



WHATCOM TRANSPORTATION POLICY BOARD
AGENDA
WEDNESDAY, OCTOBER 12, 2016
3:30 PM – 5:00 PM
Gordon W. Rogers Conference Room
314 E. Champion Street
Bellingham, WA

PAGE

- A. CALL TO ORDER/INTRODUCTIONS
- B. PUBLIC COMMENT
During this period of time, citizens may speak informally to the Board on subjects not scheduled for public hearing. EACH SPEAKER IS ALLOWED A MAXIMUM OF THREE MINUTES
- C. AGENDA APPROVAL – **ACTION**
- D. MINUTES
D.1 Minutes from July 13, 2016 – **ACTION**
- E. PUBLIC HEARINGS
Staff Presentation
Public Hearing Open – During this period of time, citizens may speak to the Board on the subject scheduled for public hearing.
EACH SPEAKER IS ALLOWED A MAXIMUM OF THREE MINUTES
Public Hearing Close
Board Discussion & Action
- 6 – 7
8 – 44
 - E.1 Amend the 2016 Whatcom Transportation Improvement Program – **ACTION**
 - E.2 Adopt the 2017 Whatcom Transportation Improvement Program – **ACTION**
- F. OLD BUSINESS
- G. NEW BUSINESS
45 – 46
47 – 48
 - G.1 Surface Transportation Program Status – **ACTION**
 - G.2 Human Services Transportation Plan Update – **ACTION**
- H. REPORTS – **INFORMATION ITEMS**
 - H.1 Work Program Report
 - H.2 Whatcom Mobility 2040 Report
 - H.3 Whatcom Mobility 2040 Public Comment (Limited to 3 minutes each)
 - H.4 Planning Director Report
- I. Correspondence
49
 - I.1. Bellingham Station Proposed Expansion Letter of Support - **INFORMATION**
- J. BOARD OPEN FORUM
- K. ADJOURN

Persons with disabilities needing special accommodation for this meeting, please contact the WCOG office at (360) 676-6974, 314 East Champion Street, Bellingham, 98225, at least six (6) days prior to this meeting to receive assistance. Para asistencia en español, por favor llame al (360) 676-6974.



WHATCOM TRANSPORTATION
POLICY BOARD
MINUTES
JULY 13, 2016

ATTENDANCE

BOARD MEMBERS: Bob Bromley, Terry Bornemann, Jack Louws,
Shasta Cano-Martin, Kathy Berg, Tom Jones,
Michael McAuley, Kimberly Perry, Todd Carlson,
Paul Greenough, Rud Browne, Scott Korthuis, Harry
Robinson, Kelli Linville

GUESTS: Pete Stark, Satpal Sidhu, Kirk Vinish, Terry Terry

STAFF: Bob Wilson, Hugh Conroy, Lethal Coe III, Ron Cubellis,
Leslye O'Shaughnessy

A. CALL TO ORDER

The meeting was called to order at 3:34 p.m. and
introductions were made.

B. PUBLIC COMMENT

No comments.

C. AGENDA APPROVAL

MOTION: Korthuis moved, Jones seconded, to approve the
agenda as presented.

MOTION PASSED

D. MINUTES

Minor grammatical corrections were requested by Wilson.

MOTION: Korthuis moved, Bornemann seconded, to approve
the minutes from May 11, 2016 with corrections.

MOTION PASSED

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E. PUBLIC HEARING

Coe stated that the Public Hearing is being held to amend the 2016 Whatcom Transportation Improvement Program to include the following changes:

1. Add \$1.6 million of Local Funds to existing Bellingham project: *West Maplewood Avenue Multimodal Improvements*. The project is funded through the federal Safe Routes to School program. Preliminary Engineering is set to begin in 2016 and Construction in 2017.
2. Add new WSDOT project: *I-5/SR 11 Vicinity to SR 548 Vicinity - Cable Barrier Upgrade*. The project is funded through the Highway Safety Improvement Program and will replace existing 3-strand cable barriers with high-tension 4-strand cable barriers along sections of I-5. Preliminary Engineering is set to begin in 2016 and Construction in 2017.
3. Add new WSDOT project: *SR 539/Ten Mile Road Vicinity to Nooksack Overflow Bridge - Cable Barrier*. The project is funded through the Highway Safety Improvement Program and will replace existing 3-strand cable barriers with high-tension 4-strand cable barriers along sections of SR 539. Preliminary Engineering is set to begin in 2016 and Construction in 2017.
4. Add WCOG's *Unified Planning Work Program - State Fiscal Years 2017 & 2018*, funded through the federal Surface Transportation Block Grant Program.
5. Add new WCOG project - *Booth Status Data Integration Project*. The project was awarded competitive grant funding through the Federal Highway Administration. WCOG is partnering with the British Columbia Ministry of Transportation and Infrastructure to enhance the existing southbound advanced traveler information system at the four Cascade Gateway ports-of-entry by improving the accuracy of wait times.

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PUBLIC HEARING OPENED AT 3:42 pm

MOTION: Korthuis moved, McAuley seconded, to close the Public Hearing.

MOTION PASSED

PUBLIC HEARING CLOSED AT 3:43

MOTION: Louws moved, Korthuis seconded, to approve amendment #4 (1607) to the Whatcom Council of Governments' 2016 Transportation Improvement Program.

MOTION PASSED

F. OLD BUSINESS

None reported.

G. NEW BUSINESS

None reported.

H. REPORTS

H.1 Planning Director

The Policy Board is responsible for certifying that the local comprehensive plans' transportation elements meet the concurrency requirement of the Growth Management Act. Most are adopted or in the final stages. This will be an agenda item at the October meeting.

With the transportation elements being so close to completion staff has been able to start updating a compilation of the local jurisdictions' stated goals for *Whatcom Mobility 2040*. At this point, the top seven shared goals among the region's jurisdiction are:

1. Safety
2. Multi-modal system (transit, bike-pedestrian, modal-connectivity)
3. Efficiency, effectiveness, sustainability

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4. Environmental quality
5. Access and convenience
6. Maintenance and preservation
7. Goods movement/freight.

A portion of the last Transportation Technical Advisory Group meeting was dedicated to the update of WCOG's *Regional Intelligent Transportation Systems Architecture* document.

The *Border Freight Operations* study being conducted through the International Mobility and Trade Corridor (IMTC) Program is in its last week of surveying at the border.

The IMTC hosted a *Border Master Planning Peer Exchange* on June 8 and 9 in Bellingham.

Staff participated in a meet-and-greet with Acting Secretary of Transportation Roger Millar on June 10. Carlson said that Millar has stated on numerous occasions that adopted regional transportation plans are "WSDOT's plans."

FHWA representatives, aware that WCOG's IMTC Program has less than a year of funding left, are exploring options to provide some funding linked to development of specific planning products, such as a regional border master plan. In addition to supporting improved planning, FHWA is interested in IMTC's work as a model for other regions along the U.S.-Canada border. Carlson stated that WSDOT is also discussing strategies to secure continued funding for the program, which it sees as valuable and important to the state and region.

Susan Horst has worked with several local partners to bring Charles Marohn of the advocacy group Strong Towns to Bellingham. He will give a presentation called "Curbside Chats" on October 20. Several entities including WCOG are providing the funding for this event, which will be open to the public. More information will be sent out as the date gets closer.

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Cubellis reported that WCOG's Mobility Programs staff - in partnership with WTA - recently finished delivering the bus education program at seven middle schools in Whatcom County, and 489 students received a quarterly bus pass for participating in the program. Planner II Mary Anderson is also providing transit training to low income citizens, senior citizens and people with disabilities.

I. BOARD OPEN FORUM

No discussion.

J. ADJOURNMENT

The meeting adjourned at 4:12 pm.

Robert Bromley
Chair

Robert H. Wilson, AICP
Executive Director



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MEMORANDUM

To: Whatcom Transportation Policy Board
From: Lethal Coe, Senior Planner
Date: October 3, 2016
Subject: WCOG 2016 TIP Amendments and Administrative Modifications

Amendment #5 (1610) of the 2016 WCOG Transportation Improvement Program (TIP) includes the following changes:

1. Add **\$405,809** of awarded Surface Transportation Program Bridge funds to existing Whatcom County project: *Roberts Road/Anderson Creek Bridge No. 249 Replacement Project*. The project includes additional local funding amount of **\$112,702** thus revising the project total cost to **\$1,951,200**. The funds will be subdivided into preliminary engineering and construction.

