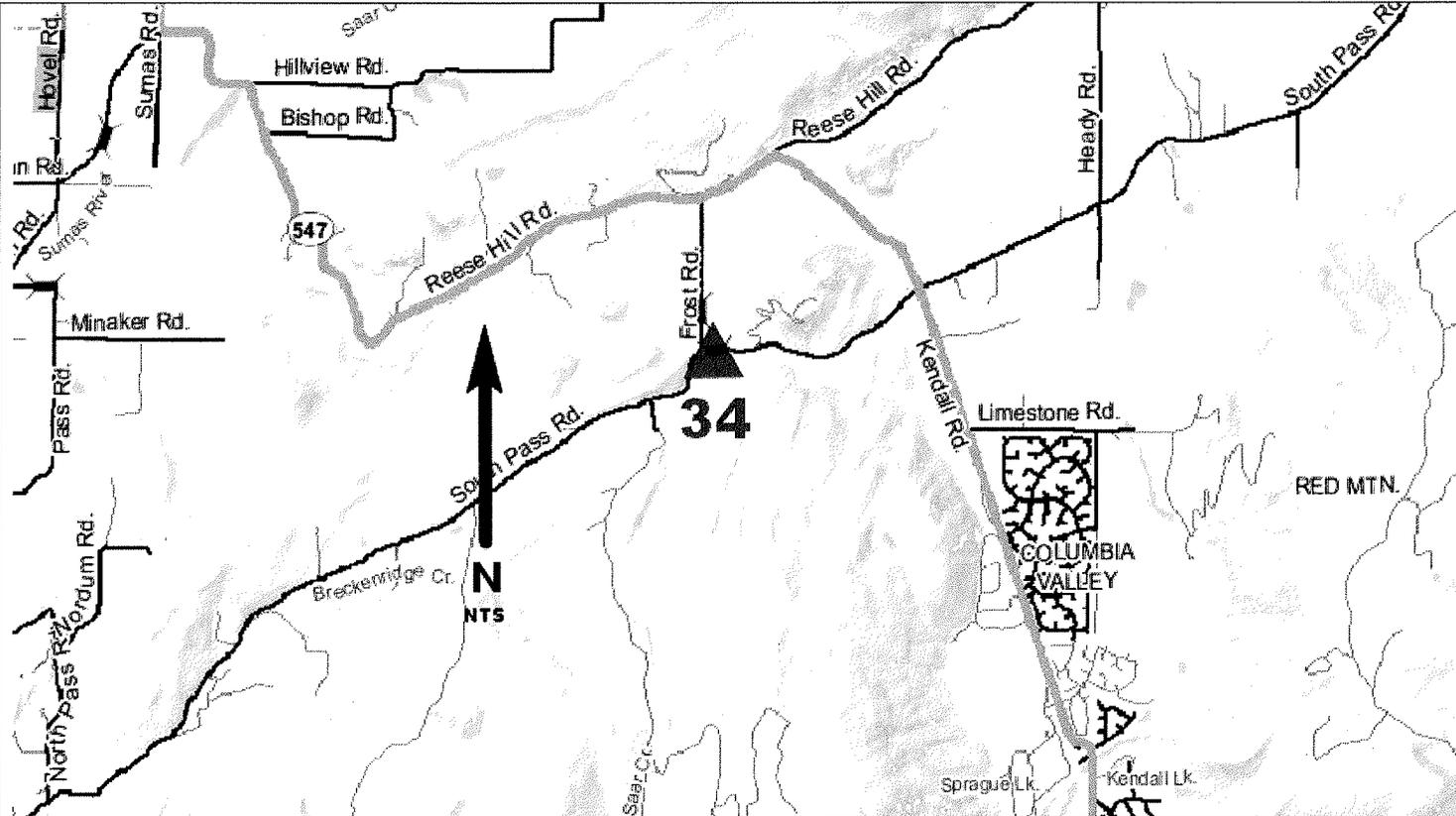
Construction Funding Year(s): 2016

Project Narrative:
This project is located southeast of Sumas in Section 17, T40N, R5E. This is a project to replace the existing 31 foot structurally deficient bridge with a 50 foot bridge. This project is listed as #34 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:
Design and permitting to be completed in 2015 with construction in 2016.

Total Estimated Project Cost: \$775,000	Funding Sources:	
Expenditures to Date: \$ 25,000	Federal	\$
	State	\$
	Local	\$775,000 (STIP 2015 & 2016)

Environmental Permitting	HPA, SEPA, SEC 404, County Shorelines
Right-of-Way Acquisition (Estimate)	None Required
County Forces (Estimate)	N/A



**Portal Way / Dakota Creek - Bridge No. 500 Seismic Retrofit
CRP #910001**

Construction Funding Year(s): 2015

Project Narrative:

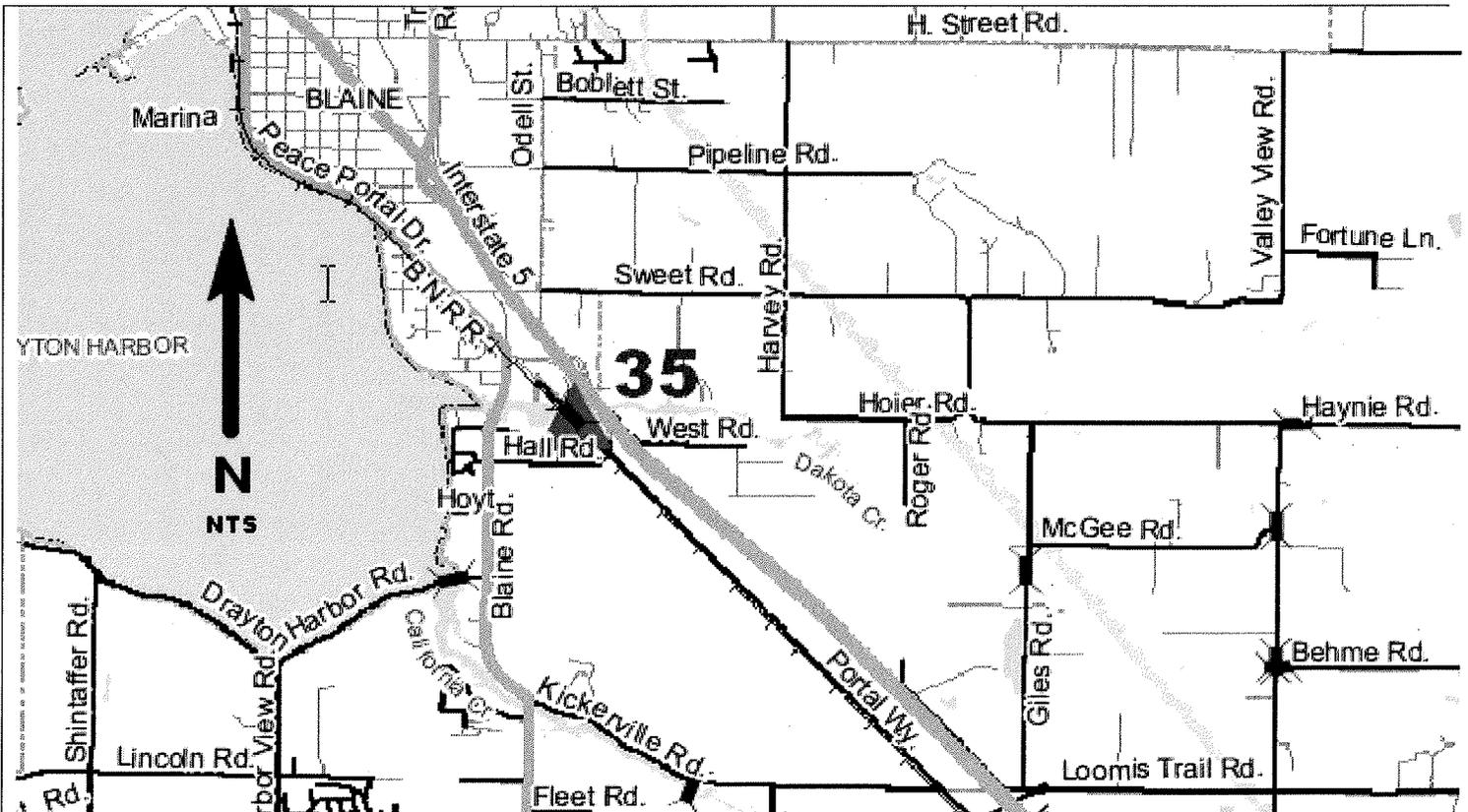
This project is located south of Blaine in Section 8, T40N, R1E. This is a seismic retrofit project to mitigate the risk of failure in the event of a seismic event. This project is listed #35 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Design is complete. BRAC funding acquired. Permitting is ongoing. Construction scheduled for 2015.

Total Estimated Project Cost: \$3,000,000	Funding Sources:	
	Federal	\$2,700,000 (BR)
Expenditures to Date: \$ 300,000	State	\$0
	Local	\$0

Environmental Permitting	HPA, SEPA, SEC 404, NEPA, County Shorelines
Right-of-Way Acquisition (Estimate)	None Required
County Forces (Estimate)	None



Jackson Road / Terrell Creek - Bridge No. 81 Replacement CRP # Not Assigned

Construction Funding Year(s): TBD

Project Narrative:

This project is located near Birch Bay in Section 31, T40N, R1W. This is a project to replace the existing 62-foot functionally obsolete bridge. This project is listed #36 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Preliminary design and permitting to begin in 2019.

Total Estimated Project Cost: \$ TBD

Expenditures to Date: \$ 0

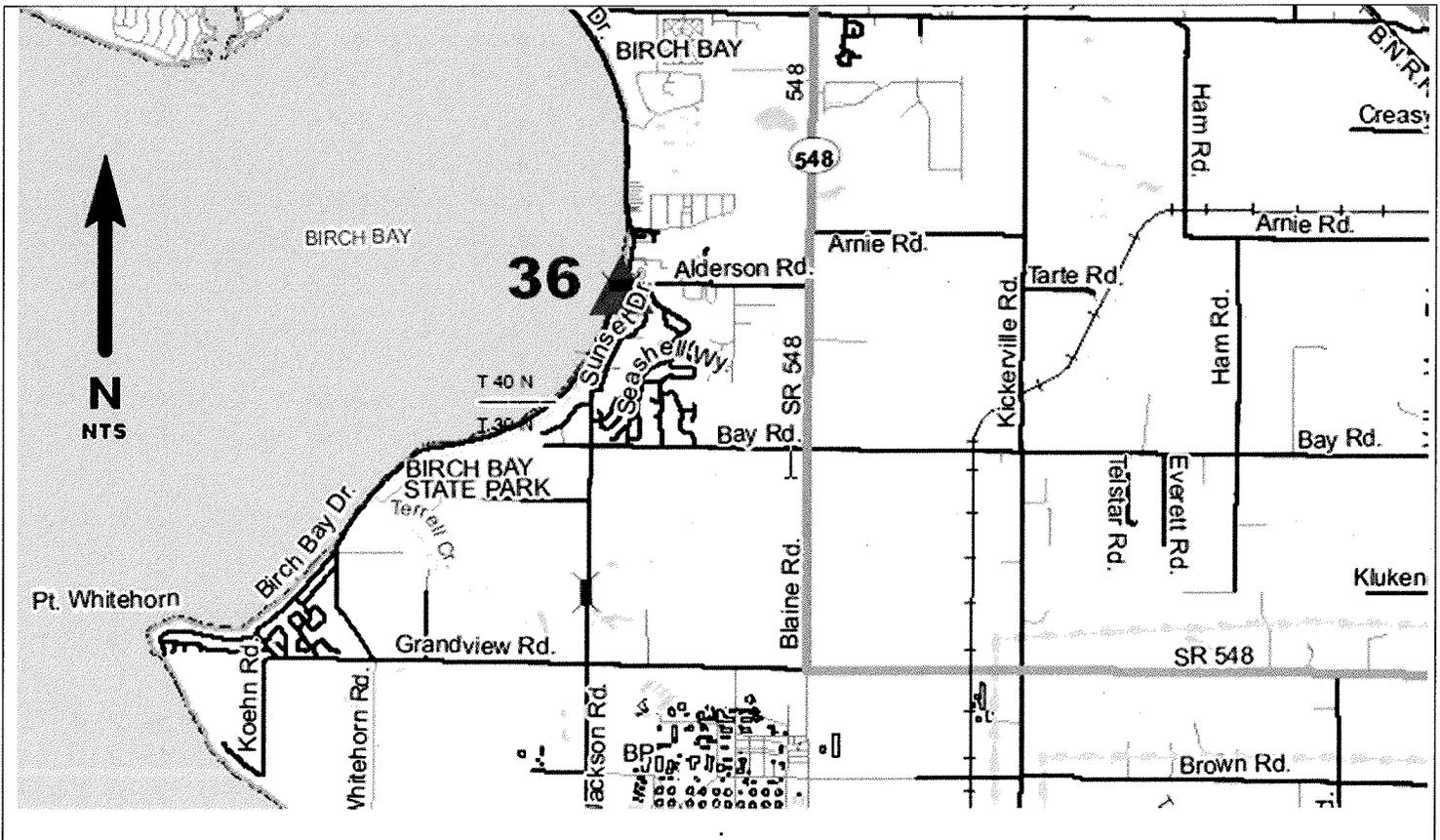
Funding Sources:

Federal	\$0
State	\$0
Local	\$5,000 (STIP 2019)

Environmental Permitting TBD

Right-of-Way Acquisition (Estimate) None Required

County Forces (Estimate) TBD



Mosquito Lake Road / Porter Creek - Bridge No. 141 Replacement
CRP # Not Assigned

Construction Funding Year(s): TBD

Project Narrative:

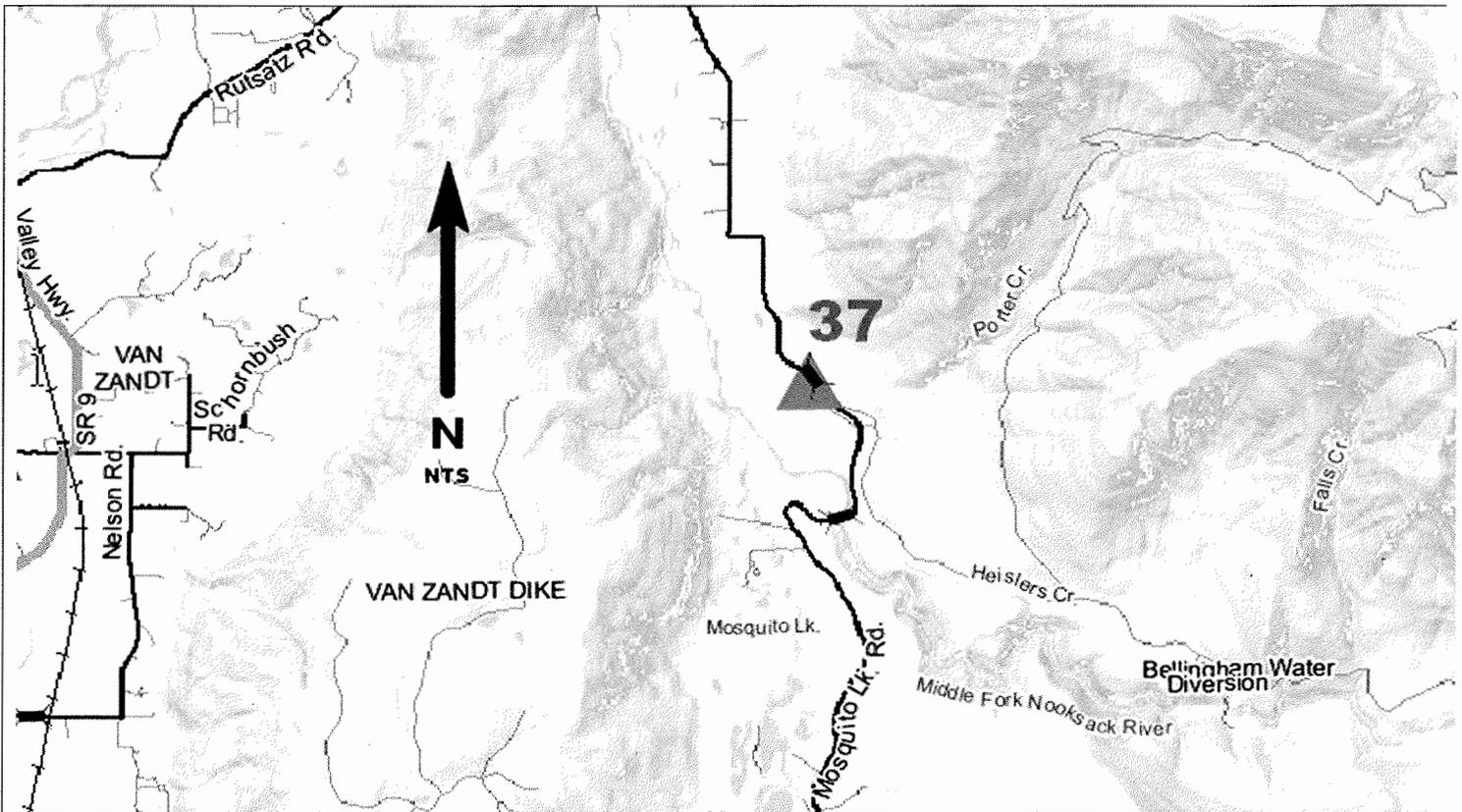
This project is located south of Welcome in Section 11, T38N, R5E. This is a project to replace the existing 31-foot bridge in order to mitigate ongoing scour and debris issues. This project also affords an opportunity to address geometric issues that arose from the emergency realignment of Mosquito Lake Road in 2004. This project is listed #37 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Preliminary design and permitting to begin in 2020.

Total Estimated Project Cost:	TBD	Funding Sources:	
Expenditures to Date:	\$ 0	Federal	\$0
		State	\$0
		Local	\$5,000 (STIP 2020)

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



N. Lake Samish Road Bridge No. 107 Rehabilitation CRP # 913006

Construction Funding Year(s): TBD

Project Narrative:

This project is located on Lake Samish in Section 27, T37N, R3E. This is a project to rehabilitate the deteriorating timber deck on the existing 250-foot bridge. This project is listed #38 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Design work to begin in 2015.

