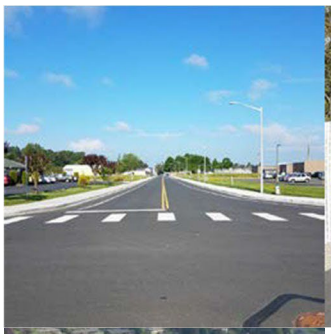
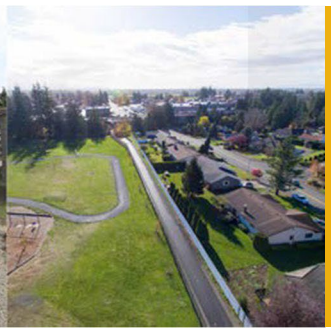
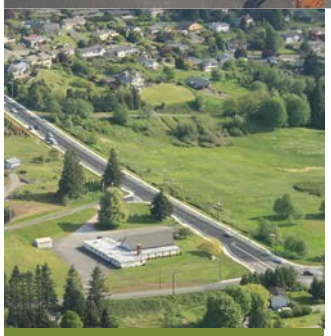
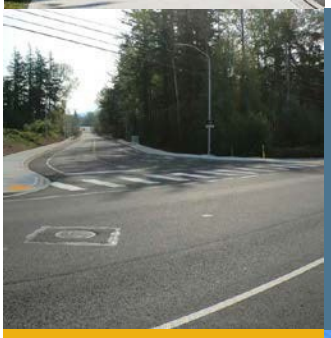


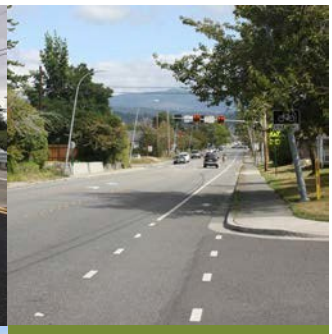



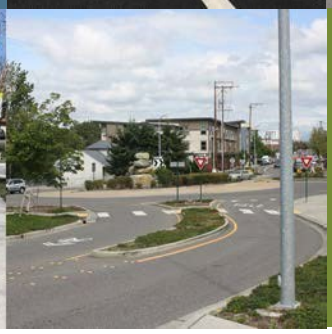
whatcom council of governments

2027 Transportation Improvement Program *DRAFT*

September 16, 2027







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 Highway Administration and the Federal Transit Administration.

Information provided in this Transportation Improvement Program (TIP) is gathered from member jurisdictions and is used to represent the region's projects in the Statewide Transportation Improvement Program (STIP). Qualifying transportation projects for the Whatcom County region include both Metropolitan Planning Organization area and Regional Transportation Planning Organization area. This document also contains annual certifications required by federal law.

Whatcom Council of Governments (WCOG) complies with Title VI of the Civil Rights Act of 1964 that assures no person shall, on the grounds of race, color, national origin or sex be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Aid Highway program or other activity for which WCOG receives Federal financial assistance. WCOG also provides services to people with Limited English Proficiency. For more information regarding Title VI or language assistance, please contact WCOG by phone at (360) 685-8385 or email to TitleVI@wcog.org.

For questions or comments, please contact the Whatcom Council of Governments.

314 East Champion
Bellingham, WA 98225
Phone: 360-676-6974
Email: wcog@wcog.org

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2026 Membership of the Whatcom Council of Governments

Executive Committee

Bellingham City Council
Mayor of Bellingham
Mayor of Nooksack
Port of Bellingham
Mayor of Lynden
Mayor of Ferndale
Whatcom County Council
Whatcom County Executive

Council Board (Executive Committee plus)

Bellingham City Council
Lake Whatcom Water & Sewer
Lummi Indian Business Council Chair
Mayor of Everson
Mayor of Sumas
Mayor of Blaine
The Opportunity Council
Sudden Valley Association
Western Washington University
Whatcom County Council
Whatcom Transportation Authority
Whatcom Public Utility District No. 1

Whatcom Transportation Policy Board (Executive Committee plus)