Formal TIP Amendments require review and resolution from the Policy Board to amend the current TIP and make federal funding accessible. Administrative Modifications are less substantial project changes than amendments and are administered by WCOG staff.

ACTION REQUESTED: Approve Amendment 1610 for the Whatcom Council of Governments 2016 Transportation Improvement Program.

Whatcom Council of Governments
2016 Transportation Improvement Program

Amendment 1610 Table

#	Agency	Project Title	Amended Action	Added Funds \$	Total Costs \$	Fed Source
1	Whatcom	Roberts Road/Anderson Creek Bridge No. 249 Replacement Project	Add federal and local funds	563,511	1,951,200	STP (BR)

Recent Administrative Modification 1609

Agency	Project	Modification Administered	Total Costs	Federal Source
Bellingham	Mahogany Ave Arterial	Change name and description to eliminate Arctic Ave	5,254,550	STP (US)



MEMORANDUM

To: Whatcom Transportation Policy Board
From: Lethal Coe, Senior Planner
Date: October 3, 2016
Subject: WCOG 2017 TIP Adoption

Each year we prepare a Transportation Improvement Program (TIP) to meet our 4-year federal requirement as the Metropolitan Planning Organization and 6-year state requirement as the Regional Transportation Planning Organization.

The WCOG 2017-2020 TIP enclosed with this packet is a draft pending your approval. It has been prepared using the city, county, transit and state six-year programs. The draft also includes the WCOG Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) previously awarded.

Formal adoption of your TIP requires a public hearing. Thus the portion of your October 12th meeting dedicated to discussion of the TIP has been advertised in the WCOG newspaper of record (Bellingham Herald) as a public hearing. I will be present to answer any questions about the WCOG TIP process.

Please review the attached draft WCOG Transportation Improvement Program. I will be seeking approval of the TIP on the 12th.

SUGGESTED MOTION: Approve the 2017 Transportation Improvement Program.



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WHATCOM COUNCIL OF GOVERNMENTS

2017 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT

Information provided in this Transportation Improvement Program (TIP) is gathered from member jurisdictions and will be used to represent the region's projects in the Statewide Transportation Improvement Program (STIP). It includes both MPO and non-MPO transportation projects for the Whatcom County region and annual certifications required by federal law.

Prepared by the Whatcom Council of Governments using funds contributed by member jurisdictions and grants from the Washington State Department of Transportation, the U.S. Department of Transportation Federal Highways and the Federal Transit Administration.

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2016 Whatcom Council of Governments Membership

Executive Committee

Mayor of Sumas	Bob Bromley, Chairman
Port of Bellingham	Michael McAuley, Vice-Chairman
Whatcom County Executive	Jack Louws, Secretary/Treasurer
Whatcom County Council	Rud Browne
Mayor of Bellingham	Kelli Linville
Bellingham City Council	Terry Bornemann
Mayor of Ferndale	Jon Mutchler
Mayor of Blaine	Harry Robinson

Council Board (Executive Committee plus)

Bellingham City Council	Michael Lilliquist
Birch Bay Water & Sewer District	Patrick Alesse
Mayor of Lynden	Scott Korthuis
Whatcom County Council	Satpal Sidhu
Mayor of Everson	John Perry
Lake Whatcom Water & Sewer District	Bruce Ford
Nooksack City Council	Tom Jones
Lummi Indian Business Council	Timothy Ballew II
The Opportunity Council	Greg Winter, non-voting
Sudden Valley Community Association	Larry Brown, non-voting
Western Washington University	Steve Swan, non-voting
Whatcom Transportation Authority	Pete Stark, non-voting

WTPB Policy Board (Executive Committee plus)

Mayor of Everson	John Perry
Mayor of Lynden	Scott Korthuis
Nooksack City Council	Tom Jones
Lummi Indian Business Council	Timothy Ballew II
Nooksack Indian Tribal Council	Bob Kelly
WSDOT Mt. Baker Area	Jay Drye
Whatcom Transportation Authority	Paul Greenough
40 th District Senator	Kevin Ranker, ex-officio
40 th District Representative	Jeff Morris, ex-officio
40 th District Representative	Kristine Lytton, ex-officio
42 nd District Senator	Doug Ericksen, ex-officio
42 nd District Representative	Jason Overstreet, ex-officio
42 nd District Representative	Vincent Buys, ex-officio
Western Washington University	Steve Swan, ex-officio
Northwest Economic Council	Jeff Callender, ex-officio
Whatcom Community College	Kathy Hiyane-Brown, ex-officio
Bellingham Technical College	Kimberly Perry, ex-officio
CTAG Representative	Kathy Berg, ex-officio
TTAG Representative	Chris Comeau, ex-officio

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IN THE MATTER OF ADOPTION OF THE)
2017 WHATCOM COUNCIL OF GOVERNMENTS)
TRANSPORTATION IMPROVEMENT PROGRAM) **Resolution #2016-10-1**

WHEREAS, the Whatcom Council of Governments’ Whatcom Transportation Policy Board, hereinafter referred to as the POLICY BOARD, is the Metropolitan Planning Organization (MPO) for the Bellingham-Ferndale and unincorporated Whatcom County urbanized area; and

WHEREAS, the POLICY BOARD, is the Regional Transportation Planning Organization (RTPO) for Whatcom County; and

Whereas, the POLICY BOARD as the MPO and the RTPO has the responsibility of annually developing, adopting, and amending a Transportation Improvement Program (TIP); and

WHEREAS, transportation improvement projects must be included in the TIP to be eligible for federal assistance under Federal Highway Administration and Federal Transit Administration funding programs; and

WHEREAS, the POLICY BOARD certifies that all requirements of 23 U.S.C. Section 134 Transportation Planning are met; and

WHEREAS, the POLICY BOARD certifies that the TIP meets all Federal and State air quality requirements; and

NOW THEREFORE BE IT RESOLVED BY THE WHATCOM TRANSPORTATION POLICY BOARD:

Approves the scope and content of the 2017 Transportation Improvement Program, with the understanding that minor changes may be required after federal review, for submission to the Washington State Department of Transportation, Federal Highway Administration and Federal Transit Administration.