Total Estimated Project Cost: TBD

Expenditures to Date: \$ 0

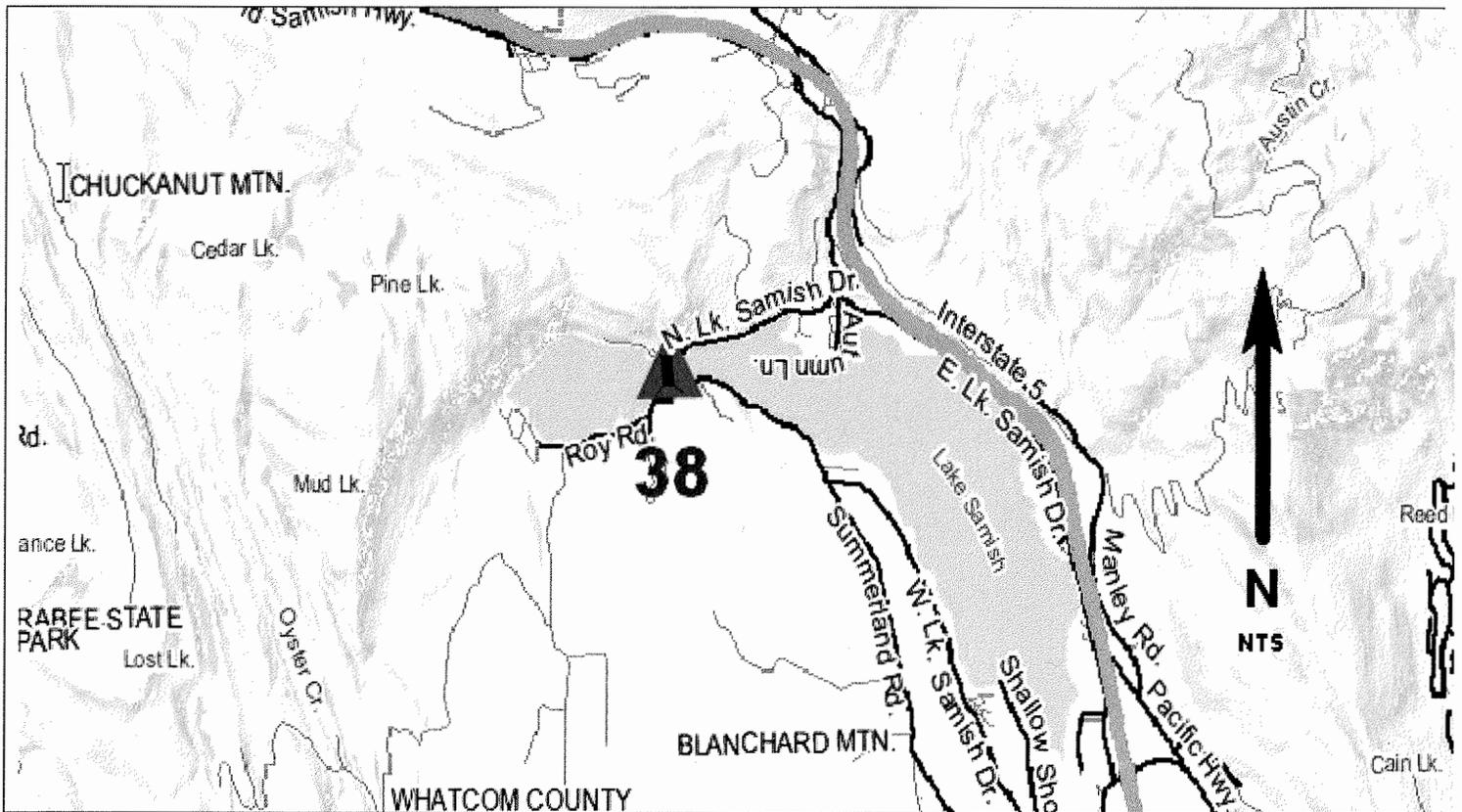
Funding Sources:

Federal	\$0
State	\$0
Local	\$50,000 (STIP 2015)

Environmental Permitting TBD

Right-of-Way Acquisition (Estimate) None Required

County Forces (Estimate) TBD



Hannegan Road Bridge No. 236 Replacement CRP # 913007

Construction Funding Year(s): TBD

Project Narrative:

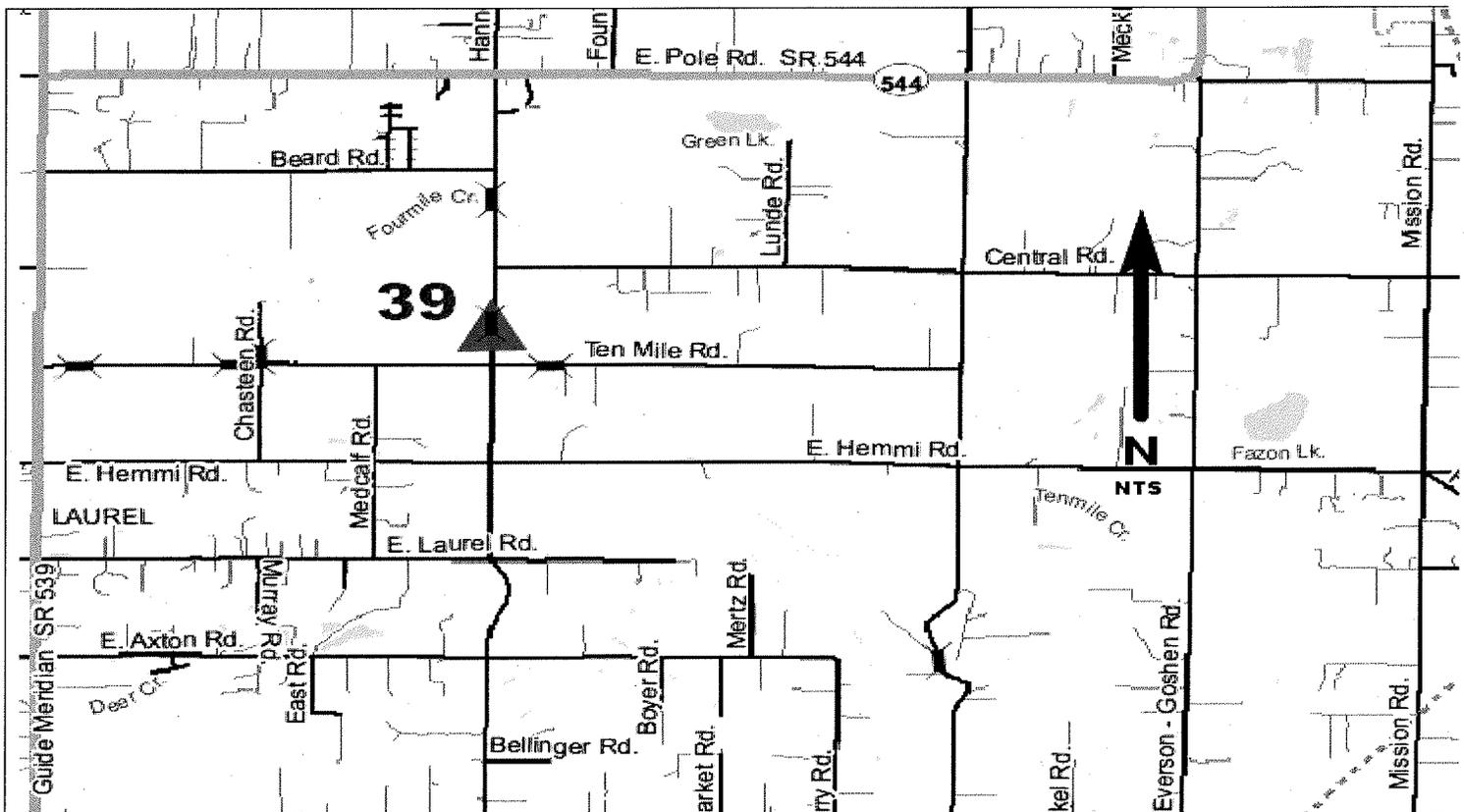
This project is located on Hannegan Road between Central and Ten Mile Roads in Section 16, T39N, R3E. This is a project to replace the last 31-foot channel beam bridge on the Hannegan Road. This old design is not suited for the volume of truck traffic present on the Hannegan Road. This project is listed #39 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Project design is complete. Construction funding will be sought once the design is complete. Work on environmental permitting and pursuing construction funding in 2015.

Total Estimated Project Cost: TBD	Funding Sources:	
Expenditures to Date: \$ 100,000	Federal	\$0
	State	\$0
	Local	\$25,000 (STIP 2015)

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



Roberts Road/Anderson Creek, Bridge No. 249
CRP # Not Assigned

Construction Funding Year(s): TBD

Project Narrative:

This project is located west of Deming in Section 19, T39N, R4E. This is a bridge replacement project. This project is listed #40 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Preliminary design and permitting to begin in 2017.

Total Estimated Project Cost: TBD	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$ 0	State	\$0
	Local	\$20,000 (STIP 2017)

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



Massey Road/Sumas River, Bridge No. 291
CRP # Not Assigned

Construction Funding Year(s): TBD

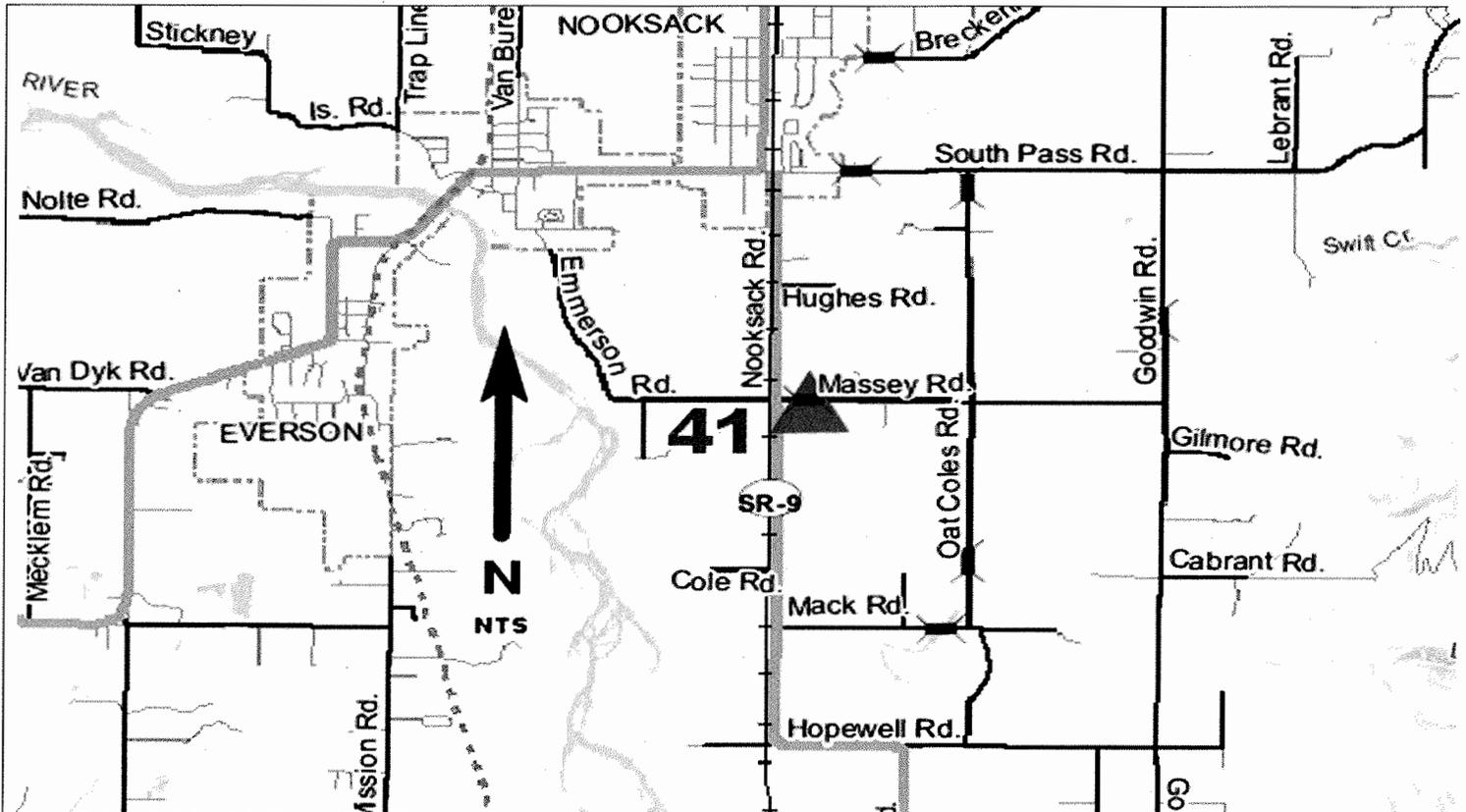
Project Narrative:

This project is located east of Everson in Section 5, T39N, R4E. This is a bridge replacement project. This project is listed #41 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status: Preliminary design and permitting to begin in 2015.

Total Estimated Project Cost: TBD	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$ 0	State	\$0
	Local	\$40,000 (STIP 2015-2016)

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



Mosquito Lake Road/N. Fork Nooksack River, Bridge No. 332
CRP # Not Assigned

Construction Funding Year(s): TBD

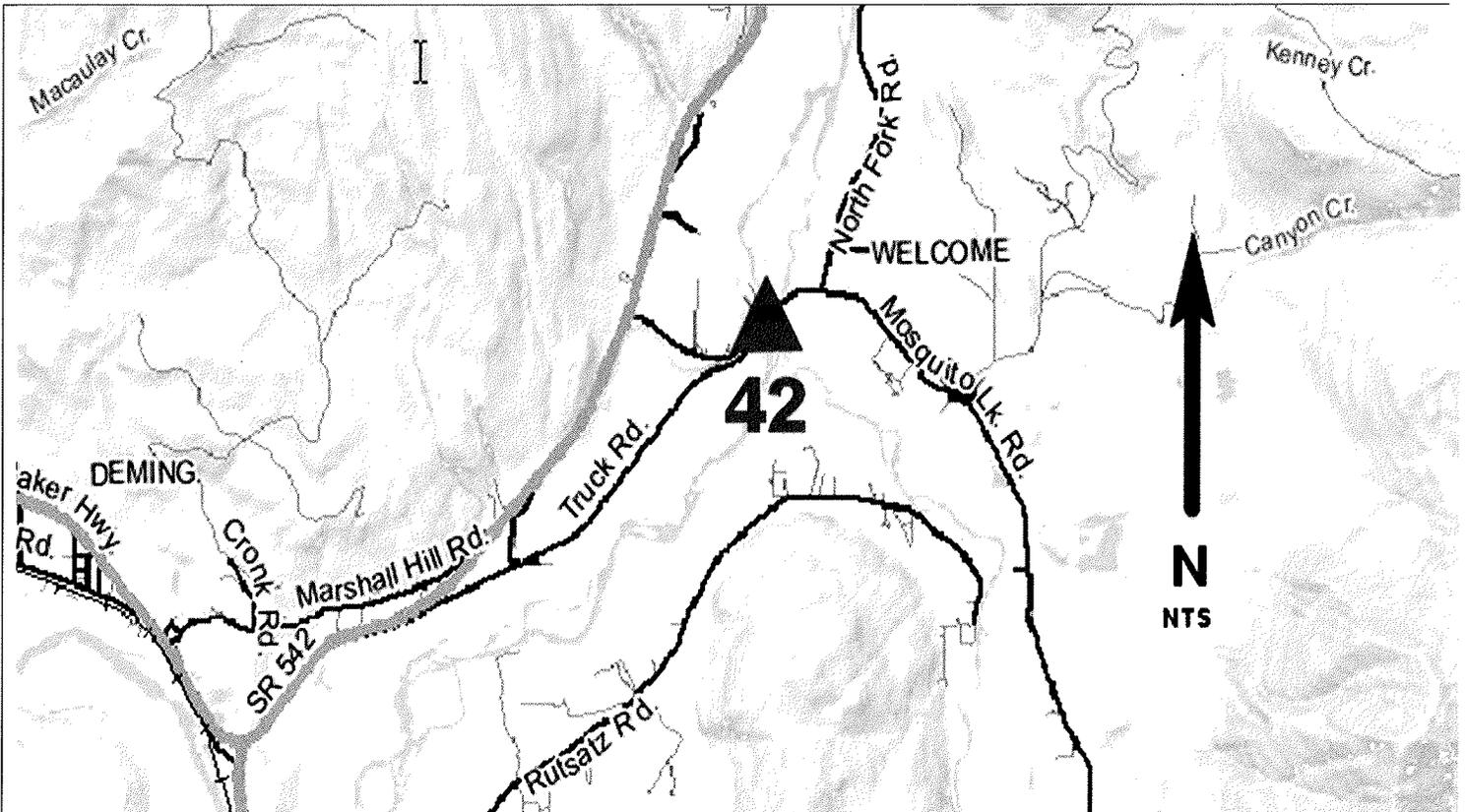
Project Narrative:

This project is located east of Deming in Section 27, T39N, R5E. This is a preliminary engineering study on the existing bridge. This project is listed #42 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status: Preliminary analysis to begin in 2015.

Total Estimated Project Cost: TBD Expenditures to Date: \$ 0	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$20,000 (STIP 2015)

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



W. Badger Road/Bertrand Creek Bridge No. 50
CRP # Not Assigned

Construction Funding Year(s): TBD

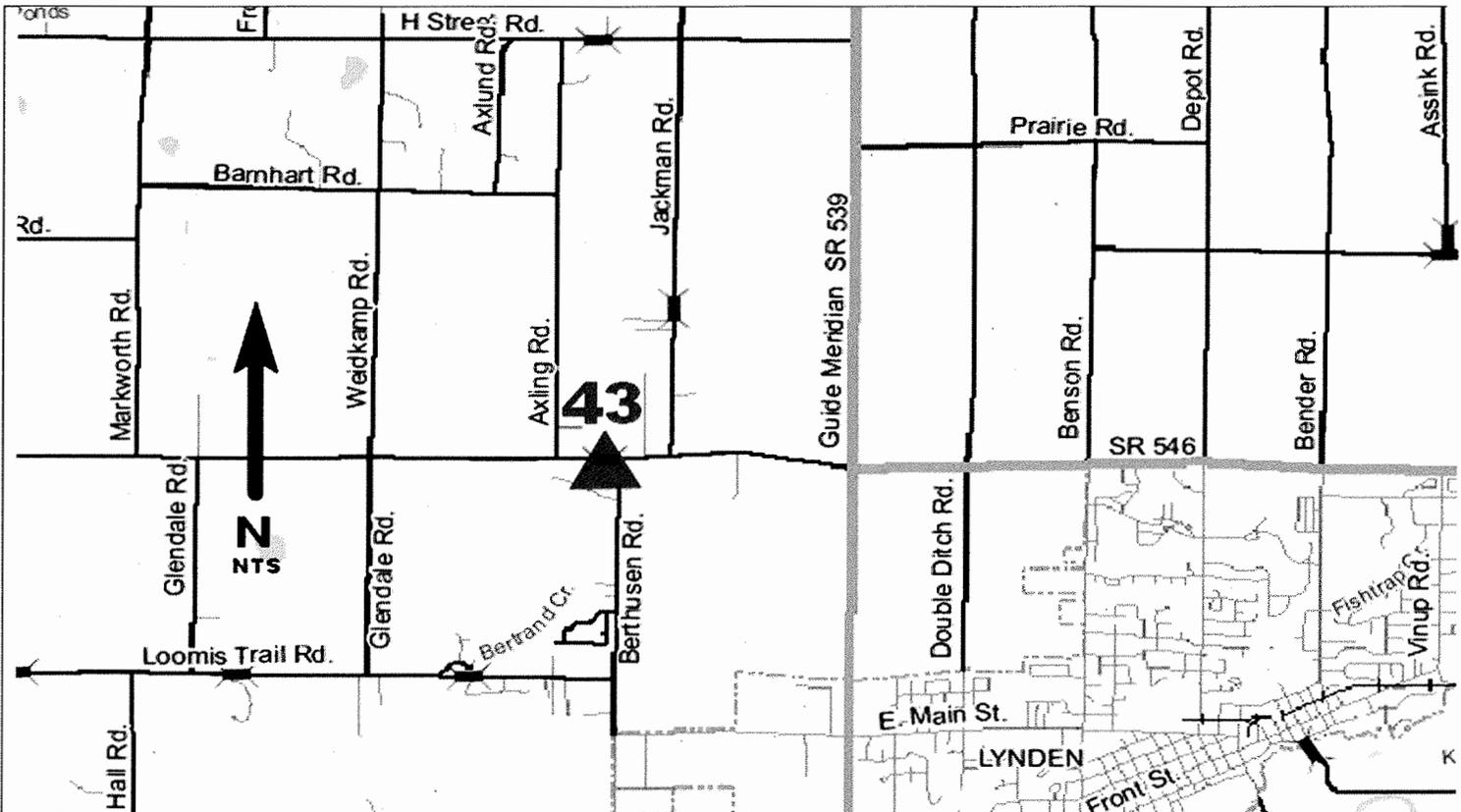
Project Narrative:

This project is located west of Lynden in Section 12 & 14, T40N, R2E. This is a bridge replacement project. This project is listed #43 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status: Preliminary design and permitting to begin in 2016.