Bellingham Technical College
Mayor of Everson
Mayor of Sumas
Mayor of Blaine
Lummi Indian Business Council Chair
Western Washington University
Whatcom Community College
TTAG Representative
Nooksack Tribal Council Chair
Whatcom Public Utility District No. 1
Whatcom Transportation Authority
WA State Department of Transportation
40th District Representative
40th District Representative
40th District Senator
42nd District Representative
42nd District Representative
42nd District Senator

WTPB Resolution #2026-10-1

IN THE MATTER OF ADOPTION OF THE 2027
WHATCOM COUNCIL OF GOVERNMENTS
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution #2026-10-1

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 Urban 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 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:

That it approves the scope and content of the 2027 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
Scott Korthuis

_____
Director
Hugh Conroy

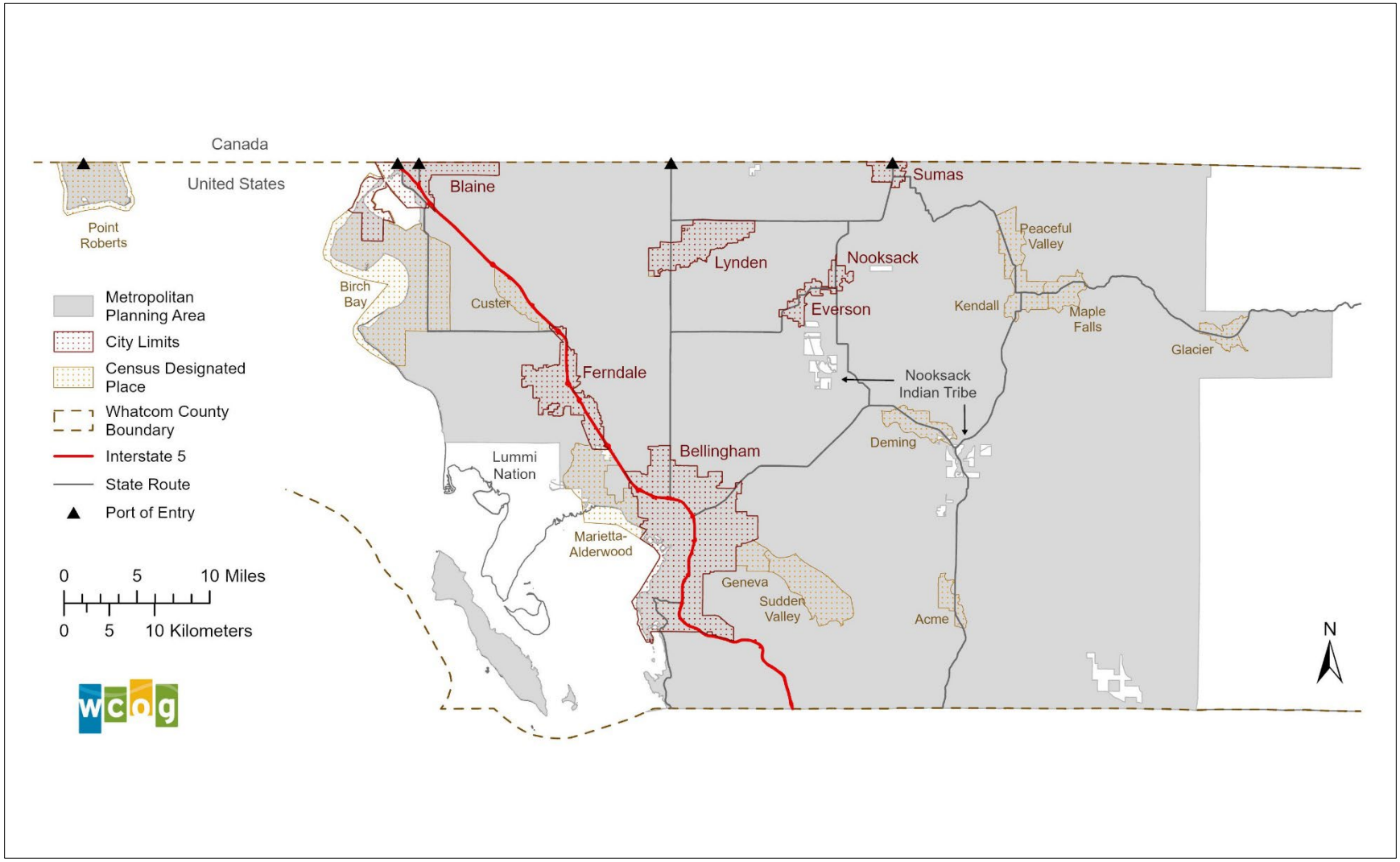
Metropolitan Transportation Planning Process: Self-Certification