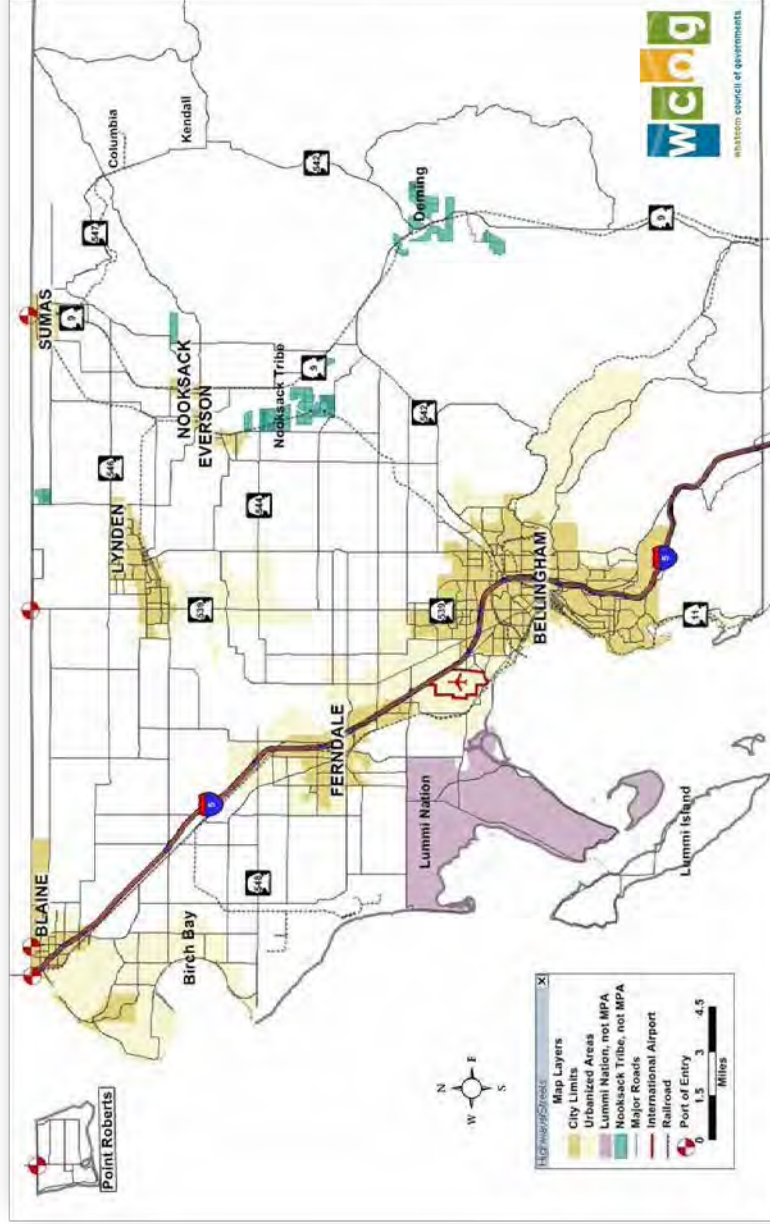
ADOPTED: _____

WTPB Chair
Bob Bromley

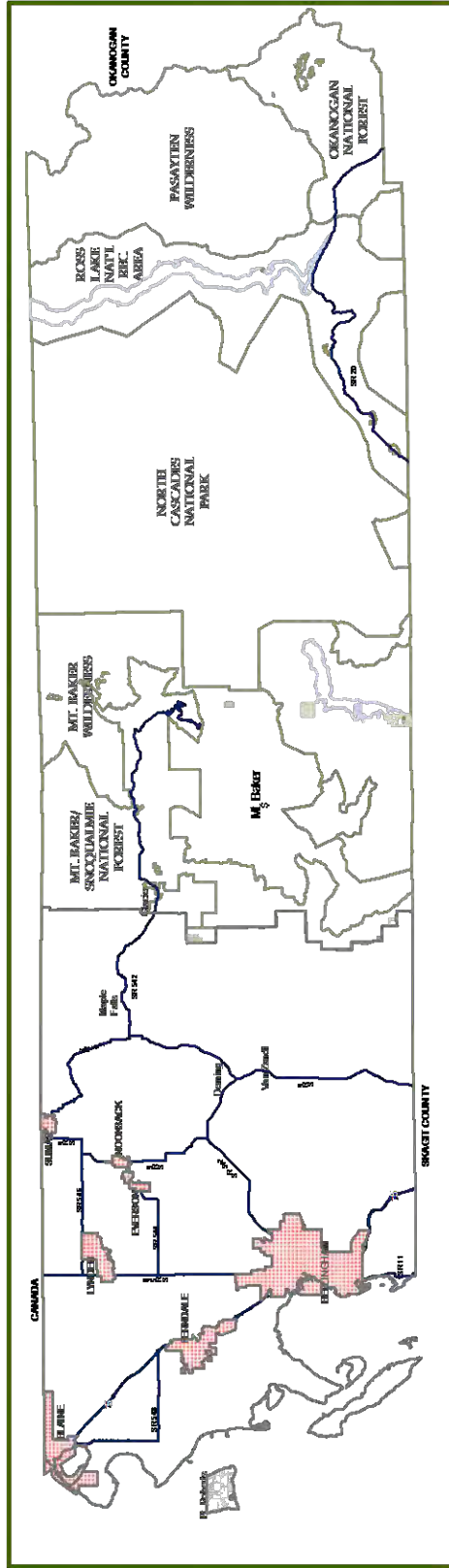
Executive Director
Robert H. Wilson, AICP

Whatcom Metropolitan Planning Area

The following map shows the Whatcom Metropolitan Planning Area boundary as approved by agreement between the WCOG and the Washington State Governor in 2013. The Lummi Nation and Nooksack Indian Tribe chose not to include their lands.

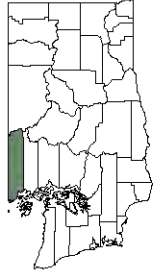


Whatcom Regional Transportation Planning Organization (RTPO) Boundary



Whatcom County

City Limits State Highways



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INTRODUCTION

Background

The Whatcom Council of Governments (WCOG) was established in 1966 as a 16-member intergovernmental agency. Members of the WCOG represent the general-purpose local and special district governments in Whatcom County. The existing WCOG structure was formed under R.C.W. 36.70.060, which authorized creation of regional planning councils.

The principal mission of the WCOG is to provide a forum for the exchange of information and data on a regional basis. To accomplish this mission, WCOG provides local jurisdictions with technical support and coordination in transportation, and census data information services.

This report was prepared as part of the WCOG [SFY 2017 Unified Planning Work Program](#).

Metropolitan Planning Area and Description

Following the 1980 Census, the City of Bellingham and the surrounding metropolitan area was designated as an "urbanized area," with a population over 50,000. In 1981, WCOG was designated as the area's Metropolitan Planning Organization (MPO). This designation makes additional federal transportation funds available for transit and road improvements and transportation planning.

In 1993, WCOG revised the Whatcom County Metropolitan Planning Area boundaries to reflect the requirements of the Intermodal Surface Transportation Efficiency Act. The metropolitan planning area includes the cities of Bellingham and Ferndale, the unincorporated area of Whatcom County known as Sudden Valley, and portions of the unincorporated county north of Bellingham and Ferndale (Figure 1). WCOG is annually recertified as the Whatcom County MPO.

In 2013, the Whatcom Transportation Policy Board, with concurrence from the Governor, expanded the Metropolitan Planning Area boundary to encompass the populated areas of Whatcom County with a couple exceptions. The Lummi Nation reservation, the Nooksack Tribe trust lands and the portion of State Highway 20 east of Mount Baker are excluded from the boundary.

Regional Transportation Planning Organization

On September 20, 1990 the WCOG was designated by the governor as the Regional Transportation Planning Organization (RTPO) for Whatcom County. In 1990-1991, the RTPO Policy Board was established from the membership of the WCOG Full Council. Each member jurisdiction in the WCOG agreed to the RTPO acting as the designated project selection body for Regional Surface Transportation Program funds and Transportation Alternative Program funds. The region encompasses all of Whatcom County (Figure 2).

Purpose and Scope of the Transportation Improvement Program

WCOG is required by Federal and State regulations to develop a Transportation Improvement Program (TIP); it must be updated every four years, or more frequently. The TIP is the financial plan that identifies and prioritizes federally funded transportation projects to be carried out in the Whatcom County Metropolitan Planning Area. Projects including Federal funds must appear in the WCOG TIP. Projects in the WCOG TIP are approved by the WCOG Whatcom Transportation Policy Board, Governor, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The projects are then included in the Statewide TIP (STIP). While the TIP is a six-year document, the primary focus is on the first four years (2017 - 2020). All projects in this TIP are consistent with the [Whatcom Transportation Plan](#) adopted June 27, 2012.

WCOG's annual TIP aids in the coordination and cooperation of transportation planning in the region. The TIP also provides the public, elected officials, state and local staffs, transit providers, and other interested parties the opportunity to review regional projects for consistency with regional goals and policies.

TIP Legislative Requirements

The Whatcom Council of Governments' TIP has been developed in response to two pieces of legislation:

1. Public Law 114-357 Fixing America's Surface Transportation Act (FAST Act)
2. Revised Code of Washington, Title 47, Chapter 47.80.

FAST Act and requires Metropolitan Planning Organizations to prepare a TIP detailing those projects within the Metropolitan Area Boundary that are regionally significant or to be completed with federal transportation funds. The Washington State RTPO law requires Regional Transportation Planning Organizations to prepare a TIP in cooperation with Washington State Department of Transportation (WSDOT) detailing all projects in Whatcom County that are regionally significant or to be completed with federal transportation funds. WSDOT coordinates the Statewide TIP development with WCOG to ensure consistency with regional goals. Metropolitan projects are listed separately from non-Metropolitan, or rural, projects (those outside the adopted Metropolitan area boundary).