Total Estimated Project Cost: TBD Expenditures to Date: \$ 0	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$20,000 (STIP 2016)

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



Goshen Road/Anderson Creek Bridge No. 248 CRP # Not Assigned

Construction Funding Year(s): TBD

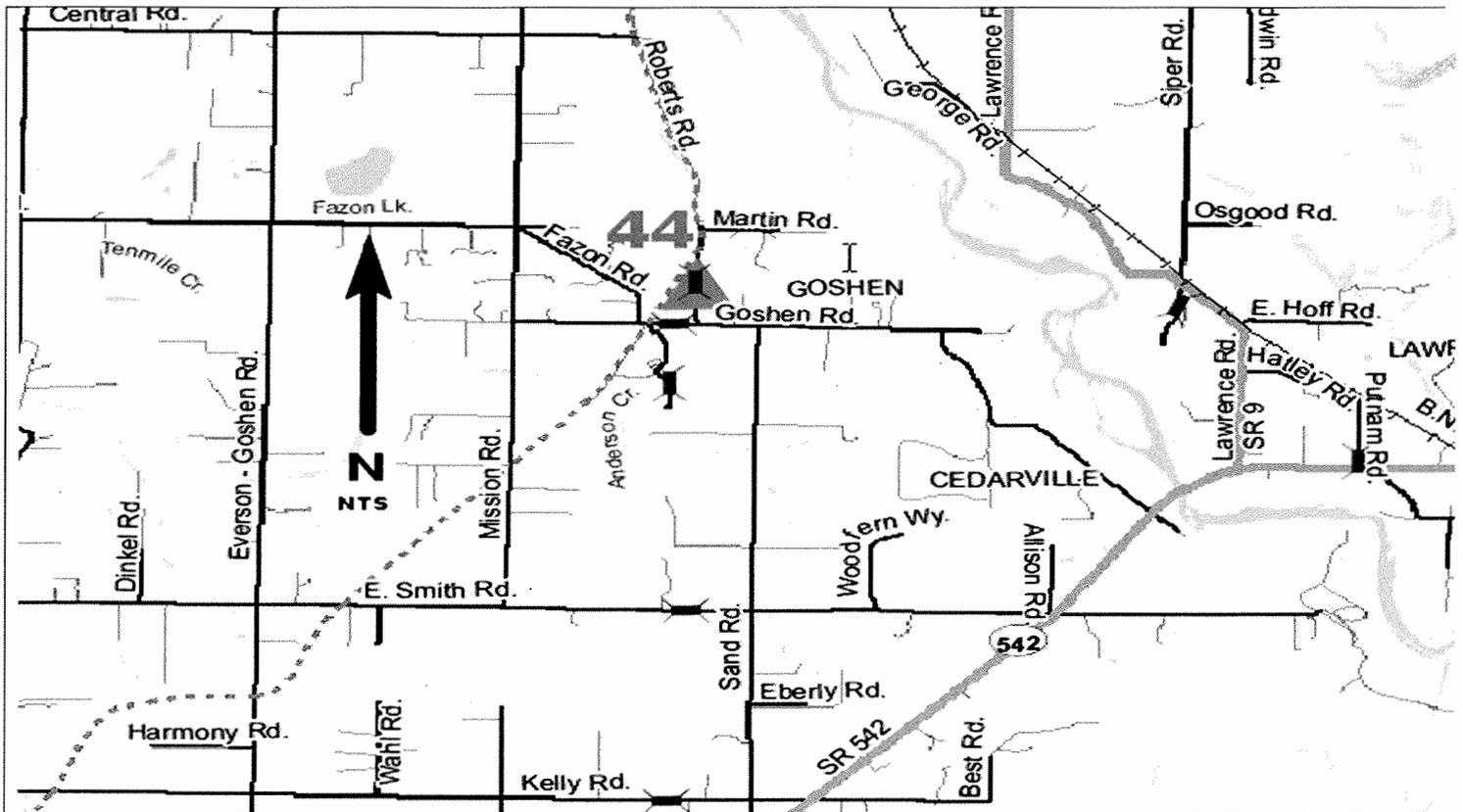
Project Narrative:

This project is located south of Everson/Goshen in Section 19, T39N, R4E. This is a bridge rehabilitation and sedimentation control project. This project is listed #44 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status: Preliminary design and permitting to begin in 2016.

Total Estimated Project Cost: TBD	Funding Sources:	
	Federal	\$0
Expenditures to Date: \$ 0	State	\$0
	Local	\$20,000 (STIP 2016)

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



Slater Road / Nooksack River Bridge No. 512 Overheight Detection CRP #914013

Construction Funding Year(s): TBD

Project Narrative:

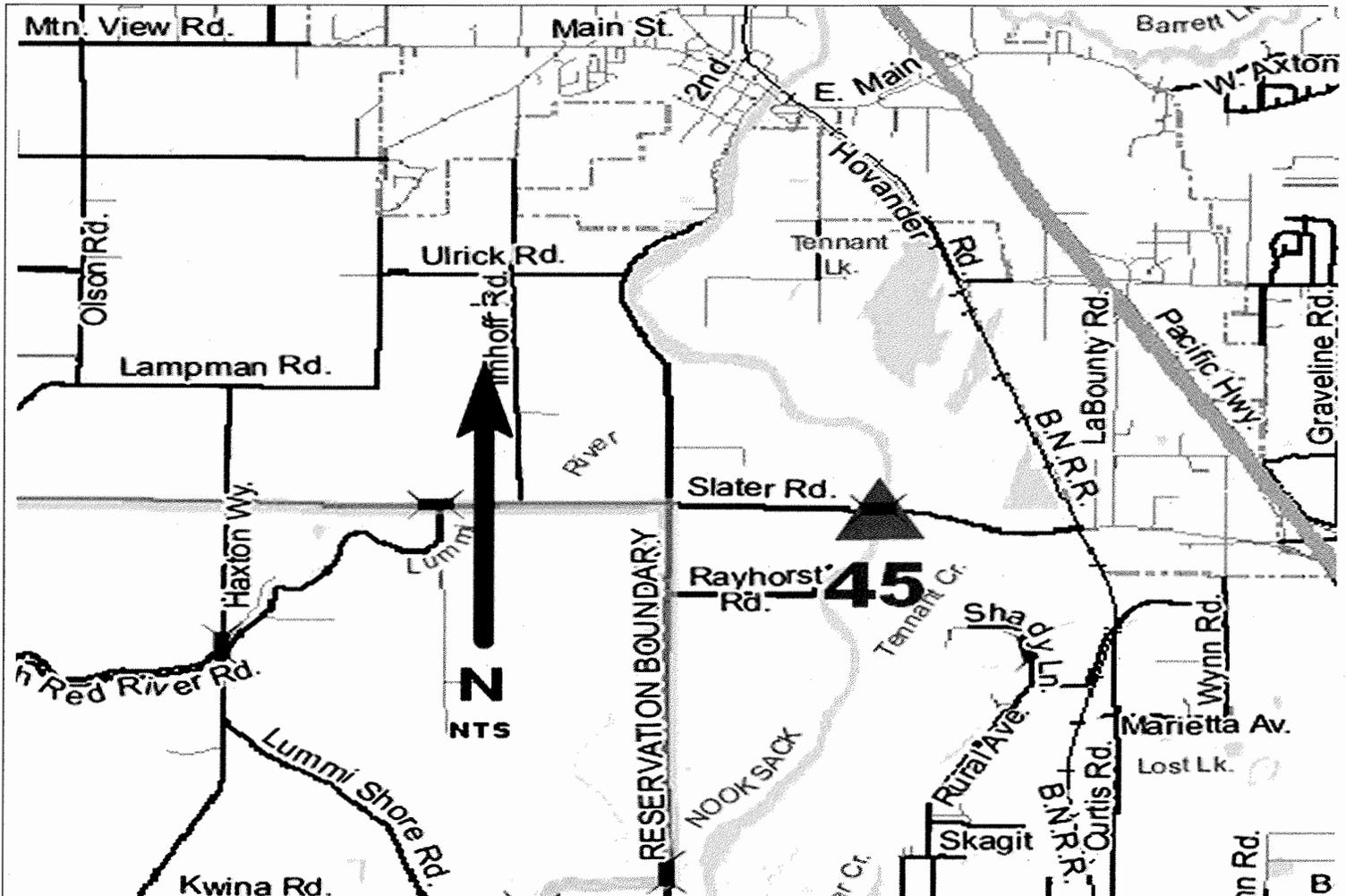
This project is located on Slater Road at the Nooksack River in Section 6, T38N, R2E. This is an overheight detection/warning system project. The project is listed #45 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Preliminary design to begin in 2015.

Total Estimated Project Cost: \$ TBD	Funding Sources:	
Expenditures to Date: \$0	Federal	\$0
	State	\$0
	Local	\$30,000 (STIP 2015)

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



Refurbish / Upgrade of the Whatcom Chief CRP #910012

Construction Funding Year(s): TBD

Project Narrative:

This project involves the upgrade and preservation of the current ferry to Lummi Island, M/V Whatcom Chief. The project definition will address safety, accessibility and reliability concerns associated with the approximately 50 year old ferry. This project is listed #46 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Opportunities for project funding will be reviewed as they become available.

Total Estimated Project Cost: TBD	Funding Sources:	
	Federal	\$0
	State	\$0
Expenditures to Date: \$2,000	Local	\$5,000 (STIP 2015)

Environmental Permitting	None Required
Right-of-Way Acquisition (Estimate)	None Required
County Forces (Estimate)	N/A

M/V Whatcom Chief



Ferry Dock Improvements CRP #914004

Construction Funding Year(s): 2015 - 2020

Project Narrative:

This project includes improvements to the ferry docks This project is listed #47 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Design, permitting, and construction activities are ongoing

Total Estimated Project Cost: \$2,000,000

Expenditures to Date: N/A

Funding Sources:

Federal	\$
State	\$
Local	\$2,000,000 (STIP 2015-2020)

Environmental Permitting	HPA, SEPA, CORPS 404, COUNTY SHORELINES
---------------------------------	---

Right-of-Way Acquisition (Estimate)	None Required
--	---------------

County Forces (Estimate)	N/A
---------------------------------	-----



**Replacement of the Whatcom Chief
CRP # Not Assigned**

Construction Funding Year(s): TBD

Project Narrative:

This project involves replacement of the current ferry to Lummi Island, M/V Whatcom Chief. This project is listed #48 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Opportunities for project funding will be reviewed as they become available.

Total Estimated Project Cost: TBD Expenditures to Date: \$350,000 (approx)	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$10,000 (STIP 2017)

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

M/V Whatcom Chief



**Various Bridges Rehabilitation / Replacement
CRP #Not Assigned**

Construction Funding Year(s): 2015 - 2020

Project Narrative:

This item provides funding to address unanticipated bridge rehabilitation and/or replacement. It is listed #49 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Design and construction to occur as necessary.

Total Estimated Project Cost: \$1,800,000 Expenditures to Date: N/A	Funding Sources:	
	Federal	\$
	State	\$
	Local	\$1,800,000 (STIP 2015-2020)

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

Due to the nature of this item, no map exists. Council review and prioritization will be sought at the appropriate times.

Subdivision Overlays
CRP # Not Assigned

Construction Funding Year(s): TBD

Project Narrative:

This item addresses the placement of HMA (Hot Mix Asphalt) on County Roads in dense residential areas. Locations to be determined. This project is **#50** on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Design and construction to occur as necessary.

Total Estimated Project Cost: \$500,000

Expenditures to Date:

Funding Sources:

Federal	\$0
State	\$0
Local	\$500,000 (2017 STIP)

Environmental Permitting N/A

Right-of-Way Acquisition (Estimate) N/A

County Forces (Estimate) N/A

Due to the nature of this program item, no map exists. Council review and prioritization will be sought at the appropriate time.

Structural Overlays
CRP # Not Assigned

Construction Funding Year(s): 2017

Project Narrative:

This item addresses the placement of HMA (Hot Mix Asphalt) on County Roads classified as major and minor collectors. Locations to be determined. This project is #51 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Design and construction for the various roadways will be initiated in 2016 and extend through 2019.

Total Estimated Project Cost: \$1,200,000 Expenditures to Date:	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$1,200,000 (STIP 2017-2019)

Environmental Permitting	N/A
Right-of-Way Acquisition (Estimate)	N/A
County Forces (Estimate)	N/A

Due to the nature of this program item, no map exists. Council review and prioritization will be sought at the appropriate time.

Right of Way Acquisition
CRP # Not Assigned

Construction Funding Year(s): 2015-2020

Project Narrative:

This item addresses the unanticipated need for Right-of-Way that may arise during a given year that requires immediate action. This project is listed #52 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

N/A

Total Estimated Project Cost: \$180,000
Expenditures to Date:

Funding Sources:

Federal	\$0
State	\$0
Local	\$180,000 (STIP 2015 - 2020)

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

Due to the nature of this program item, no map exists. Council review and prioritization will be sought at the appropriate time.

**Unanticipated Site Improvements
CRP # Not Assigned**

Construction Funding Year(s): 2015 - 2020

Project Narrative:

This Annual Construction Program item addresses the unanticipated project(s) that may arise during a given year that require immediate action due to safety concerns, environmental factors, traffic volumes, accident history, funding or grant availability and other issues not related to an existing program project. This project is listed #53 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

It is anticipated that the design and construction of projects will occur yearly as the needs and locations are determined.

Total Estimated Project Cost: \$1,800,000 Expenditures to Date:	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$1,800,000 (STIP 2015 thru 2020)

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

Due to the nature of this program item, no map exists. Council review and prioritization will be sought at the appropriate time.

Stormwater Quality Improvements
CRP # Not Assigned

Construction Funding Year(s): 2015

Project Narrative:

This project varies in location. Identification and prioritization to be addressed and reviewed through County Council. This project is listed #54 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Design and construction will be completed in 2015.

Total Estimated Project Cost: \$550,000 Expenditures to Date:	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$550,000 (STIP 2015-2020)

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

Due to the nature of this program item, no map exists. Council review and prioritization will be sought at the appropriate time.

Non-motorized Transportation Improvements
CRP # Not Assigned

Construction Funding Year(s): 2015 - 2020

Project Narrative:

This program item addresses the need to identify and prioritize non-motorized projects for future consideration. Projects would include pedestrian and bike facilities (eg: sidewalks, trails, shoulder widening) in various locations around the county. This project is listed #55 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

It is anticipated that the design and construction of projects will occur yearly as the needs and locations are determined.

Total Estimated Project Cost: \$600,000

Expenditures to Date:

Funding Sources:

Federal	\$0
State	\$0
Local	\$600,000 (STIP 2015 - 2020)

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

Due to the nature of this program item, no map exists. Council review and prioritization will be sought at the appropriate time.

Fish Passage Project
CRP #912014

Construction Funding Year(s): 2016 - 2018

Project Narrative:

This project is for the design and construction of fish passage projects. This project is listed #56 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Design will begin in 2015 with construction of the first project scheduled for 2016.

Total Estimated Project Cost: \$1,500,000 Expenditures to Date: N/A	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$1,500,000 (STIP 2015-2020)

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

Due to the nature of this program item, no map exists. Council review and prioritization will be sought at the appropriate time.

Railroad Crossing Improvements
CRP # Not Assigned

Construction Funding Year(s): 2015 - 2020

Project Narrative:

Locations to be determined. Identification and prioritization to be addressed. This project is listed #57 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

Locations and prioritization of projects is on-going. Negotiations with BNSF will be a factor on timing and cost.

Total Estimated Project Cost: \$120,000 Expenditures to Date: - 0 -	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$120,000 (STIP 2015 - 2020)

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

Due to the nature of this program item, no map exists. Council review and prioritization will be sought at the appropriate time.

Neighborhood Traffic Calming
CRP # Not Assigned

Construction Funding Year(s): 2015 - 2020

Project Narrative:

Locations to be determined. Identification and prioritization to be addressed. This project is listed #58 on the 2015-2020 Six Year Transportation Improvement Program.

Project Status:

It is anticipated that the design and construction of projects will occur yearly as the needs and locations are determined.

Total Estimated Project Cost: \$300,000 Expenditures to Date: - 0 -	Funding Sources:	
	Federal	\$0
	State	\$0
	Local	\$300,000 (STIP 2015-2020)

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

Due to the nature of this program item, no map exists. Council review and prioritization will be sought at the appropriate time.

FUND BALANCE

Road Fund

Cash Flow Projections (\$ in millions)

Year	General		Non-Capital		Capital Program			Ending Fund Balance	Designated Fund Balance	Available Fund Balance
	Revenue	Expense	Revenue	Expense	Const. Revenue	Const. Expense	Net			
act. 2000	\$18,590	(\$13,908)	\$4,682		\$2,480	(\$6,255)	(\$3,775)	\$11,927		\$11,927
act. 2001	\$18,795	(\$14,251)	\$4,544		\$2,233	(\$7,432)	(\$5,199)	\$11,272		\$11,272
act. 2002	\$18,680	(\$14,724)	\$3,956		\$2,146	(\$6,767)	(\$4,621)	\$10,607		\$10,607
act. 2003	\$19,659	(\$15,266)	\$4,393		\$1,088	(\$4,319)	(\$3,231)	\$11,769		\$11,769
act. 2004	\$19,901	(\$15,025)	\$4,876		\$1,305	(\$6,934)	(\$5,629)	\$11,016		\$11,016
act. 2005	\$21,554	(\$16,151)	\$5,403		\$2,240	(\$7,621)	(\$5,381)	\$11,037		\$11,037
act. 2006	\$21,535	(\$17,258)	\$4,277		\$3,650	(\$8,162)	(\$4,512)	\$10,802		\$10,802
act. 2007	\$21,986	(\$16,907)	\$5,079		\$1,603	(\$8,994)	(\$7,391)	\$8,489		\$8,489
act. 2008	\$23,366	(\$18,844)	\$4,522		\$2,471	(\$5,541)	(\$3,070)	\$9,941		\$9,941
act. 2009	\$23,987	(\$17,221)	\$6,766		\$6,882	(\$8,737)	(\$1,855)	\$14,852		\$14,852
act. 2010	\$23,184	(\$18,494)	\$4,690		\$3,813	(\$4,481)	(\$0,668)	\$18,874		\$18,874
act. 2011	\$24,136	(\$19,733)	\$4,403		\$1,078	(\$2,038)	(\$0,960)	\$22,317		\$22,317
act. 2012	\$24,645	(\$17,903)	\$6,742		\$1,103	(\$3,594)	(\$2,491)	\$26,568		\$26,568
act. 2013	\$26,634	(\$27,359)	(\$0,725)		\$2,185	(\$3,028)	(\$0,843)	\$25,000	\$10,267	\$14,733
proj. 2014	\$24,080	(\$20,436)	\$3,644		\$17,794	(\$8,706)	\$9,088	\$27,465		\$27,465
proj. 2015	\$24,583	(\$21,530)	\$3,053		\$12,040	(\$23,155)	(\$11,115)	\$19,404		\$19,404
proj. 2016	\$24,698	(\$22,735)	\$1,963		\$0,080	(\$7,265)	(\$7,185)	\$14,182		\$14,182
proj. 2017	\$24,727	(\$23,322)	\$1,406		\$0,900	(\$11,345)	(\$10,445)	\$5,143		\$5,143
proj. 2018	\$24,756	(\$23,924)	\$0,833		\$0,000	(\$1,880)	(\$1,880)	\$4,095		\$4,095
proj. 2019	\$24,786	(\$24,541)	\$0,245		\$0,000	(\$1,855)	(\$1,855)	\$2,485		\$2,485
proj. 2020	\$24,817	(\$25,176)	(\$0,359)		\$0,000	(\$1,560)	(\$1,560)	\$0,566		\$0,566

ATTACHMENT "B2"

REVENUES

Road Fund

Cash Flow Projections (\$ in millions)

Year	Property Tax Revenue	General Fuel Tax	Private Timber Harvest	Federal Forest	State Forest	Ferry Tolls	Fuel Tax Ferry Deficit	Reimb.	Interfund Charges	Other Revenue	Total Non-Const Revenue	Const. Grants & Loans	Total Revenue
act. 2004	\$12.944	\$3.431	\$0.084	\$0.845	\$1.013	\$0.647	\$0.120	\$0.164	\$0.449	\$0.204	\$19.901	\$1.305	\$21.206
act. 2005	\$13.877	\$3.931	\$0.085	\$0.865	\$0.973	\$0.648	\$0.171	\$0.083	\$0.601	\$0.321	\$21.554	\$2.240	\$23.793
act. 2006	\$14.430	\$4.237	\$0.104	\$0.874	\$0.568	\$0.000	\$0.000	\$0.281	\$0.452	\$0.589	\$21.535	\$3.650	\$25.185
act. 2007	\$14.985	\$3.828	\$0.141	\$0.874	\$0.240	\$0.000	\$0.000	\$0.336	\$0.829	\$0.753	\$21.986	\$1.603	\$23.589
act. 2008	\$15.744	\$4.115	\$0.167	\$0.790	\$1.034	\$0.000	\$0.000	\$0.230	\$0.669	\$0.617	\$23.366	\$2.471	\$25.837
act. 2009	\$15.802	\$3.631	\$0.092	\$0.709	\$0.453	\$0.000	\$0.000	\$0.140	\$1.148	\$2.012	\$23.987	\$6.882	\$30.869
act. 2010	\$16.276	\$3.778	\$0.093	\$0.639	\$0.292	\$0.000	\$0.000	\$0.361	\$0.777	\$0.968	\$23.184	\$3.813	\$26.997
act. 2011	\$16.841	\$3.734	\$0.181	\$0.515	\$0.517	\$0.000	\$0.000	\$0.351	\$0.732	\$1.265	\$24.136	\$1.078	\$25.214
act. 2012	\$16.876	\$3.784	\$0.282	\$0.458	\$0.739	\$0.000	\$0.000	\$0.333	\$0.695	\$1.478	\$24.645	\$1.103	\$25.748
act. 2013	\$17.167	\$3.927	\$0.196	\$0.723	\$0.457	\$0.000	\$0.000	\$0.406	\$0.674	\$3.084	\$26.634	\$2.185	\$28.819
proj. 2014	\$17.167	\$3.885	\$0.100	\$0.532	\$0.450	\$0.000	\$0.000	\$0.452	\$0.705	\$0.789	\$24.080	\$17.794	\$41.874
proj. 2015	\$17.462	\$3.883	\$0.200	\$0.465	\$0.454	\$0.000	\$0.000	\$1.421	\$0.000	\$0.698	\$24.583	\$12.040	\$36.623
proj. 2016	\$17.562	\$3.883	\$0.200	\$0.465	\$0.452	\$0.000	\$0.000	\$1.434	\$0.000	\$0.702	\$24.698	\$0.080	\$24.778
proj. 2017	\$17.562	\$3.883	\$0.200	\$0.465	\$0.452	\$0.000	\$0.000	\$1.463	\$0.000	\$0.702	\$24.727	\$0.900	\$25.627
proj. 2018	\$17.562	\$3.883	\$0.200	\$0.465	\$0.452	\$0.000	\$0.000	\$1.492	\$0.000	\$0.702	\$24.756	\$0.000	\$24.756
proj. 2019	\$17.562	\$3.883	\$0.200	\$0.465	\$0.452	\$0.000	\$0.000	\$1.522	\$0.000	\$0.702	\$24.786	\$0.000	\$24.786
proj. 2020	\$17.562	\$3.883	\$0.200	\$0.465	\$0.452	\$0.000	\$0.000	\$1.552	\$0.000	\$0.702	\$24.817	\$0.000	\$24.817

Notes

A

A Ferry Fund created 1/1/2006 - ferry toll and ferry deficit revenues no longer included in the Road Fund

9/3/2014

**ATTACHMENT "B3"
EXPENDITURES**

**Whatcom County Public Works
Road Fund
Cash Flow Projections (\$ in millions)**

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Year	108100 M & O	108110 Noxious Weed	Loan Repmnt.	10880 Undist. Admin.	Admin. & Acct.	10851 Eng. Admin.	10852/1 0855 Undist. Const. Eng.	10853/1 0854 Eng. Traffic & Develop.	Reimb. Work	108131/1 08920 Other	Total Non- Const.	90000.99999 Project BB Const.	Total Expense
act. 2007	\$10.177	\$0.162	\$0.000	\$1.837	\$1.433	\$0.629	\$0.949	\$1.153	\$0.309	\$0.258	\$16.907	\$8.994	\$25.901
act. 2008	\$10.917	\$0.181	\$0.000	\$1.800	\$2.257	\$0.830	\$0.912	\$1.312	\$0.334	\$0.300	\$18.844	\$5.541	\$24.385
act. 2009	\$10.579	\$0.192	\$0.000	\$0.000	\$2.347	\$1.719	\$0.204	\$1.303	\$0.519	\$0.358	\$17.221	\$8.737	\$25.958
act. 2010	\$10.005	\$0.212	\$0.000	\$0.043	\$2.772	\$0.982	\$0.668	\$1.355	\$0.441	\$2.014	\$18.494	\$4.481	\$22.975
act. 2011	\$10.900	\$0.246	\$0.000	\$0.336	\$4.478	\$0.869	\$0.861	\$1.282	\$0.580	\$0.181	\$19.733	\$2.038	\$21.771
act. 2012	\$11.316	\$0.224	\$0.000	(\$0.099)	\$2.478	\$0.934	\$1.009	\$1.333	\$0.517	\$0.191	\$17.903	\$3.594	\$21.497
act. 2013	\$11.557	\$0.213	\$0.000	\$6.851	\$2.529	\$0.868	\$1.239	\$1.272	\$0.531	\$2.299	\$27.359	\$3.028	\$30.387
proj. 2014	\$12.000	\$0.244	\$0.000	\$0.000	\$2.697	\$0.951	\$1.102	\$1.398	\$0.000	\$2.044	\$20.436	\$8.706	\$29.142
proj. 2015	\$14.105	\$0.195	\$0.000	\$0.000	\$2.670	\$0.951	\$1.371	\$1.447	\$0.000	\$0.791	\$21.530	\$23.155	\$44.685
proj. 2016	\$14.750	\$0.199	\$0.000	\$0.000	\$2.696	\$0.956	\$1.464	\$1.453	\$0.000	\$1.217	\$22.735	\$7.265	\$30.000
proj. 2017	\$15.119	\$0.204	\$0.000	\$0.000	\$2.763	\$0.980	\$1.501	\$1.489	\$0.000	\$1.266	\$23.322	\$11.345	\$34.667
proj. 2018	\$15.497	\$0.209	\$0.000	\$0.000	\$2.832	\$1.004	\$1.538	\$1.527	\$0.000	\$1.316	\$23.924	\$1.880	\$25.804
proj. 2019	\$15.884	\$0.214	\$0.000	\$0.000	\$2.903	\$1.030	\$1.577	\$1.565	\$0.000	\$1.369	\$24.541	\$1.855	\$26.396
proj. 2020	\$16.281	\$0.220	\$0.000	\$0.000	\$2.976	\$1.055	\$1.616	\$1.604	\$0.000	\$1.424	\$25.176	\$1.560	\$26.736

\$2 million in fund 338 for Lummi lease commitment.

9/3/2014

**Whatcom County Public Works ATTACHMENT "B4"
Road Fund FUNDS AVAILABLE FOR CAPITAL PROJECTS
Cash Flow Projections (\$ in millions)**

Year	Beginning Fund Balance	Operations Net	Available for Capital Construction	Capital Program Net	Designated Fund Balance	Ending Fund Balance
act. 2000	\$11,020	\$4,682	\$15,702	(\$3,775)		\$11,927
act. 2001	\$11,927	\$4,544	\$16,471	(\$5,199)		\$11,272
act. 2002	\$11,272	\$3,956	\$15,228	(\$4,621)		\$10,607
act. 2003	\$10,607	\$4,393	\$15,000	(\$3,231)		\$11,769
act. 2004	\$11,769	\$4,876	\$16,645	(\$5,629)		\$11,016
act. 2005	\$11,016	\$5,403	\$16,419	(\$5,381)		\$11,037
act. 2006	\$11,037	\$4,277	\$15,314	(\$4,512)		\$10,802
act. 2007	\$10,802	\$5,079	\$15,881	(\$7,391)		\$8,489
act. 2008	\$8,489	\$4,522	\$13,011	(\$3,070)		\$9,941
act. 2009	\$9,941	\$6,766	\$16,707	(\$1,855)		\$14,852
act. 2010	\$14,852	\$4,690	\$19,542	(\$0,668)		\$18,874
act. 2011	\$18,874	\$4,403	\$23,277	(\$0,960)		\$22,317
act. 2012	\$22,317	\$6,742	\$29,059	(\$2,491)		\$26,568
act. 2013	\$26,568	(\$0,725)	\$25,843	(\$0,843)	(\$10,267)	\$14,733
proj. 2014	\$14,733	\$3,644	\$18,377	\$9,088		\$27,465
proj. 2015	\$27,465	\$3,053	\$30,519	(\$11,115)		\$19,404
proj. 2016	\$19,404	\$1,963	\$21,367	(\$7,185)		\$14,182
proj. 2017	\$14,182	\$1,406	\$15,588	(\$10,445)		\$5,143
proj. 2018	\$5,143	\$0,833	\$5,975	(\$1,880)		\$4,095
proj. 2019	\$4,095	\$0,245	\$4,340	(\$1,855)		\$2,485
proj. 2020	\$2,485	(\$0,359)	\$2,126	(\$1,560)		\$0,566

Attachment C
2014
Whatcom County
Priority Rating Program

2014 Rating	Road Name	From	To	Length	FFC
UC	Birch Bay Lynden Road	Portal Way	MP 4.20	0.54	7
27	Lake Whatcom Boulevard	Cable Street	Strawberry Point Road	1.50	17
34	Marine Drive	Wynn Road	Old Marine Drive	0.44	16
35	Bennett Drive	Airport Drive	Bakerview Road (W)	0.26	17
35	Lake Louise Road	MP 3.46	Austin Street	0.60	16
36	Marine Drive	Bridge #5	Ferndale Road	0.49	7
36	North Shore Road	Bellingham C/L	MP 1.00	1.00	16
37	Lake Louise Road	Gate 13 (SV)	MP 3.46	1.37	16
37	Lake Whatcom Boulevard	UAB	South Bay Drive	1.95	7
38	Marine Drive	Ferndale Road	Rural Avenue	0.67	7
38	North Telegraph Road	Sorenson Road	Badger Road (E)	2.19	8
39	Haxton Way	Kwina Road	Slater Road	1.82	7
39	Van Buren Road	Hampton Road	Lindsay Road	0.55	7
39	Van Wyck Road	Hannegan Road	SR 542	2.15	7
40	Drayton Harbor Road	Harborview Road	Blaine Road	0.90	17
40	Semiahmoo Drive	Elderberry Lane	Blaine C/L	0.96	17
40	Shintaffer Road	Lincoln Road	Birch Bay Drive	0.60	17
40	Yew Street Road	Spring Valley Dr (private)	Samish Way	0.71	17
41	Goodman Road	Johnson Road	Meadow Lane	0.25	8
41	Harborview Road	Lincoln Road	Drayton Harbor Road	0.47	17
41	Mosquito Lake Road	Hutchinson Creek	Middle Fork Bridge	3.97	8
41	Mountain View Road	Olson Road	Ferndale C/L	0.77	16
41	Nugent Road	Ferry Dock	Blizard Road	1.01	8
41	Nugent Road	Blizard Road	West Shore Drive	1.48	8
42	Bakerview Road (W)	Bellingham C/L	Bennett Drive	0.33	17
42	Birch Bay Drive	Alderson Road	Harborview Road	1.14	17
42	Hovander Road	Smith Road (W)	Ferndale C/L	0.29	16
42	Lake Louise Road	Lake Whatcom Boulevard	Gate 5 (SV)	0.50	16
42	Marine Drive	Old Marine Drive	Alderwood Avenue	0.22	16
42	Mosquito Lake Road	North Fork Road	SR 542	0.95	8
42	Smith Road (W)	Hovander Road	Ferndale C/L	0.17	16
42	Vista Drive	Ferndale C/L	Grandview Road	1.67	17
43	APA Road	Tyee Drive	Boundary Bay Road	1.50	8
43	Beach Way	Slater Road	Sucia Drive	0.36	8
43	Drayton Harbor Road	Blaine C/L	Harborview Road	1.16	18
43	Slater Road	Ferndale C/L	Pacific Highway	0.31	16
44	Badger Road (W)	Sunrise Road	Markworth Road	2.01	7
44	Birch Point Road	Semiahmoo Drive	Birch Bay Village Entrance	1.58	17
44	H Street Road	Axling Road	Sunrise Road	3.78	7
44	Lake Whatcom Boulevard	Lake Louise Road	UAB	0.93	17
44	Mosquito Lake Road	Old Garbage Dump Road	Hutchinson Creek	3.17	8
44	Mosquito Lake Road	Township Line	North Fork Road	1.94	8
44	Northwood Road	Badger Road (E)	Pangborn Road	1.00	8
44	Northwood Road	Pangborn Road	Halverstick Road	1.01	8
44	Nugent Road	Legoe Bay Road	Granger Road	0.20	8
44	Siper Road	MP 0.81	Hopewell Road	0.99	8
44	South Pass Road	Goodwin Road	North Pass Road	1.74	7
44	South Pass Road	North Pass Road	Frost Road	4.16	7
44	Van Buren Road	MP 3.34	Halverstick Road	1.41	8
45	Bay Road	Kickerville Road	Bruce Road	2.76	7
45	Cain Lake Road	NE Cain Lk Rd	Lake Whatcom Boulevard	0.37	7

2014
Whatcom County
Priority Rating Program

2014					
Rating	Road Name	From	To	Length	FFC
45	Goodwin Road	Sorenson Road	South Pass Road	1.00	8
45	Hopewell Road	Siper Road	Goodwin Road	0.23	8
45	Lake Louise Road	Gate 5 (SV)	Gate 13 (SV)	1.59	16
45	Lake Samish Drive (W)	Nulle Road	Summerland Road	1.73	8
45	Lake Samish Drive (W)	Summerland Road	Lake Samish Drive (N)	0.87	8
45	Mountain View Road	Lake Terrell Road	Olson Road	2.00	7
46	Axton Road (E)	SR 539	Hannegan Road	1.97	7
46	Cedarville Road	Goshen Road	SR 542	1.39	8
46	Ferndale Road	Slater Road	Ulrich Road	1.05	7
46	Ferndale Road	Ulrich Road	Ferndale C/L	0.38	16
46	Goodwin Road	South Pass Road	Hopewell Road	2.54	8
46	Johnson Road	Tyee Drive	Boundary Bay Road	1.51	8
46	Kickerville Road	Bay Road	Arnie Road	1.01	8
46	Kickerville Road	Arnie Road	Birch Bay Lynden Road	1.01	8
46	Legoe Bay Road	Nugent Road	West Shore Drive	1.67	8
46	Maplewood Avenue (W)	Bellingham C/L	Bakerview Road (W)	0.26	14
46	Marine Dr / Edwards Dr	Gulf Road	Marina Drive	1.27	8
46	Marine Drive	Gulf Road	Roosevelt Road	1.27	8
46	Marine Drive	Alderwood Avenue	McAlpine Rd	0.51	16
46	Mosquito Lake Road	SR 9	MP 0.94	0.94	8
46	Mosquito Lake Road	Middle Fork Bridge	Township Line	2.67	8
46	Northwood Road	Hampton Road	UAB	0.75	8
46	Old Samish Road	MP 2.51	Bellingham C/L	0.69	8
46	Vista Drive	Grandview Road	Bay Road	1.61	7
46	West Shore Drive	Legoe Bay Road	Nugent Road	2.31	8
46	Wiser Lake Road (E)	SR 539	Hannegan Road	2.12	18
47	Airport Drive	Alderwood Avenue	Airport Way	0.46	16
47	Alderwood Avenue	Marine Drive	Airport Drive	0.34	16
47	Benson Road	Teller Road	Boundary Bay Road	1.75	8
47	Cain Lake Road	Skagit County Line	NE Cain Lk Rd	1.80	7
47	Ferndale Road	Marine Drive	Slater Road	1.89	7
47	Grandview Road	Point Whitehorn Way	Jackson Road	0.98	7
47	H Street Road	SR 539	Axling Road	1.24	7
47	Halverstick Road	Northwood Road	Van Buren Road	3.54	8
47	Lake Samish Drive (N)	Lake Samish Drive (W)	Lake Samish Drive (E)	0.93	8
47	Lummi Shore Road	Lummi View Drive	MP 0.91	0.64	8
47	Meadow Lane	Goodman Road	Roosevelt Road	0.26	8
47	Mosquito Lake Road	MP 0.94	Old Garbage Dump Road	0.74	8
47	North Shore Road	MP 1.00	Y Road	1.87	16
47	North Telegraph Road	Badger Road (E)	Sumas Road	1.88	8
47	Rural Avenue	Curtis Road	Ferndale C/L	0.58	17
47	Van Buren Road	Lindsay Road	Badger Road (E)	1.00	7
48	H Street Road	Sunrise Road	Blaine C/L	2.72	7
48	Halverstick Road	Van Buren Road	Crape Road	1.02	8
48	Halverstick Road	Crape Road	Garrison Road	1.00	8
48	Hannegan Road	Van Wyck Road	Smith Road (E)	2.02	7
48	Lake Whatcom Boulevard	Seaplane Road	Lake Louise Road	1.39	17
48	Lummi View Drive	Lummi Shore Road	Goosebery spur	1.69	8
48	Northwest Drive	Pole Road (W)	Ritter Road	0.84	8
48	Silver Lake Road	SR 542	Rock Quarry	3.22	8
49	Grandview Road	UAB	UAB	0.40	17