FAST Act focuses on the first four years of the traditional six-year project lists and required fiscal constraint (projects prioritized in the first four years of the TIP are required to show reasonably available funding sources). Projects in the TIP are prioritized on an annual basis; 2017 is priority one, 2018 is priority two, 2019 projects are priority three and 2020 projects are priority four. The planned but not funding secured projects are shown in the unfunded section of this TIP.

The MPO section lists the metropolitan projects, the non-MPO section lists the projects outside the Metropolitan Planning Area (MPA) boundary, and the UNFUNDED section lists the countywide, planned, regionally significant projects that do not have secure funding.

TIP DEVELOPMENT PROCESS

MPO and RTPO Roles in TIP Development

The metropolitan planning requirements of FAST Act have enhanced the role of the MPO in developing the TIP. WCOG uses a continuous and comprehensive planning process in cooperation with WSDOT and member jurisdictions in the development of the combined Regional and Metropolitan Transportation Plan (MTP) and the combined Regional and Metropolitan TIP. The TIP must be consistent with the Whatcom Transportation Plan. FAST Act requires the plan to consider land use and alternative transportation modes and their system connectivity. As the MPO, and in cooperation with local jurisdictions, WCOG will prioritize proposed federally funded projects according to their significance and consistency with Whatcom Transportation Plan.

Under the Growth Management Act (GMA), the transportation planning goal requires the encouragement of “efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.” WCOG assumed the RTPO role to achieve regional objectives. RTPOs are required to certify that the transportation chapters of jurisdiction’s GMA comprehensive plans are consistent with regional transportation plan. Transportation Improvement Plans are also required to be consistent with the regional transportation plan.

Initial TIP Development

Whatcom Council of Governments initiates the development of the TIP in July of each year when local jurisdictions and agencies provide copies of their own TIPs to WCOG. The Washington State Department of Transportation and the Whatcom Transportation Authority also submit their TIPs to WCOG as a source of projects for inclusion in the WCOG TIP.

The TIP submissions are compiled into a comprehensive document for the metropolitan and non-MPO areas of Whatcom County. Review and refinement occurs continuously throughout the process to arrive at a program of improvements that is both consistent with the regional transportation plan and financially feasible. Stages of the development process include:

1. Preparation and submission to WSDOT of local six-year programs.
2. Submission of six-year road programs to MPO/RTPO (WCOG).
3. Project review and prioritization by WCOG ensuring that:
 - a. All projects scheduled for federal funding are included in the TIP.
 - b. All projects are fiscally constrained by showing a four-year implementation schedule and funding source by program.

- c. The TIP was developed in cooperation with the State.
 - d. The public and interested parties were afforded an opportunity to comment on the TIP in accordance with the WCOG Public Participation Policy.
 - e. The TIP is consistent with the [Whatcom Transportation Plan](#) adopted June 27, 2012.
 - f. The TIP provides for the development of an intermodal transportation system that considers all modes of transportation.
 - g. TIP projects are consistent with Title VI of the Civil Rights Act.
 - h. The TIP includes FTA Title VI Assurances.
4. WCOG will adopt and submit the regional TIP to WSDOT by November 1st.
 5. Final review of the WCOG TIP will be completed by WSDOT with final project selection incorporated into the STIP for the Washington State Governor's approval.
 6. The STIP is submitted to the Federal Highway Administration and the Federal Transit Administration.
 7. After the STIP is approved by the Federal Highway Administration and Federal Transit Administration, the local jurisdiction or agency may proceed with project funding obligation through local agency agreements with WSDOT.

Public Involvement

1. WCOG has adopted a public participation policy including a requirement for a public notice and availability of draft documents fourteen days in advance of a public hearing or meeting where documents will be reviewed or approved. A public notice was published in the local paper of record fourteen days before the combined MPO/RTPO public hearing on October 12, 2016, where this TIP was reviewed. The notice was published in the Bellingham Herald on September 25, 2016. A copy of the public notice is available at the WCOG.

In addition to the WCOG public participation process, each jurisdiction and agency submitting projects for the WCOG TIP conducted their own public participation opportunities when they adopted TIPs during their respective council meetings.

2. Significant comments:

WCOG certifies that citizens and interested parties have been provided early and reasonable opportunity to comment on the proposed TIP as required under MAP-21 Section 5303 (j)(1), and WCOG's Public Participation Policy. The WCOG TIP was adopted at a meeting of the WCOG Whatcom Transportation Policy Board (RTPO & MPO) on October 12, 2016. A public notice was published on September 25, 2016 in the Bellingham Herald, advertising availability of the draft WCOG TIP. The projects have also undergone a local public process at the jurisdiction level.

Additional Information

The WCOG TIP covers six years from 2017 through 2022. The first four years of the TIP are fiscally constrained. The TIP project tables show only the first four years of the projects.

All federally funded projects in the MPA boundary and in the RTPO region have been included in the TIP. Federal funding for the projects does not exceed the amounts reasonably anticipated to be available to each jurisdiction.

The TIP was developed in cooperation with the local jurisdictions and agencies and WSDOT.

Intermodal/Multimodal Approach

Projects listed in the 2017 TIP provide consideration for alternative transportation modes to the extent possible. Projects may include bicycle, pedestrian and ferry projects in the region that addresses multimodal needs. WTA provides fixed route and paratransit bus service in Whatcom County.

TIP Amendment Process

Federal requirements stipulate that changes to the TIP require an amendment to the original document, which then triggers an amendment to the STIP. This is important because a jurisdiction cannot proceed with a project for which it has been awarded federal money until the STIP is formally amended and approved by the federal agencies, even though the jurisdiction has been awarded money for the project. Most local agencies are anxious to proceed with these projects as soon as possible after selection for funding. That is why the TIP and STIP amendment procedures need to be efficient.

Depending upon the kind of change required of the TIP, this amendment may be a "formal amendment" process or a streamlined "administrative modification." A third class of project changes do not require the STIP to be changed. WCOG's amendment and correction processes for the TIP incorporate guidance provided by WSDOT on amending and correcting the STIP.

1. Formal Amendment

A formal amendment is triggered by one of the following conditions:

- Adding a New Project
- Deleting a Project
- Changes to a project's total programmed amount* greater than 30% (or any amount greater than \$3 million). This includes adding or subtracting funds from currently programmed phases. * Total programmed amount = A project's current 4-year STIP total of programmed funds
- Major Scope Changes

- Adding a future phase of a project
- Adding Federal dollars to a project currently in the TIP/STIP that does not have federal funds (federalizing a project).

The formal amendment process takes three to four months to complete. Following are steps of the amendment process.

- Submittal of an TIP amendment request from the local agency or WSDOT to WCOG;
- Public notice and comment opportunity for the proposed TIP amendment;
- Review of the proposed amendment by the Whatcom Transportation Policy Board and adoption of a resolution amending the current TIP;
- Submittal of the TIP amendment and reports to WSDOT with a request to amend the STIP to reflect the recently amended TIP;
- Review of the requested STIP amendment by WSDOT and "batching" of the request with those from other regions into one monthly STIP amendment request;
- Submittal to FHWA and/or FTA of the proposed STIP amendment;
- Review of the proposed STIP amendment by FHWA and/or FTA, and approval;
- Authorization by the federal agencies for the local jurisdiction to proceed with spending the money awarded to its project.

2. Administrative Modification

The second type of process, the administrative modification, is reserved for those projects that have already been reviewed and approved by the WTPB for inclusion in the TIP. An administrative modification is used in one of the following conditions:

- Revisions to lead agency
- Adding a prior phase of a project not previously authorized
- Changes to a project's total programmed amount* less than 30% (or any amount less than \$3 million). This includes adding or subtracting funds from currently programmed phases. Note: In order to reprogram funds decreased from a project or phase (i.e. adjust to award), the STIP will need to be updated prior to or at the same time funds are being reprogrammed.
 - * Total programmed amount equals a project's current 4-year STIP total of programmed funds.
- Minor changes or errors in project information such as: environmental type, right of way required, improvement type, project limits, functional classification, typographical errors, transposed numbers, etc.

In these cases, the projects were selected, reviewed, and approved through the local TIP development process. Planned projects are also reviewed during the TIP development process.

The administrative process is still triggered by a request from a local agency or WSDOT to WCOG. However, the amendment moves directly from WCOG staff to WSDOT staff, with time of approval reduced to under two months.