2014
Whatcom County
Priority Rating Program

2014 Rating	Road Name	From	To	Length	FFC
49	Hannegan Road	Smith Road (E)	Hemmi Road (E)	2.07	7
49	Kickerville Road	Rainbow Road	Grandview Road	2.01	7
49	Nugent Road	Sunrise Road	Legoe Bay Road	1.13	8
49	Portal Way	Birch Bay Lynden Road	Hall Road	3.32	7
49	Portal Way	Hall Road	Blaine C/L	0.41	17
49	Roosevelt Road	Marine Drive	Tyee Drive	0.93	8
49	Siper Road	SR 9	MP 0.81	0.81	8
49	Sunrise Road	Nugent Road	Seacrest Drive	0.75	8
49	Sunrise Road	Badger Road (W)	H Street Road	2.02	8
50	Alderwood Avenue	Airport Drive	Bellingham C/L	0.71	17
50	Bancroft Road	Marine Drive	Country Lane	0.59	16
50	Bay Road	Blaine Road	Kickerville Road	0.98	7
50	Birch Bay Drive	Shintaffer Road	Birch Point Road	0.66	17
50	Country Lane	Rural Avenue	Bancroft Road	0.82	16
50	Goshen Road	Fazon Road	Cedarville Road	1.23	8
50	Hampton Road	UAB	Northwood Road	1.66	7
50	Hampton Road	Northwood Road	Slotemaker Road	0.75	7
50	Hampton Road	Slotemaker Road	Van Buren Road	2.24	7
50	Harksell Road	Enterprise Road	Enterprise Road (N)	0.38	7
50	Haxton Way	Mackenzie Road	Balch Road	0.94	7
50	Lummi Shore Road	Cagey Road	Marine Drive	2.76	8
50	Lummi View Drive	Gooseberry Spur	Mackenzie Rd / Haxton Wy	0.44	7
50	Marine Drive	Bancroft Road	Wynn Road	0.20	16
50	Northwest Drive	Smith Road (W)	Axton Road (W)	1.00	16
50	Nulle Road	Lake Samish Drive (W)	I-5	0.62	8
50	Silver Lake Road	Rock Quarry	South Pass Road	2.67	8
50	Wiser Lake Road (W)	Northwest Drive	Old Guide Road	2.18	8
51	Berthusen Road	Loomis Trail Road	West Main Street	0.26	18
51	Boundary Bay Road	APA Road	Johnson Road	1.00	8
51	Breckenridge Road	Nooksack C/L	Sorenson Road	1.12	8
51	Curtis Road	Country Lane	Rural Avenue	1.50	17
51	Custer School Road	Creasy Road	Birch Bay Lynden Road	0.50	8
51	Enterprise Road (N)	Harksell Road	Brookwood Drive	0.45	7
51	Hannegan Road	Bellingham C/L	Van Wyck Road	0.25	7
51	Jackson Road	Birch Bay Drive	UAB	0.92	18
51	Jackson Road	UAB	Grandview Road	0.51	8
51	Kickerville Road	Birch Bay Lynden Road	Loomis Trail Road	1.00	8
51	Lake Samish Drive (N)	Lake Samish Drive (E)	Old Samish Road	0.87	8
51	Lincoln Road	Blaine C/L	0.05 m. west of Shintaffer Rd	0.39	17
51	Marine Dr/Lummi Shore Dr	Kwina Road	Bridge #5	0.41	7
51	Olson Road	Aldergrove Road	Mountain View Road	1.99	8
51	Seacrest Drive	Sunrise Road	Scenic Estates	1.21	8
51	Slater Road	Beach Way	Lake Terrell Road	1.09	8
51	Slater Road	Haxton Way	Ferndale Road	1.47	7
51	South Bay Drive	Lake Whatcom Boulevard	Brannigan Creek	2.77	8
51	South Pass Road	Frost Road	Kendall Road	1.24	7
51	Sucia Drive	BMP	Beach Way	1.87	8
51	Wiser Lake Road (W)	Old Guide Road	SR 539	0.50	18
52	Birch Bay Drive	Harborview Road	Shintaffer Road	0.95	17
52	Cedarwood Avenue	Bennett Drive	Bellingham C/L	0.10	17
52	Lake Whatcom Boulevard	MP 2.07	Seaplane Road	1.17	17

2014
Whatcom County
Priority Rating Program

2014 Rating	Road Name	From	To	Length	FFC
52	Laurel Road (W)	Northwest Drive	Aldrich Road	0.99	17
52	Pole Road (W)	Northwest Drive	Old Guide Rd	2.22	7
52	Portal Way	Ferndale C/L	Faris Road	1.16	16
52	Portal Way	Faris Road	Birch Bay Lynden Road	2.85	7
52	Roosevelt Road	Tyee Drive	Meadow Lane	1.37	8
52	Slater Road	Ferndale Road	R/R Crossing (C/L)	1.38	7
52	Weidkamp Road	Badger Road (W)	H Street Road	1.96	8
53	Airport Drive	Airport Way	Bennett Drive	0.30	16
53	Birch Bay Drive	State Park (north gate)	Alderson Road	1.18	17
53	Birch Point Road	Birch Bay Village Entrance	Birch Bay Drive	0.40	17
53	Cottonwood Avenue	Bennett Drive	Bellingham C/L	0.09	17
53	Haxton Way	Balch Road	Kwina Road	3.28	7
53	Laurel Road (E)	SR 539	Hannegan Road	1.97	8
53	Laurel Road (W)	Aldrich Road	SR 539	1.51	8
53	Loomis Trail Road	Blaine Road	Portal Way	1.75	8
53	Northwest Drive	Bellingham C/L	Smith Road (W)	2.54	16
53	Northwest Drive	Axton Road (W)	Paradise Road	0.76	16
53	Pole Road (W)	Old Guide Rd	SR 539	0.51	17
53	Slater Road	Lake Terrell Road	Haxton Way	2.50	7
53	Smith Road (E)	Noon Road	Mission Road	2.01	7
53	Sorenson Road	Breckenridge Road	North Telegraph Road	0.47	8
53	Valleyview Road	Birch Bay Lynden Road	Haynie Road	2.45	8
54	Badger Road (E)	Garrison Road	North Telegraph Road	0.33	8
54	Britton Road	Emerald Lake Way	Bellingham C/L	1.03	16
54	Everson Goshen Road	Hemmi Road (E)	Pole Road (E)	2.08	7
54	Fazon Road	Goshen Road	Hemmi Road (E)	0.77	8
54	Grandview Road	UAB	Dahlberg Road	0.33	7
54	Hemmi Road (E)	Everson Goshen Road	Mission Road	1.00	8
54	Lindsay Road	Van Buren Road	Van Buren Road	0.31	7
54	Lummi Shore Road	Kwina Road	Haxton Way	1.08	8
54	Old Samish Road	Lake Samish Drive (N)	MP 2.51	2.51	8
54	Olson Road	Vista Drive	Aldergrove Road	1.90	8
54	Pacific Highway	Bellingham C/L	Slater Road	1.34	17
54	Semiahmoo Drive	Birch Point Road	Elderberry Lane	1.49	17
54	Smith Road (E)	Mission Road	SR 542	2.24	7
54	South Bay Drive	Brannigan Creek	Park Road	0.94	8
54	South Pass Road	Kendall Road	Silver Lake Road	4.99	8
54	Y Road	North Shore Road	Jensen Road	1.87	8
55	Bennett Drive	Marine Drive	Airport Drive	1.23	17
55	Everson Goshen Road	Smith Road (E)	Hemmi Road (E)	2.01	7
55	Gooseberry Spur	Lummi view Drive	Ferry Dock	0.05	7
55	Harborview Road	Birch Bay Drive	Lincoln Road	1.17	17
55	Kickerville Road	Grandview Road	Bay Road	1.00	7
55	Lakeway Drive	Bellingham C/L	Terrace Avenue (N)	0.63	16
55	Loomis Trail Road	Bob Hall Road	Bertrand Creek Bridge #30	1.43	8
55	Northwest Drive	Paradise Road	Pole Road (W)	2.00	7
55	Samish Way	Old Samish Road	Galbraith Lane	1.51	8
55	Samish Way	Galbraith Lane	Bellingham C/L	1.52	17
55	Van Dyk Road	Theil Road	Everson Goshen Road	2.62	8
55	Weidkamp Road	Loomis Trail Road	Badger Road (W)	1.02	8
55	Y Road	Jensen Road	SR 542	2.55	8

2014
Whatcom County
Priority Rating Program

2014 Rating	Road Name	From	To	Length	FFC
56	Axton Road (W)	Ferndale C/L	Northwest Drive	0.86	16
56	Birch Bay Lynden Road	Harborview Road	UAB	1.25	17
56	Birch Bay Lynden Road	Delta Line Road	Enterprise Road (N)	1.90	7
56	Enterprise Road	Ferndale C/L	Harksell Road	1.79	17
56	Enterprise Road (N)	Brookwood Drive	Birch Bay Lynden Road	1.55	7
56	Enterprise Road (N)	Birch Bay Lynden Road	Loomis Trail Road	1.01	8
56	Everson Goshen Road	SR 542	Smith Road (E)	1.99	7
56	Hemmi Road (E)	Hannegan Road	Everson Goshen Road	3.05	8
56	Loomis Trail Road	Bertrand Creek Bridge #30	Berthusen Road	0.62	18
56	Main Street	Bruce Road	Custer School Road	0.24	8
56	Marina Drive	Edwards Drive	APA Road	0.56	8
56	Point Whitehorn Road	Grandview Road	Birch Bay Drive	0.57	17
56	Rock Road	Sumas Road	Nims Road	2.90	8
56	Van Buren Road	Badger Road (E)	MP 3.34	0.63	8
57	Axton Road (W)	Northwest Drive	UAB	0.25	16
57	Birch Bay Lynden Road	UAB	Portal Way	2.41	7
57	Birch Bay Lynden Road	MP 4.20	Delta Line Road	1.82	7
57	Birch Bay Lynden Road	Rathbone Road	Berthusen Road	1.01	7
57	Britton Road	SR 542	Emerald Lake Way	0.45	16
57	Custer School Road	Main Street	Creasy Road	0.77	8
57	Haynie Road	Valleyview Road	Delta Line Road	2.01	7
57	Lake Terrell Road	Slater Road	Mountain View Road	2.00	7
57	Marine Drive	Bennett Drive	Bellingham C/L	0.29	16
57	South Pass Road	Nooksack C/L	Goodwin Road	1.23	7
57	Stadsvold Road	Haynie Road	Sweet Road	0.52	7
57	Sweet Road	Blaine C/L	Stadsvold Road	1.44	7
58	Alderson Road	Birch Bay Drive	Blaine Road	0.85	18
58	Austin Street	Lake Louise Road	Cable Street	0.37	16
58	Axton Road (W)	UAB	SR 539	2.25	7
58	Baker Lake Road	Skagit County Line	MP 3.93	3.93	7
58	Bruce Road	Bay Road	Main Street	0.74	8
58	Hemmi Road (E)	SR 539	Hannegan Road	1.97	8
58	Mountain View Road	Rainbow Road	Lake Terrell Road	0.50	7
58	Slater Road	Pacific Highway	Northwest Drive	0.74	16
58	Terrace Avenue (N)	Lakeway Drive	Cable Street	0.16	16
59	Birch Bay Lynden Road	Enterprise Road (N)	Rathbone Road	2.03	7
59	Boundary Road (E)	SR 539	Benson Road	1.07	8
59	Haynie Road	Stadsvold Road	Valleyview Road	1.24	7
59	Smith Road (E)	SR 539	Hannegan Road	1.96	7
59	Van Dyk Road	Hannegan Road	Theil Road	0.98	8
59	Van Wyck Road	BMP	Hannegan Road	0.40	7
60	Bender Road	Boundary Road (E)	Visser Road	0.37	8
60	Birch Bay Drive	Point Whitehorn Way	State Park (north gate)	0.76	17
60	Cable Street	Terrace Avenue (N)	Lake Whatcom Boulevard	0.51	16
60	Lummi Shore Road	MP 0.91	Smokehouse Road	1.74	8
60	Northwood Road	Halverstick Road	Boundary Road (E)	0.62	8
60	Nulle Road	I-5	Skagit County Line	0.59	7
60	Tyee Drive	APA Road	Gulf Road	0.25	7
60	Tyee Drive	Gulf Road	Benson Road	0.25	7
60	Van Buren Road	Everson C/L	Hampton Road	1.09	7
61	Bakerview Road (W)	Bennett Drive	Bellingham C/L	0.26	16

2014
Whatcom County
Priority Rating Program

2014 Rating	Road Name	From	To	Length	FFC
61	Birch Bay Lynden Road	Berthusen Road	Tromp Road (city limits)	0.52	16
61	Boundary Road (E)	Bender Road	Northwood Road	1.49	8
61	Gulf Road	Marine Drive	Tyee Drive	0.65	7
61	Lummi Shore Road	Smokehouse Road	Cagey Road	1.01	8
61	Yew Street Road	Bellingham C/L	Spring Valley Dr (private)	1.06	17
62	Benson Road	Visser Road	Boundary Road (E)	0.36	8
62	Delta Line Road	Badger Road (W)	Haynie Road	0.48	7
62	Nugent Road	Granger Road	Ferry Dock	0.19	8
62	Park Road	South Bay Drive	SR 9	2.78	8
62	Tyee Drive	Benson Road	Roosevelt Road	0.95	7
63	Grandview Road	Jackson Road	Blaine Road	1.02	7
63	Yew Street Road	Spring Valley Dr (private)	Tacoma Av (private)	0.28	17
64	Badger Road (W)	Markworth Road	SR 539	3.05	7
64	Hampton Road	Lynden C/L	UAB	0.04	17
64	Lake Whatcom Boulevard	Strawberry Point Road	MP 2.07	0.36	17
64	Loomis Trail Road	Sunrise Road	Bob Hall Road	2.00	8
65	Badger Road (W)	Delta Line Road	Sunrise Road	0.86	7
65	Country Lane	Bancroft Road	Curtis Road	0.07	17
65	Marine Drive	McAlpine Rd	Bennett Drive	0.62	16
65	Smith Road (E)	Hannegan Road	Noon Road	2.02	7
65	Smith Road (W)	Ferndale C/L	Northwest Drive	0.57	16
65	Smith Road (W)	Waschke Road	SR 539	2.00	7
66	Kwina Road	Haxton Way	Lummi Shore Road	0.96	7
66	Smith Road (W)	Northwest Drive	Waschke Road	0.50	17
66	Visser Road	Bender Road	Benson Road	1.00	8
67	Rainbow Road	Mountain View Road	Kickerville Road	1.20	7
68	Hannegan Road	UAB	Nooksack Bridge #252	2.88	7
69	Hannegan Road	Nooksack Bridge #252	Lynden C/L	0.43	17
70	Hannegan Road	Hemmi Road (E)	Beard Rd	1.51	7
70	Hannegan Road	Beard Rd	UAB	0.71	17
71	Lincoln Road	0.05 m. west of Shintaffer Rd	Harborview Road	0.79	17
75	Sunrise Road	Birch Bay Lynden Road	Badger Road (W)	2.01	8

Total Lengh = 357.85



2013 Annual Bridge Report



Prepared by the Whatcom County Public
Works Bridge and Hydraulic Group
Submitted September 2014

Whatcom County

2013 Bridge Report

Submitted: September 2014

This bridge report is prepared by Whatcom County Public Works Bridge and Hydraulic Division under the direction of the County Engineer each year to fulfill requirements of the Washington Administrative Code (WAC) 136-20-060. This WAC requires the County Engineer's report of bridge inspections as follows:

"Each county engineer shall furnish the county legislative authority with a written resume of the findings of the bridge inspection effort. This resume shall be made available to said authority and shall be consulted during the preparation of the proposed six-year transportation program revision. The resume shall include the county engineer's recommendations as to replacement, repair or load restriction for each deficient bridge. The resolution of adoption of the six year transportation program shall include assurances to the effect that the county engineer's report with respect to deficient bridges was available to said authority during the preparation of the program."

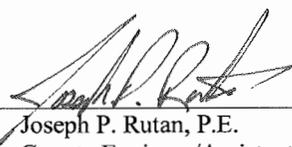
Prepared by:


Steve Dillon
Bridge Inspection Team Leader

Reviewed by:


James E. Lee, P.E.
Engineering Manager – Bridge & Hydraulics

Approved by:


Joseph P. Rutan, P.E.
County Engineer/Assistant Director

Cover Photo:

Mosquito Lake Road Middle Fork Nooksack River Bridge No. 140. This bridge was rehabilitated in 2010 with new bridge bearings, new grated bridge deck, painting of steel truss structure and installation of scour protection measures.

Table of Contents

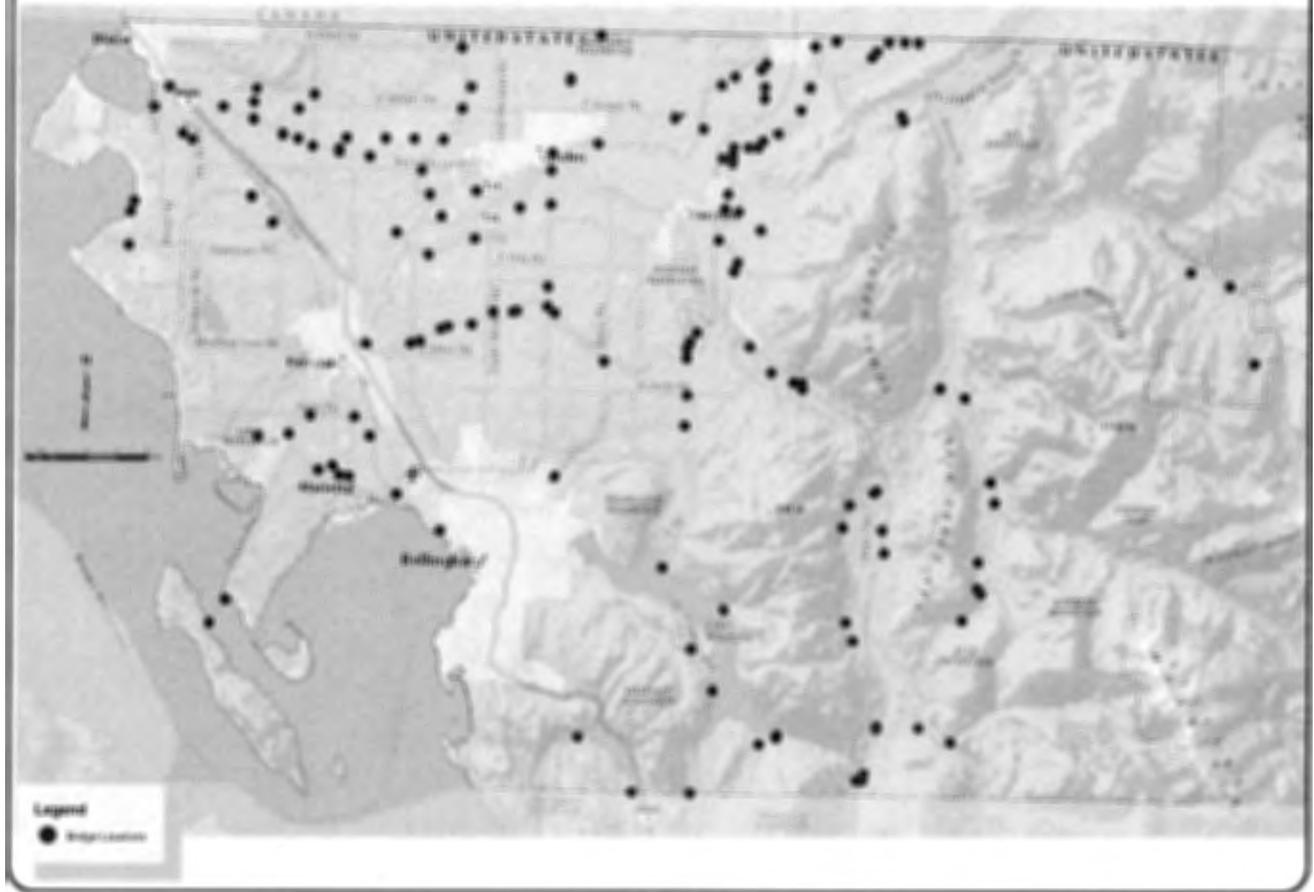
WAC 136-20-060 and signature page	1
Table of contents	2
Acronyms	3
Whatcom County bridge location map.....	4
Executive Summary.....	5
Bridge inventory summary.....	6
Bridge inspection, findings and recommendations.....	7
Load, Height and Width Restricted Bridges.....	9
Bridge Replacement and Rehabilitation Plan for Deficient Bridges.....	10
Maintenance and Repair Recommendations.....	12
Glossary of Bridge Terms.....	13
Appendix A – 2013 Whatcom County Bridge Inventory.....	17

Acronyms

The following is a list of common acronyms widely used in the bridge inspection field:

ADT	Average Daily Traffic
BRAC	Bridge Replacement Advisory Committee
FHWA	Federal Highway Administration
FO	Functionally Obsolete
HBRRP	Highway Bridge Replacement and Rehabilitation Program
NBIS	National Bridge Inspection Standards
SD	Structurally Deficient
SID	Structure Identification Number
SR	Sufficiency Rating
UBIT	Under Bridge Inspection Truck
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

Whatcom County Bridge Location Map



Executive Summary

This report has been completed in compliance with WAC 136-20-060, which requires that each County Engineer furnish a written resume of the county's bridge inspection efforts to the county legislative authority. It is also the intention of this report that information presented here be incorporated into a comprehensive program strategy to preserve the county's roadways.

Highlights and Changes in 2013

- Whatcom County bridge count has increased in 2013 by 2 total bridges for a total of 161 bridges. The two bridges added are short spans, not National Bridge Inventory (NBI) reportable.
- A total of 80 Whatcom County bridge condition inspections were completed in 2013.
- Whatcom County provided bridge inspection services for 55 local agency owned bridges in 2013.
- A total of 23 bridge repair work orders were completed by Whatcom County crews and others.
- Federal funding was obtained to complete a seismic retrofit of the Portal Way Dakota Creek Bridge No. 500. This bridge is concrete tee beam bridge with a 335 foot span constructed in 1928. Construction scheduled for 2015.
- Federal funding was obtained to paint Slater Road Nooksack River Bridge No. 512. This bridge is a steel truss bridge with a 246 foot span constructed in 1957. The painting project is scheduled to be completed in 2015.
- The Mosquito Lake Road Middle Fork Nooksack River Bridge No. 332 Scour Mitigation Project was constructed. Construction of this project included installing angular rock around pier number 3 and removing this bridge's scour critical designation. This project was funded 100% with BRAC funds.

Oversize/Overweight Load Permits

In recent years Whatcom County has seen an increase in oversize/overweight permit applications. There were over 30 oversize/overweight permits issued for loads crossing county owned bridges in 2013. Bridge program staff review these applications to ensure that these oversize/overweight loads can cross these bridges without causing any harm to the structure.



Slater Road Bridge 512 with posted height restriction

Summary of Bridge Inventory

- As of the end of 2013, the unincorporated Whatcom County road system contains 161 bridges and culverts which provide connectivity between our 974 miles of roads. Of these 161 bridges, ten are classified as structurally deficient (SD); five are scheduled for replacement or rehabilitation within the next six years, and 15 have been posted with load restrictions.
- A list of all structurally deficient bridges recommended for future replacement or rehabilitation is shown in Exhibit C.

Bridge Inventory

In Whatcom County of 161 bridges, 5 are of timber construction, 101 are of concrete construction, 6 are predominately steel (all of which are fracture critical) and the remainder are a combination of these materials. See Appendix A for a complete list of Whatcom County Bridges.



This Bridge on Friday Creek is typical of our channel beam girders supported by timber piles and caps.

Lummi Island Ferry Terminals

As a part of our bridge program, Whatcom County inspects and maintains the Gooseberry Point and Lummi Island Ferry Terminals. These consist of a steel transfer span and a timber trestle at the Gooseberry Point terminal and a steel transfer span and a reinforced concreted girder approach dock at the Lummi Island terminal.



Lummi Island approach span

Short Span Bridges

The Highway Bridge Replacement and Rehabilitation Program (HBRRP) excludes short span bridges (span length of 20 feet or less) from receiving federal funding. Out of the 161 bridges in Whatcom County inventory, 21 of these bridges are classified as short span bridges.

Outside Local Agency Bridges

The Whatcom County Bridge and Hydraulics program provides inspection services to local agencies upon request. The county works with cities under inter-local agreements (ILA), with conditions set forth in the Revised Code of Washington (RCW) Chapter 39.34. The county's services are provided primarily to local agencies that lack expertise to inspect and maintain their bridge inventory. In addition, the Whatcom County Public Works Road Maintenance Division contracts with local agencies for the maintenance of other local agency bridges. In 2013 the county provided inspection services on 55 bridges for outside local agencies.

Local Agency	Number of bridges inspected in 2013
City of Bellingham	41
City of Lynden	11
City of Everson	1
San Juan County	1
Port of Bellingham	1 (ferry terminal)

Summary of outside local agency bridges inspected in 2013

Bridge Inspection, Findings and Recommendations

Bridge inspections are performed in accordance with the National Bridge Inspection Standards (NBIS) in conformance with 23 CFR 650.3. The standards mandate that all public agencies with a bridge inventory inspect and report the findings at a minimum of once every two years (routine inspection). Special inspections are required for bridges that cannot be given close or adequate inspection from the ground. For these bridges an Under-Bridge Inspection Truck (UBIT) is required. Steel bridges with fracture critical members may also require special inspections with special inspection equipment. A third category of special inspections are the Under Water Inspections which are required every five years for bridges with piers that extend below ordinary low-water levels.

During bridge inspections, the current condition of each bridge element is noted. The deficiencies are coded to NBIS standards and show the degree of deterioration in various elements- the three primary elements being:

- Deck,
- Superstructure, and
- Substructure.

As deterioration accelerates, the coding values drop and work orders for repairs are issued. In the case where the coding factors are extremely low, recommendations are made for repair, replacement or rehabilitation. Bridges with identified deficiencies may be inspected or monitored at more frequent intervals.

The results of our inspection program are forwarded to the Washington State Department of Transportation (WSDOT) for review. Once the report has been accepted by WSDOT it is available for the Federal Highway Administration (FHWA).

Whatcom County has many reinforced concrete channel beam superstructures designed in 1955 which are at the low end of today's load carrying capacity requirements and are supported by timber caps and piles. These structures are being maintained and/or replaced on a regular basis depending on the age and the deterioration rate of the structure.

The NBIS utilizes information from the latest bridge inspection to determine the Sufficiency Rating (SR) which is a calculated score based on information from the most recent bridge inspection. The SR is a number from 0 to 100 with 100 being an entirely sufficient bridge, and 0 being an entirely insufficient or deficient bridge. Items that factor into the determination of the SR include: load bearing

capacity, average daily traffic, availability and length of detour, the geometry of the bridge and the risk of scour on bridge foundations at waterway crossings.

As of December 31 2013, Whatcom County has 100 bridges with a SR less than 80 that are eligible to compete for federal rehabilitation funding. There are 5 bridges with a SR less than 40 that are eligible to compete for federal replacement funding. Of the 5 bridges with an SR rating of 40 or less; 1 is under construction and two have applied for BRAC replacement funding for 2014.

This year routine inspections were performed on 135 bridges, including 55 outside local agency bridges.

If the underside of the bridge deck cannot be given close or adequate inspection from the ground then a special inspection using an under bridge inspection truck (UBIT) or under bridge inspection platform is required.

See Exhibit A for our master list of special inspections and details on inspection frequencies and schedules for all of our UBIT and underwater bridge inspections.



Photo of a typical UBIT

Exhibit "A" - Master List of Special Inspection and Equipment Needs

Bridge #	Bridge Name	Fracture Critical Last Inspection Date	Underwater Last Inspection Date	Special Equipment Last Inspection Date	UBIT Frequency
3	MARIETTA			January-13	72 Months
115	HIGH BRIDGE			April-14	48 Months
140	MIDDLE FORK	August-12			24 Months
148	SOUTH FORK	February-14			24 Months
252	NOOKSACK RIVER	March-14	September- 10		24 Months
332	NORTH FORK	April-13			24 Months
421	ROCKY CREEK	April-13			24 Months
500	DAKOTA CREEK			April-13	48 Months
503	GOOSEBERRY FERRY SLIP	October-12	March-11		24 Months
507	LUMMI ISLAND FERRY SLIP	October-12	March-11		24 Months
512	NOOKSACK RIVER	April-13			24 Months

Load, Height and Width Restricted Bridges

Each bridge is required to have a "Load Rating" calculation. The Load Rating establishes how much weight the bridge can carry for several standard configurations of vehicle axle loads.

During the 2013 inspection cycle, no bridges were added to the load restriction list. As of December 31, 2013, there are a total of fifteen load restricted bridges in the county.

Bridges that have traffic portals of 15 feet or less are required to be posted with the allowable height. Whatcom County has two roads passing through posted height restricted bridge structures.

Of the fifteen bridges posted for load restrictions, four are scheduled for replacement. Most of Whatcom County's posted bridges have a deficient superstructure due to the original girder design and are not an immediate concern for our lower ADT roads but they are inspected every 12 months to look for any problems that would accelerate their need for replacement.

Exhibit "B" – Load, Height and Width Restricted Bridges

Bridge #	Road Name	Features Crossed	Restricted Width	Restricted Vertical Clearance	Bridge Posted for Load Restriction
1	MARINE DR	ACCESS RD CREEK OLD RR			Yes
44	BRIDGE WAY	CALIFORNIA CR	16		Yes
50	W BADGER RD	BERTRAND CR			Yes
51	FLYNN RD	FISHTRAP CR	16		
81	JACKSON RD.	TERRELL CR.			Yes
82	ALDERSON RD	TERRELL CREEK			Yes
91	STEIN RD	DAKOTA CR. TRIB.			Yes
105	MANLEY ROAD	SILVER CREEK	11.8		
132	HUDSON ROAD	JONES CREEK	15		
140	MOSQUITO LK RD	MIDDLE FORK	13.2	18'	
148	POTTER RD.	SOUTH FORK	14.5	15'	Yes
151	HILLSIDE RD.	SIGITOWITZ CREEK			Yes
249	ROBERTS RD.	ANDERSON CR			Yes
291	MASSEY RD	SUMAS RIVER			Yes
308	ALM RD	SUMAS RIVER			Yes
332	MOSQUITO LK RD	NORTH FORK			Yes
503	LUMMI VIEW DR	9104	12		Yes
503A	LUMMI VIEW DR	HALE PASS			Yes
506	HERON LANE	JOHNSON CR	12		
507	LUMMI IS FERRY RTE	HALE PASSAGE	14	39'03"	
507A	LUMMI IS FERRY RTE	HALE PASSAGE	14		Yes
510	COAL CREEK RD	GALLOP CREEK	14		
512	SLATER RD	NOOKSACK RIVER		15'03"	

Bridge Replacement and Rehabilitation Plan for Deficient Bridges

The county's current focus is to replace or rehabilitate bridges that are classified as structurally deficient (SD) per NBIS. Four replacement/rehabilitation projects were in design phase at the end of 2013. Since 2000, 15 bridges have been replaced or re-built in Whatcom County. Lists of future replacement/ rehabilitation candidates, including short-span bridges, are shown in Exhibit 'C.'

2013 Replacement and Rehabilitation Design Projects

Potter Road-Bridge 148-Replacement

This project will replace the existing one-lane, two-way, SD and functionally obsolete fracture critical truss bridge with a reinforced concrete bridge. Construction is scheduled to begin in May 2014.

Potter Road Bridge 148



South Pass Road Bridge 212 Replacement

This project will replace a two span channel beam structure supported by timber caps and piles. The caps and piles are showing rapid deterioration. Design work was initiated in 2013.

Slater Road Bridge 512 Paint Restoration

This project will paint the Slater Road steel truss to prolong the structural life. Construction to begin in May of 2015.

Hannegan Road Bridge 252 Scour Mitigation Project

Design work is underway to install scour counter measures at pier number 2 to remove the scour critical designation on this bridge. BRAC funds have been secured for this project with construction scheduled in 2015.

Hannegan Bridge 236 Replacement

This project will replace an existing reinforced concrete channel girder bridge on timber caps and piles. This bridge is located on a major county arterial that is subject to heavy truck traffic. Design work began in 2013 with construction scheduled once construction funding is secured.



Hannegan Rd Bridge 236

Dakota Creek Bridge #500 Seismic Retrofit

This project will retrofit the 1928 Concrete T-Beam structure to a Level 2 seismic condition. Work also will help extend the life of this structure. Project design is underway with construction scheduled for 2015. BRAC funds have been secured for this project.



Portal Way Bridge 500

Exhibit "C" – Structurally Deficient Bridges

Bridge #	Bridge Name	Deficiency's	Sufficiency Rating	Status
148	SOUTH FORK	Thru Truss Section Loss	11.99	Construction Scheduled 2014 thru 2016
50	BERTRAND CR	Timber Cap Section Loss	22.51	Monitoring
81	JACKSON RD.	Timber Cap and Pile Deterioration	28.50	Monitoring
248	ANDERSON CR	Timber Cap and Pile Deterioration	36.88	Monitoring
249	ANDERSON CR	Timber Cap Section Loss	39.86	Monitoring
1	LITTLE SQUALICUM	Delamination of Deck, Cap Beam Capacity	40.38	Monitoring
291	SUMAS RIVER	Concrete Channel Beam Deterioration	42.72	Monitoring
497	BERTRAND CR TRIB	Scour Exposing Concrete Footings	45.37	Monitoring
212	SAAR CR	Timber Cap and Pile Deterioration	47.41	Design 2014
500	DAKOTA CR	Rebar Section Loss, No Girder Stops	49.40	Construction Scheduled 2015

Maintenance and Repair Recommendations

The majority of bridge repair and maintenance work is done by county crews, with support from various vendors. This includes cleaning, minor painting, and replacing existing components which have deteriorated. Twenty (23) maintenance work orders were completed in 2013. (See Exhibit D below).

Work planned for 2014 includes major work orders and routine maintenance on most of our bridges. The work includes helper piles and caps, abutment repairs, asphalt approaches, concrete repair and bridge cleaning and brushing.

Exhibit "D" – Maintenance Work Orders Completed in 2013

Bridge #	Waterway	Work Completed	Date Repaired
13	BARRETT CREEK	Cleaned exposed rebar and installed patch	Apr-13
14	TEN MILE CR	Patched decks	Nov-13
21	TEN MILE CR	Patched exposed rebar	Nov-13
36	DAKOTA CR.	Cleaned off and grouted areas with exposed rebar	Apr-13
44	BRIDGE WAY	Cleaned off spalling concrete and patched bottom and west side of girder	May-13
81	JACKSON RD	Cleaned and patched exposed rebar.	Nov-13
99	DRAINAGE DITCH	Repaired deck grout	Nov-13
131	MCCARTY CR	Cleaned and patched exposed rebar.	May-13
143	BLACK SLOUGH	Patched girders 1I and 1J & Abutments	Apr-13
151	SIGITOWITZ CREEK	Removed rust and grouted 8 feet of girder G	Apr-13
163	DAKOTA CR TRIB	Patched previously repaired sections of girder B	May-13
164	DAKOTA CR	Cleaned and patched girder K & Abutments	May-13
204	TEN MILE CR	Patched girders 2h and 2k	Nov-13
235	TEN MILE CR	Cleaned rebar and patched concrete in girder and abutment.	May-13
248	ANDERSON CR	Grouted deck joints	Nov-13
258	KAMM SLOUGH	Patched deck picking holes	Nov-13
303	SUMAS RIVER	Repaired road approaches	Dec-13
304	SUMAS RIVER	Repaired road approaches	Dec-13
306	SUMAS RIVER	Repaired road approaches	Dec-13
408	SMITH CR	Completed patching of spalled areas	May-13
507	LUMMI ISLAND FERRY SLIP	Installed counter weight cables	Aug-13
507	LUMMI ISLAND FERRY SLIP	Realigned running sheaves	Aug-13

Glossary of Bridge Terms

Abutment – a substructure supporting the end of a single span, or the extreme end of a multi-span super-structure and, in general, retaining or supporting the bridge approach fill.

Approach span – the span or spans connecting the abutment with the main span or spans.

Back wall – the top-most portion of an abutment functioning primarily as a retaining wall to contain approach roadway fill.

Beam – a linear structural member designed to span from one support to another.

Bent – a supporting unit of the beams of a span made up of one or more column or column-like members connected at their top-most ends by a cap, strut, or other horizontal member.