The administrative modification process reflects the efforts of state and regional agencies to develop a more streamlined process that better serves the needs of local communities while maintaining the integrity of the TIP development process. Administrative modifications are available for review on the WCOG website.

3. Updates Not Requiring STIP Change

The following do not require the STIP to be changed, as they will be reflected in the annual obligation report or subsequent STIP as applicable:

- Moving a project within the four years of the STIP.
- Changes in a project's federal fund source(s)
(Any change from IM to NHS or STP etc., is an update only as this is a funds management action)
- Any and/or all federal funds currently programmed in the STIP for a particular project without consideration of the phase split.
 - For example: Programmed amounts are:
 - PE – 1,000,000
 - CN – 4,000,000
 - Authorization for PE of 1,750,000 is allowed without a change to the STIP since the funds are programmed, or
 - Authorization for CN of 5,000,000 if the funds were not utilized for PE.
- All adjustments in a project's funding authorization for award of a contract.

To initiate a technical correction, the local agency or WSDOT will contact WCOG staff with the request. WCOG staff will verify the change does not require STIP action and then make the requested change to the TIP. Depending on the timing of the request, the process typically takes a week to complete.

Congestion Management

WCOG is not a TMA. TMA provisions of FAST Act planning requirements are not applicable to the WCOG MPO or RTPO.

Air Quality

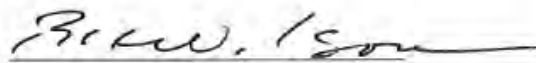
WCOG is not an air quality non-attainment area. Air quality requirements of FAST Act are not applicable to WCOG 2016 TIP.

**METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION
FOR THE FOLLOWING METROPOLITAN PLANNING AREA**

In accordance with 23 CFR Part 450, §450.336, the Washington State Department of Transportation (WSDOT) and the Whatcom Council of Governments Metropolitan Planning Organization (MPO) for the Whatcom County Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38, and 28 CFR Part 35;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).
12. USDOT and WSDOT supplemental fiscal directives regarding Indirect Cost Proposals.

MPO



Signature

Robert H. Wilson, AICP

Printed Name

Executive Director

Title

August 18, 2016

Date

WSDOT



Signature

Matt Kuric

Printed Name

Manager, Tribal & Regional Coordination

Title

8/31/16

Date

CONSISTENCY WITH WHATCOM TRANSPORTATION PLAN

The projects contained in the 2017-2020 years of the TIP are consistent with the goals of the [Whatcom Transportation Plan](#) (WTP). WCOG prepares the TIP based on input from local agencies and WSDOT, and all projects are considered for their consistency with the WTP.

FINANCIAL PLAN

This TIP is based on, and therefore consistent with, the region's Whatcom Transportation Plan (WTP) required under Title 23 CFR Part 450. Financial feasibility for the region is well-stated in that plan. Any questions regarding feasibility of any TIP project may be answered by referring to the WTP. The project expenditures are listed in year of expenditure amounts as determined by the individual agencies. A regional approach to determining year of expenditure amounts will be implemented when Federal Highway Administration and the Federal Transit Administration issue guidance on the matter.

FEDERAL FUNDING PROGRAMS

FTA Section 5307 Urban Areas

FTA Section 5307 provides transit operators with predictable funding. Grants are allocated on a per capita basis to large urbanized areas. In small urban areas, the funding is distributed on a per capita basis, but the actual "schedule for release" is negotiated between WSDOT and the small transit operators. Section 5307 funds may be used for capital acquisition.

Bridge Replacement and Rehabilitation Program (BR)

The Bridge Replacement and Rehabilitation Program is used to fund improvements to bridges determined to be deficient because of structural problems, physical deterioration, or functional obsolescence. The program assists local governments replace or rehabilitate roadway bridges over waterways, topographical barriers, other roadways, railroads, canals, ferry landings, etc. Funding of projects in this program is on a competitive basis. All jurisdictions must inventory their bridges according to state procedures. A statewide priority listing is established based in the inventory. Bridge projects are evaluated and selected on a priority basis by a committee comprised of city, county and WSDOT representatives.

Coordinated Border Infrastructure

The CBI funding is used to improve the safe movement of motor vehicles at or across the land border between the U.S. and Canada and the land border between the U.S. and Mexico.

Ferry Boat Program or Ferry Boat Discretionary

The Ferry Boat Program (FBP) Program provides a special funding category for the construction of ferry boats and ferry terminal facilities.

Demonstration (DEMO)

Transportation demonstration funds typically awarded as earmarks under the TEA-21 and SAFETEA-LU federal highway acts.

Highway Safety Improvement Program

The overall purpose of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

Interstate System (IM)

The Interstate system, although part of the NHS system, will continue to receive separate categorical funding. There are three distinct categories of interstate funding: Interstate Construction, Interstate Substitute Highway projects and Interstate Maintenance. Funding for Interstate Construction and Interstate Substitute Highway projects are based on a cost estimate to complete the interstate system. Funding factors for Interstate Maintenance (formerly the Interstate Resurfacing, Restoration, Rehabilitation and Reconstruction Program) include lane miles and vehicle miles traveled.

National Highway Performance Program (NHPP)

MAP-21 created the NHPP as a new category for federal transportation funding that incorporates Interstate Maintenance, the National Highway System (NHS) and the Highway Bridge Program for bridges that are on the NHS.

Surface Transportation Program (STP)

SAFETEA-LU's STP grant program may be used on any road (including NHS routes) that is not classified as a local or minor rural collector on the Federal-Aid highway system. Bridge projects on any public road may be funded with STP funds. Transit capital projects are also eligible under this program.

Transportation Alternatives Program (TAP)

Created by MAP-21, TAP funds transportation alternatives programs and projects including federally funded pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and improved mobility, community improvement activities, and environmental remediation; recreational trail projects; and safe routes to school projects.

TIP PROJECT AND FINANCIAL TABLES

The project and financial tables of the 2016 TIP are arranged in three tabs, MPO, non-MPO and Unfunded.

The **MPO** section includes the funding secured four-year Metropolitan projects with a Financial Feasibility reports.

The **non-MPO** section includes the funding secured four-year non-MPO projects (outside the MPO boundary).

The **Unfunded** section includes the planned but not funding secured six-year MPO and non-MPO projects. The following abbreviations are used throughout the project tables:

Federal Funding Program Abbreviations

BIA	Bureau of Indian Affairs
BR	Bridge Replacement or Rehabilitation
CBI	Coordinated Border Infrastructure
CDBG	Community Block Development Grant
CMAQ	Congestion Mitigation Air Quality
DEMO	SAFETEA-LU Demonstration or High Priority Projects
Discretionary	Public Highway Lands, Scenic Byways, Other
FBP	Ferry Boat Program
HSIP	Highway Safety Improvement Program
IC	Interstate Construction
IM	Interstate Maintenance
IRR & TTP	Indian Reservation Roads & Tribal Transportation Program
NHS	National Highway System
NHPP	National Highway Performance Program
SRTS	Safe Routes To Schools
STP	Surface Transportation Program (WSDOT only)
STP(C)	STP Statewide Competitive Program
STP(L)	STP Legislative Earmarks
STP(R)	STP Rural Regionally Selected
STP(S)	STP Safety including hazard elimination and railroad crossing improvements
STP(US)	STP Urban Small
TAP(US)	TAP Urban Small
TAP(SR)	TAP Safe Routes to School
3037	Federal Transit Administration - JobAccess/Reverse Commute
5307	Federal Transit Administration - Urban Areas
5309(Bus)	Federal Transit Administration - Bus
5309(NS)	Federal Transit Administration - New Starts
5310	Federal Transit Administration - Elderly/Disabled Persons
5311	Federal Transit Administration - Rural Areas

5316 Federal Transit Administration - Job Access/Reverse Commute Rural
 5317 Federal Transit Administration - New Freedom Program

State Funding Program Abbreviations

AIP	Urban Arterial Program (formerly Arterial Improvement program)
CAPP	County Arterial Preservation Program
CHAA	Route Transfer Program (formerly City Hardship Assistance Program)
CRAB	County Road Administration Board
CWA	Connecting Washington
FMSIB	Freight Mobility Strategic Investment Board
PSMP	Pedestrian Safety & Mobility Program
PWTF	Public Works Trust Fund
RAP	Rural Arterial Program
SCP	Small City Arterial Program (formerly Small City Program)
TIB	Transportation Improvement Board
TPP	Transportation Partnerships Program
WSDOT	WSDOT funding
OTHER	Any other state fund codes

The following graph depicts the variety of federal funding sources for the funding secured projects of both the MPO and non-MPO sections.