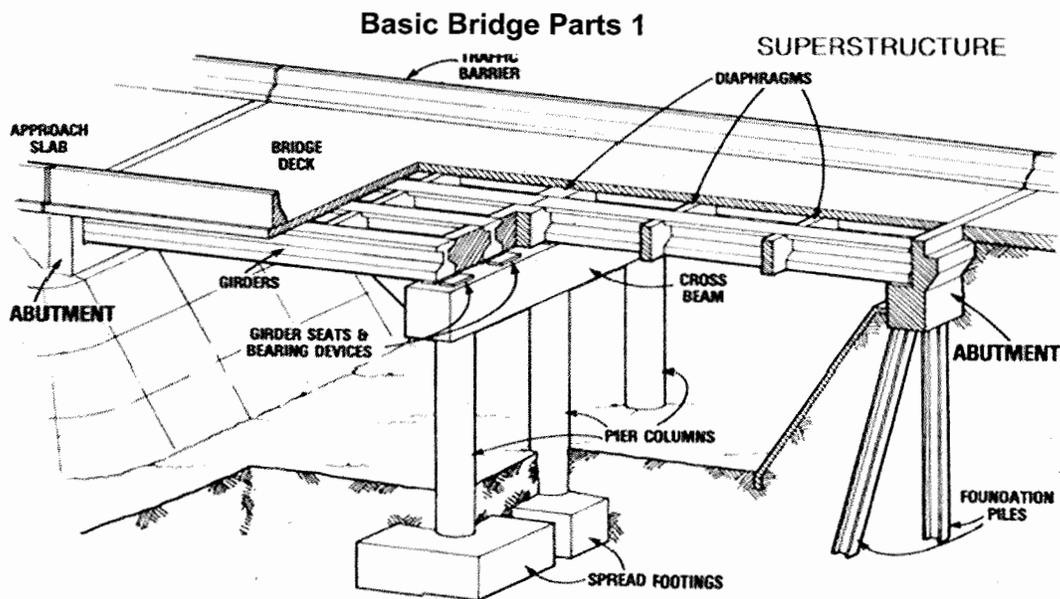
Box Girder – a support beam that is a hollow box; Its cross-section is a rectangle or square.

Bracing – a system of tension or compression members, or a combination of these, connected to the parts to be supported or strengthened by a truss or frame. It transfers wind, dynamic, impact, and vibratory stresses to the substructure and gives rigidity throughout the complete assemblage. Can also refer to diagonal members that tie two or more columns of a bent together.

Cap – the horizontally-oriented, top-most piece or member of a bent serving to distribute the beam loads upon the columns and to hold the beams in their proper relative positions.

Cast-in-Place – concrete poured within form work on site to create a structural element in its final position.

Catwalks – temporary foot bridges, used by bridge inspection personnel.



Chord – in a truss, the upper-most and the lower-most longitudinal members, extending the full length of the truss.

Column – a vertical structural member that transfers dead and live load from the bridge deck and girders to the footings or shafts.

Column crosses brace – transverse brace between two main longitudinal members.

Compression – a type of stress involving a pressing or squeezing together; tends to shorten a member; opposite of tension.

Culvert – a pipe or small structure used for drainage under a road, railroad or other embankment. A culvert with a span length greater than 20 feet is included in the National Bridge Inventory and receives a rating using the NBI scale.

Dead load – a static load due to the weight of the structure itself.

Deck – the roadway portion of a bridge that provides direct support for vehicular and pedestrian traffic.

Deck bridge – a bridge in which the supporting members are all beneath the roadway.

Deck truss – a bridge whose roadway is supported from beneath by a truss.

Diagonal – a sloping structural member of a truss or bracing system.

Elastomeric pads – rectangular pads made of neoprene, found between the sub-structure and superstructure that bears the entire weight of the superstructure. Elastomeric pads can deform to allow for thermal movements of the superstructure.

End wall – the wall located directly under each end of a bridge that holds back approach roadway fills. The end wall is part of the abutment.

Expansion joint – A joint designed to provide means for expansion and contraction movements produced by temperature changes, load, or other forces.

Fatigue – Cause of structural deficiencies, usually due to repetitive loading over time.

Footing – The enlarged, lower portion of a sub-structure that distributes the structure load either to the earth or to supporting piles; the most common footing is the concrete slab; "footer" is a colloquial term for footing.

Fracture critical member – a member in tension or with a tension element whose failure would probably cause a portion of or the entire bridge to collapse.

Girder – a main support member for the structure that usually receives loads from floor beams and stringers; also, any large beam, especially if built up.

Hanger – a tension member serving to suspend an attached member.

Hinge – a point in a structure at which a member is free to rotate.

Live load – vehicular traffic, wind, water; and/or earthquakes.

Lower chord – the bottom horizontal member of a truss.

Main beam – a beam supporting the spans and bearing directly onto a column or wall.

Member – an individual angle, beam, plate, or built piece intended to become an integral part of an assembled frame or structure.

Oscillation – a periodic movement back and forth between two extreme limits. An example is the string of a guitar that has been plucked. Its vibration back and forth is one oscillation. A vibration is described by its size (amplitude), its oscillation rate (frequency), and its timing (phase). In a suspension bridge, oscillation results from energy collected and stored by the bridge. If a part of the bridge has to store more energy than it is capable of storing, that part will probably fail.

Pier – a structure comprised of stone, concrete, brick, steel, or wood that supports the ends of the spans of a multispan superstructure at an intermediate location between abutments. A pier is usually a solid structure as opposed to a bent, which is usually made up of columns.

Pile – a linear (vertical) member of timber, steel, concrete, or composite materials driven into the earth to carry structure loads into the soil.

Pile bent – A row of driven or placed piles with a pile cap to hold them in their correct positions; see "Bent."

Plate girder – a large, solid web plate with flange plates attached to the web plate by flange angles or fillet welds. Typically fabricated from steel.

Post or column – a member resisting compressive stresses, in a vertical or near vertical position.

Pre-cast girder – fabricated off site of Portland Cement Concrete, reinforcing steel and post-tensioning cables. These girders are shipped to the construction site by truck and hoisted into place by cranes.

Reinforced concrete – concrete with steel reinforcing bars bonded within it to supply increased tensile strength and durability.

Scour – erosive action of removing streambed material around bridge substructure due to water flow. Scour is of particular concern during high-water events.

Short span bridge -these bridges have a single NBIS span length of 20 feet or less. They are typically supported by timber piles or shallow concrete footings.

Soffit – the underside of the bridge deck or sidewalk.

Spall – a concrete deficiency wherein a portion of the concrete surface is popped off from the main structure due to the expansive forces of corroding steel rebar underneath. This is especially common on older concrete bridges.

Span – The distance between piers, towers, or abutments.

Steel -A very hard and strong alloy of iron and carbon.

Stringer – a longitudinal beam (less than 30 feet long) supporting the bridge deck, and in large bridges, framed into or upon the floor beams.

Sufficiency rating –the sufficiency rating is a numeric value from 100 (a bridge in new condition) to 0 (a bridge incapable of carrying traffic). The sufficiency rating is the summation of four calculated values: Structural Adequacy and Safety, Serviceability and Functional Obsolescence, Essentiality for Public Use, and Special Reductions.

Substructure – the abutment, piers, grillage, or other structure built to support the span or spans of a bridge superstructure, and distributes all bridge loads to the ground surface. Includes abutments, piers, bents, and bearings.

Superstructure – the entire portion of a bridge structure which primarily receives and supports traffic loads and in turn transfers the reactions to the bridge substructure; usually consists of the deck and beams or, in the case of a truss bridge, the entire truss.

Tension – type of stress involving an action which pulls apart.

Tie – a member carrying tension.

Torsion – a twisting force or action.

Truss bridge – a bridge having a pair of trusses for the superstructure.

Upper chord – the top longitudinal member of a truss.

Web – the portion of a beam located between and connected to the flanges.

Welded joint – a joint in which the assembled elements and members are united through fusion of metal.

Wheel rail – a timber curb fastened directly to the deck, most commonly found on all-timber bridges.

Wing wall – walls that slant outward from the corners of the overall bridge that support roadway fill of the approach.

Appendix "A" – 2013 Whatcom County Bridge Inventory; 161 Bridges (21 Short Spans)

Bridge #	Bridge Name	Structure length	Structure Width	Traffic (ADT)	Detour Miles	Year Built
1	LITTLE SQUALICUM	270	28	6987	2	1955
2	MARIETTA SLOUGH	105	32	3317	7	1978
3	MARIETTA	420	28	3317	7	1969
5	PORTAGE SLOUGH	90	40.5	3460	6	1997
7	SLOUGH BRIDGE	90	32.1	1099	6	1979
8	RED RIVER	80	28	80	3	1997
9	SILVER CREEK	31	24	70	0	1971
11	RED RIVER	126	24	5852	5	1951
12	SCHNEIDER DITCH	19	19.8	220	99	2003
13	BARRETT CREEK	57	24	1220	3	1995
14	TEN MILE CR	38	24	1025	2	1990
15	TEN MILE CR	83	40	4488	3	1990
16	TEN MILE CR	80	28	669	3	1986
17	TEN MILE CR	61	24	1185	2	1953
21	TEN MILE CR	31	24	650	3	1996
22	DAKOTA CR.	31	24	190	4	1971
29	TERRELL CREEK	31	32.7	1472	4	2003
30	BERTRAND CR.	126	26	1601	4	1953
35	CALIFORNIA CR	169	30	247	4	1976
36	DAKOTA CR.	76	24	1067	4	1954
37	CALIFORNIA CR	40	28.9	597	3	1996
38	DRAYTON HARBOR	104	24	5082	3	1950
42	DAKOTA CR.	131	28	273	4	1995
43	BERTRAND CR.	118	34	842	5	1995
44	BRIDGE WAY	85	16	6	99	1984
47	BERTRAND CREEK	82	34	1270	6	1983
50	BERTRAND CR	69	31	2988	4	1998
51	FISHTRAP CR	36	16	150	2	1988
53	RIVER ROAD	50	20.8	125	99	2004
56	BERTRAND CREEK	83	24	9097	6	1982
81	JACKSON RD.	62	24	791	4	1975
82	TERRELL CREEK	50	36.9	1735	3	1987
86	DAKOTA CREEK	18	34	1245	3	1981
87	DAKOTA CREEK	53	35.8	521	4	2005
88	S. FORK DAKOTA CREEK	53	35.8	526	4	2005
89	DAKOTA CR.	31	24	753	3	1967
90	COUGAR CR	19	24	345	2	1993

Bridge #	Bridge Name	Structure length	Structure Width	Traffic (ADT)	Detour Miles	Year Built
91	DAKOTA CR TRIB	50	24	261	4	1971
92	DAKOTA CREEK	55	28.9	582	4	2000
94	COUGAR CR	18	24	129	2	1979
99	DRAINAGE DITCH	19	20	274	5	1994
101	CALIFORNIA CR	31	24	351	3	1971
102	CALIFORNIA CREEK	31	24	145	4	2004
105	MANLEY	19	11.8	10	6	2011
106	FRIDAY CR	76	24	1321	7	1956
107	LAKE SAMISH	250	24	1069	7	1963
115	HIGH BRIDGE	228	34.2	1510	19	2006
116	AUSTIN CREEK	82	40	5387	7	2004
119	BRANNIAN CREEK	40	29	742	0	2008
120	FIR CREEK	20	24	715	0	1953
121	DIVERSION CHANNEL	20	24	715	0	1953
124	NP RR	124	28	105	5	1994
125	SAMISH RIVER	72	29.9	113	3	1998
126	INNIS CREEK	40	23.5	105	3	2007
127	SOUTH FORK	276	28	245	99	1998
130	JONES CR.	31	24	338	0	1973
131	MCCARTY CR	70	21	338	99	1985
132	HUDSON	15	15	5	0	1950
134	ANDERSON CR	31	24	402	3	2005
137	SMITH CREEK	99	28	1050	99	1989
138	HUTCHINSON CREEK	31	24	301	21	2005
139	MOSQUITO LK	19	24	150	21	2002
140	MIDDLE FORK	423	13.2	140	21	1955
141	PORTER CREEK	31	24	135	21	2010
142	JOHNSON CREEK	24	0	301	21	2004
143	BLACK SLOUGH	19	24	135	99	2001
147	BLACK SLOUGH	31	19.8	77	4	1958
148	SOUTH FORK	243	14.5	750	99	1974
149	SLOUGH	76	24	636	99	1990
150	LOW WATER CROSSING	24	26	194	99	1985
151	SIGITOWITZ CREEK	31	24	250	0	1973
157	HUTCHINSON CR	72	29.3	322	21	2005

Bridge #	Bridge Name	Structure length	Structure Width	Traffic (ADT)	Detour Miles	Year Built
159	DOREN RD	19	28	224	3	1980
162	OLSON CR	19	24	1050	99	1996
163	DAKOTA CR TRIB	31	24	813	5	1995
164	DAKOTA CR	31	24	813	5	1975
170	N. INNIS CREEK	31	24	175	4	1999
172	GN RR OVERPASS	196	24	3973	1	1940
173	HAYNIE CR	38	24	783	4	1989
174	SILVER CR	19	19.8	242	99	1958
201	SWIFT CR	38	24	1246	6	1994
204	TEN MILE CR	38	24	380	5	1993
206	SUMAS RIVER	69	24	270	3	1994
212	SAAR CR	38	24	802	3	1957
233	TEN MILE CR TRIB	31	24	550	4	1994
234	TEN MILE CR	31	24	563	4	1996
235	TEN MILE CR	38	24	70	99	1994
236	TEN MILE CR	31	32	10566	5	2002
237	FOUR MILE CREEK	37	40	9336	6	1994
240	TEN MILE CREEK	40	29	553	3	2012
242	SAAR CREEK	104	28	133	3	2004
244	SCOTT DITCH	31	24	151	5	1979
245	SCOTT DITCH	77	40	8960	4	2009
248	ANDERSON CR	62	24	1316	4	1990
249	ANDERSON CR	69	28.5	150	4	1958
250	ANDERSON CR	31	28.5	69	0	1974
252	NOOKSACK RIVER	320	26	6360	12	1961
256	ASSINK RD	31	24	185	4	1974
257	FISH TRAP CR	31	24	150	5	1993
258	KAMM SLOUGH	19	24	768	5	1998
261	KAMM SLOUGH	145	36	2365	4	2010
263	FISH TRAP CR	38	28.5	197	4	1998
275	SQUAW CREEK	19	24	839	4	1963
277	ANDERSON CREEK	53	38	3423	4	2005
284	LIND	31	24	44	99	1974
288	SUMAS RIVER	19	22.5	108	3	2001
290	SUMAS RIVER	31	24	125	3	2002
291	SUMAS RIVER	31	28.5	326	4	1987
295	JOHNSON	31	24	850	2	1975

Bridge #	Bridge Name	Structure length	Structure Width	Traffic (ADT)	Detour Miles	Year Built
302	JOHNSON CREEK	53	29	234	5	2010
303	SUMAS RIVER	76	24	267	4	1992
304	SUMAS RIVER	60	28.9	255	3	1993
306	SUMAS RIVER	75	28.3	267	4	1997
307	SUMAS RIVER	60	24	1032	4	1953
308	SUMAS RIVER	69	24	328	2	1993
309	SUMAS RIVER	76	24	436	2	1992
310	SUMAS RIVER	57	24	209	2	1956
313	SWIFT CR	19	24.2	267	4	1955
315	SUMAS RIVER	82	24	700	4	1954
319	SUMAS RIVER	31	24	241	3	2002
322	SLEASMAN SLOUGH	31	19.8	131	99	1994
324	SLEASMAN SLOUGH	19	24	113	5	1959
325	SAAR CR	31	24	113	6	2005
327	SUMAS RIVER	152	24	300	4	1992
328	SAAR CR	31	28.2	275	6	1992
329	LENHART RD BR	31	20	25	99	1974
331	SUMAS RIVER	83	24	1062	3	1953
332	NORTH FORK	210	24	1020	22	1965
334	CANYON CR	80	24	1050	23	1958
336	SWIFT CR	82	24	1933	3	1952
337	SQUALICUM CR	19	20	58	99	1996
346	BONE CREEK	10	0	252	4	1946
347	JOHNSON CR	31	19.7	35	99	1975
348	DRAINAGE RELIEF	12	23.5	252	40	2002
349	JOHNSON CR	47	26	580	2	1945
406	SMITH CR	19	19.5	149	99	1995
408	SMITH CR	31	19.5	56	99	1995
410	HENDRICKS CREEK	60	20	55	1	1981
411	SMITH CR	20	26	260	2	1945
413	DAKOTA CR	31	24	1377	4	2005
421	ROCKY CREEK	180	28	911	2	1956
422	SULPHUR CREEK	112	30	782	99	2010
423	SANDY CREEK	127	28	634	99	1980
494	SMITH CREEK OVERFLOW	84	26	232	2	1946

Bridge #	Bridge Name	Structure length	Structure Width	Traffic (ADT)	Detour Miles	Year Built
495	SOUTH FORK DAKOTA CREEK	30	41.2	1386	4	1997
497	BERTRAND CR TRIB	21	26	1156	3	1950
498	DAKOTA CREEK	40	29	553	3	2006
499	DAKOTA CREEK TRIB	16	26.5	1434	4	1950
500	DAKOTA CR	335	24.5	941	2	1928
503	GOOSEBERRY FERRY SLIP	70	12	1060	99	1950
503A	FERRY SLIP APPR	158	22.2	1163	99	1950
505	SKOOKUM CR	100	24	100	99	1980
506	JOHNSON CR	72	12	25	99	1984
507	LUMMI ISLAND FERRY SLIP	96	14	1060	99	1978
507A	FERRY SLIP APPR	60	14	1163	99	1978
508	JOHNSON CREEK	53	17	25	99	1996
509	ANDERSON CREEK	31	21.3	40	99	2007
510	GALLOP CREEK	65	14	18	99	1952
511	DEEP CREEK	31	20	15	99	2000
512	NOOKSACK RIVER	246	26	11192	7	1957
513	RED RIVER	104	26	15300	7	1957

PROPOSED BY: _____
SPONSORED BY: Public Works
INTRODUCED: 9/16/2014

RESOLUTION NO. _____

WHATCOM COUNTY SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE YEARS 2015 THROUGH 2020

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, following approval of the Six-Year Transportation Improvement Program, the law required 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 revised 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 2015 through 2020, 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 _____, 2014.

ATTEST:

WHATCOM COUNTY COUNCIL
WHATCOM COUNTY, WASHINGTON

Dana Brown-Davis, Clerk of the Council

Carl Weimer, Chair of the Council

APPROVED AS TO FORM:



Dan Gibson, Chief Civil Deputy Prosecutor

DRAFT

Agency: Whatcom County
 Co. No.: 37 Co. Name: Whatcom Co.
 City No.: 0000 MPO/RTPO: NONWCCG

Hearing Date: _____ Adoption Date: _____
 Amend Date: _____ Resolution No.: _____

Functional Class	Priority Number	Project Identification		Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars						Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
		A. PIN/Federal Aid No.	B. Bridge No.					Fund Source Information			Expenditure Schedule (Local Agency)				Envir. Type	R/W Required Date (MM/YY)			
		C. Project Title	D. Street/Road Name or Number					Federal Fund Code	Federal Cost by Phase	State Fund Code	Local Funds	Total Funds	1st	2nd			3rd	4th Thru 6th	
E. Beginning MP or Road - Ending MP or Road	F. Describe Work to be Done	Phase Start (mm/dd/yyyy)	Federal Fund Code	State Fund Code	Local Funds	Total Funds	1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)							
1	2	3		4	5	6	7	Totals						150	50	100	20	21	
07	1	Birch Bay Lynden Road / Portal Way 21580 / 30410		12	S	0.30	C	1/1/2015	100	1000	1000	2000	50	150	50	100	CE		
		from: Signalization to:		05			O	1/1/2015	100	1000	1000	2000	50	150	50	100			
				03			P	5/1/2016				1550							
				06			S				7900	7900							
17	2	Birch Bay Drive & Pedestrian Facility 20010		12	S	1.58	T	1/1/2015	1000	1000	1000	2000	1000	1500	900	300	800		
		from: Lora Lane to: Cedar Avenue		05			P	1/1/2015				1550			300	900	350		
		from: Pedestrian & non-motorized enhancements		32			C	5/1/2016				7900			800	800	7100		
				06			S											Yes	
17	3	Birch Bay Drive, Embankment Repair 20010, near Lora Lane		03	S	0.10	W	1/1/2015	1,000	1,000	1,0450	11,450	1,200	2,000	8250				
		from: 2.68 to: 2.78		07			T	7/1/2015			50	50	50	50					
		from: Embankment repair		12			S				200	200	200	200					
17	4	Lake Whatcom Boulevard, Re-Surfacing 44120, Cable Street to Strawberry Point		05	S	1.50	C	1/1/2015			250	250	250	250					
		from: 0.21 to: 1.71		07			G	6/1/2015			200	200	200	200					
		from: Pavement rehabilitation					P				1300	1300	1300	1300					
							S												
							W												
17	5	Lake Whatcom Boulevard, Water Quality Improvements 44120, Cable Street to Strawberry Point		12	P	1.50	C	1/1/2015			1500	1500	1500	1500					
		from: 0.21 to: 1.71		06			G				250	250	250	250					
		from: Water Quality / Storm Water improvements		13			O				50	50	50	50					
							P												
							T												
							W												
16	6	Slater Road & Northwest Drive 14760 / 74050		12	P	0.40	C	1/1/2015			250	250	250	250					
		from: intersection improvements		03			G				250	250	250	250					
				06			P												
							T												
							W												
											250	250	250	250	50	200			

Draft

Agency: Whatcom County
Co. No.: 37 Co. Name: Whatcom Co
City No.: 0000 MPO/RTPO: NONWCCG

Hearing Date: Adoption Date:
Amend Date: Resolution No.:

Functional Class	Priority Number	Project Identification		Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars										Expenditure Schedule (Local Agency)					Federally Funded Projects Only	
		A. PIN/Federal Aid No.						B. Bridge No.		Fund Source Information					Total Funds					Envir. Type	R/W Required Date (MM/YY)			
		C. Project Title	D. Street/Road Name or Number					E. Beginning MP or Road - Ending MP or Road	F. Describe Work to be Done	Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd	3rd			4th Thru 6th		
07	13	Slater Road Intersections		05	S	0.55	P T C W	10	11	12	13	14	15	16	17	18	19	20	21	CE	Yes	3/1/2015		
		14760 from: install turn lanes at Imhof Road and Femiaale Road to		12	S	0.4	C G P T	STP(R)	130			180	310	300	100	100	100	100	2190	40				
		55080 / 55110 from: intersection improvements to:		07				STP(R)	870			1360	2230	100	70	330								
		Totals							1,000			1640	2640	2590	50									
00	15	Slater Road Connector, Northwest Drive to SR 539		01	P	2.00	C G O P S T W					500	500	100	400									
		from: New roadway to:										50	50	50										
		Totals										50	50	50										
16	16	Slater Road, I5 Interchange to 0.10 m. east of Pacific Highway		03	P	0.39	C G O P S T W					5	5	5										
		14760 from: Reconstruction from: 7.26 to 7.65										5	5	5										
		Totals										5	5	5										
07	17	Hannegan Road, Bellingham City Limits to Henmi Road		07	S	4.34						200	200	1800	1800									
		55110 from: Structural overlay from: 1.71 to 6.05										200	1800	1800										
		Totals										2000	2000	2000										
07	18	North Enterprise Road, Harksell Rd to Birch Bay Lynden Rd		07	P	2.00						900	900	5	5	40	950							
		32980 from: Pavement rehabilitation from: 0.00 to 2.00										50	50	950	5	5	40	950						
		Totals										900	100	1000	5	5	950							



Draft

Six Year Transportation Improvement Program From 2015 to 2020

Agency: Whatcom County Co. No.: 37 Co. Name: Whatcom Co. City No.: 0000 MPO/RTPO: NON/WCCG

Hearing Date: Adoption Date: Amend Date: Resolution No.:

Table with columns: Functional Class, Priority Number, Project Identification (A-F), Improvement Type(s), Status, Total Length, Utility Codes, Project Phase, Fund Source Information (Federal, State, Local, Total Funds), Expenditure Schedule (1st-4th), and Federally Funded Projects Only (Envir. Type, R/W Required Date).

Draft

Six Year Transportation Improvement Program
From 2015 to 2020

Agency: Whatcom County
Co. No.: 37 Co. Name: Whatcom Co.
City No.: 0000 MPO/RTPO: NON/WCCG

Hearing Date: _____ Adoption Date: _____
Amend Date: _____ Resolution No.: _____

Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. 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)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Phase Start (mm/dd/yyyy)	Federal Funding			Fund Source Information				1st	2nd	3rd	4th Thru 6th	Envir. Type	RW Required Date (MM/YY)
								Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds							
1	2	3	4	5	6	7	Totals							16	17	18	19	20	21	
08	37	Mosquito Lk Rd / Porter Creek, Bridge No. 141 84190 from: 9.55 to: 9.65 Replacement	09	P	0.10	T C P	9	10	11	12	13	14	15	5	5					
08	38	North Lake Samish Road / Bridge No. 107 44170 from: 0.01 to: 0.11 Deck rehabilitation	10	P	0.10	P C T	1/1/2015					50	50	5	5					
07	39	Hanegan Road / Bridge No. 236 55110 from: 6.76 to: 6.86 Replacement	09	P	0.10	P T C	1/1/2015					25	25	25	25					
09	40	Roberts Road / Anderson Creek, Bridge No. 249 56210 from: 0.15 to: 0.25 Replacement	09	P	0.10	T P	1/1/2017					25	25	25	25					
09	41	Massey Road / Sumas River, Bridge No. 291 65700 from: 1.30 to: 1.40 Replacement	09	P	0.10	P T	1/1/2015					20	20	20	20	20	20			
08	42	Mosquito Lake Road / N. Fork Nooksack River, Bridge No. 332 84190 from: 13.60 to: 13.80 Rehabilitation / Replacement study	09 10	P	0.20	P T	1/1/2015					40	40	40	40	20	20			
Totals												20	20	20	20	20	20			



Six Year Transportation Improvement Program From 2015 to 2020

Draft

Agency: Whatcom County
 Co. No.: 37 Co. Name: Whatcom Co.
 City No.: 0000 MPO/RTPO: NON/WCCG

Hearing Date: _____ Adoption Date: _____
 Amend Date: _____ Resolution No.: _____

Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. 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)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Fund Source Information			Phase				1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)	
							Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	Phase							Start (mm/dd/yyyy)
07	43	W Badger Road / Bertrand Creek, Bridge No. 50 32780 from: 4.76 to: 4.96 Replacement	09	P	0.20	T P	10	11	12	13	14	15	16	17	18	19	20	21		
Totals							20	20	20	20	20	20	20	20						
08	44	Goshen Road / Anderson Creek, Bridge No. 248 56140 from: 0.56 to: 0.76 Rehabilitation and sedimentation control	10	P	0.20	P T	20													
Totals							20													
07	45	Slater Road / Nooksack River, Bridge #512 14760. Overheight Detection from: 5.84 to: 6.04 Overheight detection/warning system	10	P	0.20	P C T	30						30							
Totals							30						30							
00	46	Refurbish / Upgrade of the Whatcom Chief from: _____ to: _____	06	P			30						30							
Totals							30						30							
00	47	Ferry Dock Improvements from: _____ to: _____	06	S			5						5							
Totals							5						5							
00	48	Replacement of Whatcom Chief New ferry from: _____ to: _____	06	P			2000					2000	150	1500	50	300				
Totals							2000					2000	10	1500	50	300				
Totals							10					10								

EXHIBIT "B"



WHATCOM COUNTY 2015-2028 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 many 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 intention of the program is to be 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 – 2011 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 book value, calculated from the depreciated original construction cost and any depreciated improvements/major repairs. The facilities' current value is book value; original cost less depreciation plus depreciated improvements. This schedule will be updated in September 2014 during dry dock.

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 sources of operating and capital project funding for the 14-Year Plan.

Table 3: Projected Expenditures includes all other expenditures on the system that meet Subsection (2) requirements. Operational expenditures are delineated between 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 every year for its vessel. The landings 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, as well as establishing 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.

Major Project Analysis

Gooseberry Point dock improvements include electrical system upgrades and terminal painting which are in the preliminary planning stages for 2018. In 2019, preliminary plans will be developed for the replacement of the approach span and transfer span decks.

Lummi Island dock improvements include dolphin replacement and breakwater repair which will be designed and permitted in 2015 with construction scheduled for 2016. Electrical system upgrades and terminal painting are in the preliminary planning stages for 2018. In 2019, preliminary plans will be developed for the replacement of the approach span and transfer span decks.

Major Maintenance/Reconstruction

Pile, dolphin & fender work:

Major pile dolphin and fender work replacement is scheduled as funding and operational periods allow.

Vessel dry-docking:

US Coast Guard regulations require periodic inspections of all ferry vessels. In addition to yearly certifications, each vessel is required to be dry-docked every two years, with an underwater hull survey required as part of the annual certification between dry dockings. Whatcom County schedules dry-docking every year. The engine overhaul, vessel painting, hull repairs, and other major and minor repairs occur during dry-docking. Propulsion engine overhauls occur every third year. Generator engines are overhauled on a six-year cycle. Engines

are replaced every ten to twelve years. Every three to five years, a vessel survey is conducted to assess the vessel's overall condition, establish the fair market value, estimate replacement cost, and provide a detailed hull strength assessment. This survey is used in part to determine the requirements for hull plating and framing replacement, and is also a requirement of the current insurance carrier.

Minor Maintenance

General minor maintenance is continual on the ferry, landings, aprons, 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.

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

YEAR EVENT

- 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.
- 1962 The M/V Whatcom Chief begins service.
- 1978 Lummi Island terminal is relocated.
- 1982 New lift mechanism installed on transfer span at Lummi Island.
Gooseberry Point pier refurbished
- 1987 Gooseberry Point Transfer span, wing walls and dolphins replaced
- 1997 Major refurbishment of Gooseberry point landing accomplished
- 2002 20-Year Plan Phase 1 Process and report completed.
- 2005 Major Status Report on Ferry System
- 2006 Lummi Island Dock preservation project (Bearing Seats Rebuild).
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.
- 2008 Rate Increase
- 2009 Rate adjustment

- 2009 Emergency wing wall replacement on Lummi Island
- 2010 Emergency wing wall replacement on Lummi Island
- 2011 Rate increase and long term lease with the Lummi Nation
- 2012 Planning and design for the remote control installation at Lummi Island and the wing wall replacement at Gooseberry Point.
- 2013 Gooseberry Point terminal wooden wingwalls replaced with modern steel-pile supported wingwalls.
- 2013 Lummi Island terminal transfer span and apron remote control system installed.
- 2014 Gooseberry Point terminal wooden dolphins replaced with modern steel-pile supported dolphins.

FERRY SYSTEM CURRENT AND REPLACEMENT VALUES - 2011

VESSELS

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 - 2011		\$950,000	
TOTAL CURRENT VALUE - 2011⁽¹⁾			\$950,000
Replacement Statistics			
YEAR		2011	
CAPACITY -- Passengers		100	
CAPACITY -- Cars		20	
REPLACEMENT VALUE - 2011 ⁽²⁾		\$4,840,000	
TOTAL - REPLACEMENT VALUE - 2011			\$4,840,000

FACILITIES

LOCATION	YEAR BUILT	REPLACE MENT YEAR	CURRENT BOOK VALUE ⁽⁴⁾	REPLACEMENT VALUE - 2009 ⁽⁵⁾
Lummi Island Landing				
Transfer Span	1982	2022	\$195,000	\$1,990,000
Dock	1978	2018	\$23,000	\$360,000
Dolphins/Wingwall ⁽³⁾	1978	2018	\$485,000	\$1,750,000
Parking Lots	2005	2045	\$50,000	\$85,000
Passenger Waiting/Office	1978	2018	\$10,000	\$25,000
Subtotal - Lummi Island Landing			\$763,000	\$4,210,000
Gooseberry Point Landing				
Transfer Span	1987	2027	\$445,000	\$2,200,000
Dock	1997	2037	\$87,000	\$590,000
North and South Wingwalls	2009, 2010	2037, 2038	\$326,000	\$326,000
Dolphins/Wingwall ⁽³⁾	1997	2037	\$640,000	\$1,750,000
Subtotal - Gooseberry Point Landing			\$1,498,000	\$4,866,000
TOTAL FACILITIES VALUE			\$2,261,000	\$9,076,000
TOTAL VESSEL & FACILITIES VALUE			\$3,211,000	\$13,916,000

NOTES:

- ⁽¹⁾ Depreciated Columbia Sentinel Engineers (2011) Value plus Depreciated Improvements
⁽²⁾ Appreciated Columbia Sentinel Engineers (2011) Replacement Value
⁽³⁾ Replace with Steel Pilings
⁽⁴⁾ Estimated using a 40-year life and straight-line depreciation (including depreciated improvements)
⁽⁵⁾ Replacement value based on cost estimates by Art Anderson Associates (2009)

Lummi Island Ferry 14-Year Capital Program							
All \$ in 000's Revenues 2015-2021							
Category	2015	2016	2017	2018	2019	2020	2021
Punch Card Fares (3)	\$ 1,107	\$ 1,379	\$ 1,124	\$ 1,149	\$ 1,177	\$ 1,204	\$ 1,233
Cash Fares (4)	277	345	281	287	294	301	308
(Memo 55% of Operating Cost) (1)	1,384	1,724	1,404	1,437	1,471	1,505	1,541
MVFT Deficit Subsidy	140	140	140	140	140	140	140
County Road Fund Subsidy	1,156	1,424	1,172	1,197	1,224	1,251	1,280
Total Revenues	2,680	3,287	2,716	2,774	2,835	2,896	2,961
Total Expenditures (2)	2,723	4,664	2,664	2,660	3,020	2,781	2,844
Net Unfunded	43	1,377	(52)	(113)	185	(116)	(117)

Lummi Island Ferry 14-Year Capital Program							
All \$ in 000's Revenues 2022-2028							
Category	2022	2023	2024	2025	2026	2027	2028
Punch Card Fares	\$ 1,263	\$ 1,293	\$ 1,325	\$ 1,357	\$ 1,391	\$ 1,429	\$ 1,462
Cash Fares	316	323	331	339	348	357	365
(Memo 55% of Operating Cost) (1)	1,579	1,616	1,656	1,696	1,739	1,786	1,827
MVFT Deficit Subsidy	140	140	140	140	140	140	140
County Road Fund Subsidy	1,310	1,339	1,371	1,402	1,436	1,473	1,505
Total Revenues	3,029	3,095	3,167	3,239	3,315	3,399	3,472
Total Expenditures (2)	2,910	2,975	3,046	3,116	3,191	3,273	3,345
Net Unfunded	(118)	(120)	(121)	(123)	(124)	(126)	(127)

Note 1: After Subtracting the MVFT Deficit Subsidy. Budgeted for 57% fare recovery based on historical results.

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

Note 3: Equal to 80% of Fares

Note 4: Equal to 20% of Fares

Lummi Island Ferry 14-Year Capital Program
All in 000's Table 2 Expenditures 2015-2021 Page 1

Category	2015	2016	2017	2018	2019	2020	2021
Operating Expenses							
Vessel Operations							
Personnel	1,049	1,055	1,076	1,098	1,120	1,142	1,165
Fuel & Operating Supplies	663	664	684	704	726	747	770
Insurance	54	58	60	62	63	65	67
Other Operating Expenses	132	136	141	147	153	159	165
Total Vessel Operations	1,898	1,913	1,961	2,011	2,062	2,114	2,167
Other Operations							
Administration	285	283	289	294	300	306	312
Parking Lots							
Lummi Island	10	10	10	10	11	11	11
Gooseberry Pt.	10	5	5	5	5	5	6
Staging Areas							
Lummi Island	25	19	20	20	21	21	22
Gooseberry Pt.	8	8	8	8	9	9	9
Docks							
Lummi Island	47	48	45	45	46	47	48
Gooseberry Pt.	285	302	266	266	267	267	268
Total Operating Expenses	2,568	3,164	2,604	2,660	2,720	2,781	2,844
Capital Expenditures							
Major Vessel Upgrades	5	-	10	-	-	-	-
Gooseberry Point							
Docks			25	125	25	-	-
Staging	-	-	-	-	-	-	-
Parking	-	-	-	-	-	-	-
Lummi Island							
Docks	150	1,500	25	125	25	-	-
Staging	-	-	-	-	-	-	-
Parking	-	-	-	-	-	-	-
Total Capital Program Costs	155	1,500	60	250	50	-	-
Total Costs	2,723	4,664	2,664	2,910	2,770	2,781	2,844

Lummi Island Ferry 14-Year Capital Program
All in 000's Table 2 Expenditures 2022-2028 Page 2

Category	2022	2023	2024	2025	2026	2027	2028
Operating Expenses							
Vessel Operations							
Personnel	1,188	1,212	1,236	1,261	1,286	1,312	1,338
Fuel & Operating Supplies	793	817	841	866	892	919	947
Insurance	69	71	73	76	78	80	83
Other Operating Expenses	172	179	186	194	201	207	214
Total Vessel Operations	2,222	2,279	2,337	2,396	2,458	2,519	2,581
Other Operations							
Administration	319	325	332	338	345	352	359
Parking Lots							
Lummi Island	11	11	12	12	12	13	13
Gooseberry Pt.	6	6	6	6	6	7	7
Staging Areas							
Lummi Island	23	23	24	25	26	26	27
Gooseberry Pt.	10	10	10	10	11	18	19
Docks							
Lummi Island	50	51	53	54	56	58	60
Gooseberry Pt.	270	271	272	275	277	280	280
Total Operating Expenses	2,910	2,975	3,046	3,116	3,191	3,273	3,345
Capital Expenditures							
Major Vessel Upgrades	-	-	-	-	-	-	-
Gooseberry Point							
Docks	-	-	-	-	-	-	-
Staging	-	-	-	-	-	-	-
Parking	-	-	-	-	-	-	-
Lummi Island							
Docks	-	-	-	-	-	-	-
Staging	-	-	-	-	-	-	-
Parking	-	-	-	-	-	-	-
Total Capital Program Costs	-						
Total Costs	2,910	2,975	3,046	3,116	3,191	3,273	3,345