2016 TIP PROJECTS NOT INCLUDED IN THE 2017 TIP

The following MPO projects were included in the funding secured section of the previous WCOG 2016 TIP but are not included in the same section of the 2017 TIP. Projects were removed for various reasons including: underway, completed, cancelled, on hold, rescheduled beyond 2020, purchased (WTA), or not started as of the adoption date of this document but expected to start before 2017 TIP takes effect.

Jurisdiction	Project Name	Description	Total Cost*	Status
Lummi	Kwina Sidewalk	Construction of curb and sidewalk	920	Underway
WCOG	Booth Status Data Integration Project	Enhance Ports-of-Entry	78	Underway
	UPWP - SFYs 2017 & 2018	WCOG Planning and Programming	311	Underway
Whatcom County	Birch Bay - Lynden Road / Portal Way	Intersection Improvments	4,007	Completed
	County Roadway Safety Program	Rumble Strips and Warning Signs	750	Completed
WSDOT	I-5/NB Nooksack River to Blaine - Paving	Overlay	6,414	Completed
	Northwest Region Curve Warning Signs (15-17)	Curve warning signs	360	Underway
	Northwest Region Intersection Safety Implementation (15-17)	Signage and pavement markings enhanced	10	Completed
	SR 542/High Creek - Fish Passage	Replace fish barrier with passage	2,448	Underway
	SR 544/SR 539 to Everson - Rumblestrip Installation	Centerline rumblestrips installed	386	Underway
	SR 546/Northwood Rd - Intersection Improvements	Single lane roundabout installed	393	Underway
	SR 9/Bowen Rd Vic. to Sumas Ave Vic. - Rumblestrip Installation	Centerline rumblestrips installed	138	Underway
WTA	REPLACE (APPROX. 15) PARATRANSIT MINI BUSES	Vehicle replacements	1,601	Purchased
	REPLACE (APPROX. 7) FULL-SIZE BUSES	Vehicle replacements	3,764	Purchased
	REPLACE 4 SUPPORT VEHICLES	Vehicle replacements	173	Purchased
	REPLACE APPROX SIX (6) PARATRANSIT VEHICLES	Vehicle replacements	541	Purchased
	MAINTENANCE & OPERATIONS ADMINISTRATION BUILDING REMODEL	Remodel building	750	Underway

*Listed in thousands.

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Metropolitan Planning Area Secured Funding Table (listed in thousands)

Agency	Project Title	Project Description	Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
Bellingham	Granary Ave and Laurel St	The project will construct Granary Avenue, a new arterial beginning at Roeder Ave and extending southwest to Laurel Street. Laurel Street will be reconstructed from its new connection with Granary Avenue to Cornwall. The project will include a signal and channelization improvements at the intersection of Granary Avenue and Roeder Avenue, and intersection improvements at Cornwall Avenue. Both streets will include two vehicle lanes, parking, bike lanes, curb, gutters, sidewalks, street lights, drainage and utilities including site specific utilities such as district heating and irrigation.	DEMO	7,252		1,115	8,367	10,346
Bellingham	Woodstock Intersection Improvements	Revise the intersection layout with Woodstock Way making James Street Road to Woodstock Way the through traffic movement to eliminate site distance hazards. The road will be widened from the existing 31 foot width to a 54 foot width incorporating a two way left turn lane, bicycle lanes, and sidewalks.	STP(US)	516	343	1,116	1,975	3,300
Bellingham	Mahogany Ave Arterial	Construct a new multimodal roadway.	STP(US)	200	2,250	3,625	6,075	7,388
Bellingham	Orchard Drive Extension beneath Interstate 5	Orchard Drive Extension is a new multi-modal arterial and multi-use trail connection extending from east Birchwood Ave/Squalicum Parkway, under I-5 along the railroad tunnel, to west of James Street.	STP(US)	1,000	10,000	1,114	12,114	12,114
Bellingham	West Maplewood Ave Multimodal Improvements	The project includes bicycle lanes, sidewalks, intersection bicycle markings, curb, gutter, curb ramps and street lights	HSP(SR)	663		2,043	2,706	3,295
Bellingham	West Horton Road Multimodal Corridor Improvements - Phase I	Construct new minor arterial roadway. Including bike lanes, separated boardwalk path, and illumination.	STP(US)	2,700		1,633	4,333	5,412
Bellingham	Cordata Safe Routes to School Program	The project includes bike lane, sidewalk, planter strip, curb, gutter, boardwalk stream crossing, street lights, education encouragement, walking school bus and enforcement.	SRTS	675		1,045	1,720	1,951
Blaine	Boblett St Traffic Channelization and Corridor Improvements	Improvements will include: Channelization, ROW acquisition, non-motorized, sidewalk replacement, storm drainage, roundabout construction.	non-STP(US)	782	84	303	1,169	1,169
Blaine	Hughes Ave Reconstruction	Widen Hughes Ave and upgrade to truck standards from approx 200 feet west of Peace Portal Dr to approx 200 ft east of I-5 underpass. Other improvements include bus stop, sidewalks, larger turn radii, and storm sewer upgrades.	STP(US)	805	632	208	1,645	1,645

Metropolitan Planning Area Secured Funding Table (listed in thousands)

Agency	Project Title	Project Description	Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
Everson	Lincoln Street Improvements, Phase 1	Reconstruct street to act as a parallel arterial to the State Highway. Adding sidewalks on both sides of the street and a bike lane.	STP(R)	1,330	126	282	1,738	1,859
Everson	Lincoln Street Improvements, Phase II	New construction and extension of Lincoln Street from Washington Street to Blair Drive includes sidewalks and a bike lane.	STP(R)	1,060	91	229	1,380	1,536
Everson	SR544 S. Everson Sidewalk Improvements	Fill in missing segments of sidewalk along SR 544 from approximately Robinson Street to Everson Road.	TAP(Ru)	472	886	235	1,593	1,726
Ferdale	Thornton Street Overpass	Construct Thornton Rd Overpass from Malloy Ave to Portal Way.	CWA			1,600	1,600	33,345
Lynden	Jim Kaemingk Sr. Trail Extension	The project includes shared use path, sidewalk, curb, gutter, planter strip, speed feedback signs with flashing beacons, and educational materials and events.	TAP(US)	195	291	208	694	1,099
Lynden	Main Street Corridor Completion	Improve remaining section of Main Street between SR539 and Berthusen Road to full City all-weather arterial standards.	STP(US)	8		1,802	1,810	2,108
Lynden	Riverview Road Gap Elimination	New road construction providing southeastern access to downtown Lynden and Historic Business District.	STP(US)	764	776	810	2,350	3,002
WCOG	UPWP - SFYs 2018 & 2019	Planning and Programming	STP(US)	282		44	326	326
Whatcom County	Birch Bay Drive & Pedestrian Facility	This project will construct a soft shore roadway protection berm with a pedestrian pathway and install drainage upgrades.	TAP (U)	1,610		8,017	9,627	11,450
Whatcom County	Potter Road / South Fork Nooksack River, Bridge No. 148	Remove and replace structure with 360 foot long, two-span reinforced concrete girder structure.	BR	751		188	939	9,881
Whatcom County	Lummi Island Dolphin and Breakwater Replacement	Replace existing timber pile dolphins and breakwater with steel pile supported structures	FBP	631		1,119	1,750	1,750
Whatcom County	West Badger Rd / Bertrand Creek Bridge No. 50 Replacement Project	Replace existing bridge with new bridge structure	STP(BR)	1,255		334	1,589	1,808
Whatcom County	Roberts Road/Anderson Creek Bridge No. 249 Replacement Project	Replace existing bridge with new bridge structure	STP(BR)	1,408		367	1,775	1,951
Whatcom County	West Horton Road Extension - Phase 2	New road construction extending Horton Rd west as a secondary urban arterial with sidewalks, bike lanes, and turn lanes.	STP(US)	1,000		360	1,360	15,000
Whatcom County	Hannegan Rd / Ten Mile Creek Bridge No. 236 Replacement Project	Replace existing bridge with new bridge structure	STP(R)	850		300	1,150	1,280
WTA	REPLACE (APPROX. 8) VANPOOL VANS	Replace approximately 8 vehicles	5307	230		57	287	287
WTA	REPLACE (APPROX. 7) FULL-SIZE DIESEL BUSES	Replace approximately 7 vehicles	5307	3,102		776	3,878	3,878

Metropolitan Planning Area Secured Funding Table (listed in thousands)

Agency	Project Title	Project Description	Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
WTA	REPLACE (APPROX. 4) PARATRANSIT MINI BUSES	Replace approximately 4 vehicles	5307	360		64	424	424
WSDOT HQ	I-5/Custer SB SRA - Sewer Line Replacement - NWR	Replace sewer line	NHPP	1,459	34		1,493	1,493
WSDOT	Asphalt/Chip Seal Preservation Whatcom Council of Governments	Resurfacing	NHPP & STP	11,843	262		12,105	12,105
WSDOT	I-5/Lake Samish Vic - Stormwater Pipe Replacement	Pipe replacement	CWA		1,082		1,082	1,397
WSDOT	I-5/Northbound On-Ramp at Bakerview - Improvements	Construct northbound on-ramp	CWA		10,000		10,000	10,000
WSDOT	I-5/Slater Road Interchange - Improvements	Interchange improvements	CWA		7,871		7,871	21,100
WSDOT	I-5/SR 11 Vic to SR 548 Vic - Cable Barrier Upgrade	Replace cable rail systems	HSIP	2,691	61		2,752	2,752
WSDOT	SR 20/Cascade Rd Vic to Goodell Creek Campground - Rumblestrip	Install centerline rumblestrips	HSIP	215	5		220	220
WSDOT	SR 20/Lillian Creek to Granite Creek - Rumblestrip Installation	Install centerline and shoulder rumblestrips	HSIP	752	18		770	770
WSDOT	SR 20/Newhalem to Lillian Creek - Rumblestrip Installation	Install centerline rumblestrips	HSIP	1,113	27		1,140	1,140
WSDOT	SR 539/Bay-Lyn Dr to SR 546 - ADA Compliance	Upgrade ADA sidewalk ramps	NHPP	429	10		439	439
WSDOT	SR 539/Telegraph Road to Westerly Road - ADA Compliance	Upgrade ADA sidewalk ramps	NHPP	457	11		468	468
WSDOT	SR 539/Ten Mile Rd Vic to Nooksack Overflow Br - Cable Barrier	Replace cable rail systems	HSIP	764	17		781	781
WSDOT	SR 542/Dewey Rd Vic - Culvert Replacement	Replace culvert	CWA		728		728	728
WSDOT	SR 542/Glacier Creek Bridge CED - Replace Bridge	Replace bridge	STP	2,585	167		2,752	33,377
WSDOT	SR 542/Hedrick Creek - Fish Barrier	Replace fish barrier with passable structure	STP	4,548	96		4,644	6,224
WSDOT	SR 542/I-5 to Hannegan Road Vicinity - ADA Compliance	Upgrade ADA sidewalk ramps	STP	520	12		532	532
WSDOT	SR 542/SR 9 East Junctionion - Intersection Improvements	Install single-lane roundabout	CBI	1,169	24		1,193	1,441

Metropolitan Planning Area Secured Funding Table (listed in thousands)

Agency	Project Title	Project Description	Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
WSDOT	SR 548/Kickerville Rd - Intersection Improvements	Install single-lane roundabout	HSP / STP	823	17		840	1,418
WSDOT	SR 9/Tawes Creek - Fish Passage	Replace fish barrier with passable structure	CWA		1,788		1,788	2,597
WSDOT	SR 9/Two Tributaries to Tawes Creek - Fish Passage	Replace fish barrier with passable structure	CWA		2,242		2,242	2,918
Totals				59,270	39,951	28,994	128,215	241,230

*Total Project Costs estimates all phases and funding planned and secured.

Funding Secured Non-MPO Projects (listed in thousands)

Agency	Project Title	Project Description	Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
Lummi Nation	Gooseberry Point Pedestrian Project	Install pedestrian facilities including separated shoulders and sidewalks or raised pathways.	TTP	500			500	3,424
Lummi Nation	Transit Infrastructure for Bus Shelters	Reconstruct bus shelters.	TAP (R) & IRR	50	48	12	110	110
Totals				\$550	\$48	\$12	\$610	\$3,534

*Total Project Costs estimates all phases and funding planned and secured.

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WCOG 2017-2020 Regional TIP Feasibility

Anticipated Federal Funding & Programmed Expenditures (in Thousands)

	Funding Type	Year	Starting Balance	Annual Allocation	Total Available	Total Program	Remaining Balance
WCOG-Managed Federal Funds	STP (US & R)	2017	\$1,774	\$2,728	\$4,502	\$1,501	\$3,001
		2018		2,728	5,729	3,730	1,999
		2019		2,728	4,727	3,356	1,371
		2020		2,728	4,099	3,700	399
	TAP (US & R)	2017	383	235	618	235	383
		2018		235	618	0	618
		2019		235	853	620	233
		2020		235	468	472	-4
State-Managed Federal Funds	Bridge	2017		751	751	751	0
	CBI	2017		1,169	1,169	1,169	0
	FBP	2017		40	40	40	0
		2019		591	591	591	0
	HSIP	2017		4,273	4,273	4,273	0
		2018		315	315	315	0
		2019		1,639	1,639	1,639	0
		2020		127	127	127	0
	HSIP (SR)	2017		663	663	663	0
	NHPP	2017		599	599	599	0
		2018		2,880	2,880	2,880	0
		2019		3,593	3,593	3,593	0
		2020		572	572	572	0
	SRTS	2018		675	675	675	0
	STP	2017		7,550	7,550	7,550	0
		2018		1,021	1,021	1,021	0
2019			5,631	5,631	5,631	0	
STP(BR)	2017		1,408	1,408	1,408	0	
	2018		1,255	1,255	1,255	0	
Federal Funds	5307 (FTA)	2017		3,692	3,692	3,692	0
	DEMO	2017		7,252	7,252	7,252	0
	IRR	2017		10	10	10	0
	TTP	2017		500	500	500	0

Federal Funds \$67,820 \$59,820

State & Local Funds 69,005 69,005

All Funds 136,825 128,825

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Unfunded Projects (listed in thousands)

Agency	Project Title	Project Type	Total Cost
Bellingham	Boulevard Park to Cornwall Park Overwater Pedestrian Walkway	Construction	2,500
	James Street Multimodal Improvements	Construction	7,500
	North James Street Multimodal Arterial Connection	Construction	3,000
	James/Bakerview Intersection Safety Improvements	Construction	3,805
	Northwest Ave / W. Bakerview Rd. Safety Improvements	Construction	500
	Cordata/Stuart Roundabout	Construction	2,000
Blaine	I-5 Exit 274 Interchange Environmental Review and Design	PE, Construction	50,000
	Peace Portal Drive Sidewalk Gap Elimination	Construction	230
	Semiahoo Spit Ped Path Safety Improv - Phase 2 - County Park to Marina	Construction	1,720
	Marine Dr Phase 3 - LPWRF to Public Pier	Construction	2,600
	Peace Portal/Bell Rd Signalization	Construction	720
Everson	BNRR R/W - Trail/Utility Corridor	Right-of-Way	279
	SR 544 S. Everson Sidewalk Improvements	Construction Phase	1,726
Ferndale	Main Street - Barrett Rd to east CL	Reconstruction	3,410
	Thornton Railroad Overcrossing w/Connector to 2nd Ave Roundabout	Construction	32,000
	Thornton Road - Church to Maureen	Construction	775
	Thornton Road - Vista to Malloy	Construction	1,580
	Washington & Vista Intersection Improvements	Construction	1,740
Lynden	Bradley Road - Vinup Road to Line Road	Construction	3,450
	Benson Road - Benson Lane to Badger Road	Construction	4,350
	Line Road - Bradley Road to Badger Road	Construction	2,850
	Glennig Street Sidewalk/Trail	Construction	115
Nooksack Tribe	Mission Road Pedestrian Project	Construction	764
Sumas	Sumas Ave - Front Street to Garfield Street	Construction	2,150
WCOG	Unified Planning Work Program		310

Unfunded Projects (listed in thousands)

Agency	Project Title	Project Type	Total Cost
Whatcom County	East Smith & Hannegan Road	Construction	4,000
	East Smith Road - Everson Goshen to Mt. Baker Highway	Pavement Rehabilitation	1,875
	Jackson Road / Terrell Creek Bridge No. 81	Replacement	650
	Marine Drive / Little Squalicum Bridge No. 1	Rehabilitation	250
	Slater Road & Northwest Drive	Intersection Rehabilitation	250
	Slater Road, Interchange to Pac Hwy	Reconstruction	16,000
	Slater Road, Northwest Drive to Aldrich	New Roadway	20,000
	Smith Rd & Northwest Drive	Intersection Rehabilitation	250
	Bennett Dr, Marine Dr. to West Bakerview Rd.	Rehabilitation	2,500
	Horton Rd Connector, Northwest Dr to Aldrich Rd	Construction Phase	15,000
	Lincoln Rd - II, Harborview Rd to SR 548	Reconstruction	5,000
	Marine Drive, McAlpine Rd to Alderwood Ave	Reconstruction	5,000
	Marine Drive II, Alderwood Ave to Bridge No 172	Reconstruction	5,000
	West Badger Road, Sunrise Road to Markworth Road	Reconstruction	5,000
	Lakeway Drive Corridor Improvements	Reconstruction	2,500
	Mt Baker Chamber Welcome Center Project	Construction	1,500
WTA	BELLINGHAM TRANSIT STATION CONSTRUCTION	Construction	1,100
	ITS Projects	CAD and AVL systems	2,625
	REPLACE PARATRANSIT MINI BUSES		3,682
	REPLACE FULL-SIZE DIESEL BUSES		18,134
	REPLACE VANPOOL VANS		1,309
WSDOT - NW	I-5/Slater Road Interchange - Improvements	Construction	13,229
		Total	\$180,353



MEMORANDUM

To: Council Board
From: Ron Cubellis, CPA AICP
Deputy Executive Director / CFO
Date: October 5, 2016
Subject: Surface Transportation Program Obligation Update

Request to extend the obligation deadline 1 year for Surface Transportation Program funded projects that did not meet the September 30, 2016 deadline.

BACKGROUND

One of your responsibilities as a board is to administer the Surface Transportation Program funding provided to the Whatcom County region. This is the \$2.8 million per year in federal funding that you award to regionally significant projects. One of the federal strings that these funds come with is to begin using them in a timely manner. The Washington State Department of Transportation (WSDOT) administers that requirement on behalf of the Federal Highway Administration by assigning each Metropolitan Planning Organization (MPO) an annual obligation target based on how far behind they are in using their regional funding.

The term “Obligation” is a key concept to this requirement. It is a federal accounting term that means the federal government has entered into a contractual obligation to provide the funding. In Washington State, obligation occurs when a local agency enters into an agreement with WSDOT to access and begin using the federal funds you awarded to them.

The federal fiscal year 2016 obligation target for our region was just over \$3.4 million. Unfortunately our projects only obligated just over \$1.4 million for the year that ended September 30th. WSDOT has a policy that spells out what happens when an area doesn't meet its target. Basically, they reduce the region's next year allocation of federal funding and give it to the other MPOs that did meet their targets. Fortunately for us, WSDOT has indicated they will probably grant every region a 1-year extension on the 2016 targets. The final answer on that will come in the next couple weeks.

Back in 2012 in anticipation of these performance targets, we began introducing obligation deadline criteria into our local project selection process. The applications since then have included a certification that the applicant agency will obligate the federal funds when they say they will or the funds will be subject to reallocation by the Policy Board.

The federal fiscal year that just ended is the first checkpoint for that certification. Four of the projects that said they would obligate their funds by 9/30/16 did not do so. We asked each of the agency

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project managers to provide explanations for the delays and updated timelines for their projects. They all reported the projects are still active and expect to obligate their remaining federal funds by next summer. We then briefed your Transportation Technical Advisory Group (TTAG) on the situation and asked them to advise you on how to proceed. It was TTAG's unanimous decision to recommend that you extend the obligation deadline 1 year for all projects that missed the 9/30/16 deadline. Staff agrees with this recommendation.

REQUESTED ACTION: Extend the obligation deadline 1 year for projects that did not meet the September 30, 2016 deadline.



MEMORANDUM

To: Whatcom Transportation Policy Board
 From: Mary Anderson, Transportation Planner II
 Date: October 5, 2016
 Subject: 2016 Amendment of the Employment Access and Coordinated Human Services Transportation Plan

BACKGROUND

Agencies receiving funding from Federal Transit Administration human services programs must certify that the projects to be funded have been selected in the context of a locally developed, coordinated public transit/human services transportation plan. WCOG's Employment Access and Coordinated Human Services Transportation Plan fulfills that requirement. Staff assembled a stakeholder group in early 2016 to facilitate the required periodic update of the plan and the prioritized list of projects contained within. The intended beneficiaries of the projects are individuals that do not drive due to age, income or disability. The 2016 amendment includes an updated transportation needs and gaps list and a ranked project list.

The following un prioritized projects were submitted and are currently being ranked by the stakeholder group. The finalized ranking will be complete by October 11, 2016.

Lummi Nation: Lummi Transit Operations

Funds Requested: \$200,000

Maintain Lummi Transit which has operated (since 2006) two (2) fixed routes services on the Lummi Reservation and connects the reservation with the City of Ferndale 5.5 miles to the north. The targeted population of Lummi Transit is the transportation of low-income persons needed transportation to employment, education, services (health, social, and government), and retail.

University of Washington: Mobility Management: Whatcom OpenSidewalks; Consolidating, Standardizing and Maintaining Bellingham Sidewalk Data

Funds Requested: \$50,000

We propose to (1) work with local region communities to refine a Bellingham sidewalk data standard to meet specific county needs; i.e., annotate pedestrian connectivity to employment in Bellingham, (2) consolidate Bellingham data and mass import it to OpenStreetMap, a shared open source repository, (3) release AccessMapBellingham, an aggregation map allowing open shared access to users for individualized, ability-based trip planning for pedestrian and sidewalk use (4) educate and disseminate.

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Whatcom Council of Governments: Mobility Management II

Funds Requested: \$164,200

This project will increase user knowledge by teaching seniors and youth in Whatcom County how to ride fixed route transit. The project will improve provider-user coordination by working closely with staff of human service agencies to teach them about mobility options available to their clients. The project will focus on providing transit education and first hand ridership experience to people who do not drive due to age, income or disability reasons.

Whatcom Transportation Authority: Connecting Communities in Rural Whatcom County

Funds Requested: \$868,984

To provide operating funding assistance for a two-year pilot project. The project would connect the communities of Everson, Nooksack, Lynden and Blaine/Birch Bay with accessible route-deviated service for the general public. Service would operate five times per day, Monday through Friday.

REQUESTED ACTION:

MOTION: Approve the 2016 amendment to the Employment Access and Coordinated Human Services (EACH) Transportation Plan and the prioritized list of projects as presented.



whatcom council of governments

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September 23, 2016

Mr. Pete Stark, General Manager
Whatcom Transportation Authority
4111 Bakerview Spur
Bellingham, WA 98226

RE: **Proposed Expansion of Bellingham Station**

Dear Mr. Stark:

In my capacity as Executive Director of the Whatcom Council of Governments – the federally-recognized metropolitan planning organization and State-designated regional transportation planning organization for Whatcom County – I hereby verify that WTA’s proposed expansion of Bellingham Station is consistent with the adopted 2012 *Whatcom Transportation Plan* (WTP). Specifically, the proposed station expansion coincides with the WTP’s “Access,” “Connectivity,” “Congestion and Mobility,” “Transportation Demand Management” and “Multi-modal Transportation” strategies. This project is also included in Washington’s 2017 State Transportation Improvement Program.

The Whatcom Council of Governments and I look forward to working with you on this important regional project.

Very truly yours,

Robert H. Wilson, AICP
Executive Director

Copies: Whatcom Transportation Policy Board Members