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

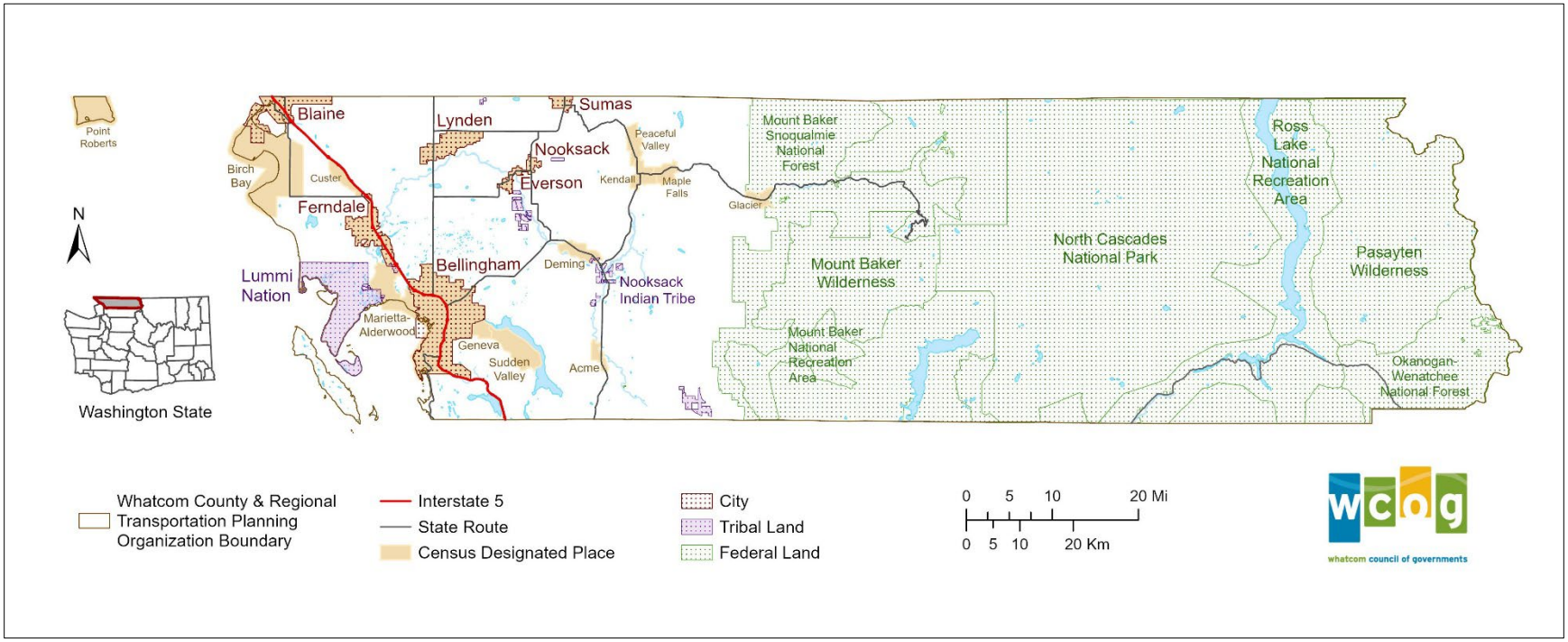
1. *23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450, Subpart C;*
2. *In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;*
3. *Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) 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. *23 U.S.C 101 note 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, and 38;*
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;*
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; and*
11. *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).*

MPO	**WSDOT**
Hugh Conroy	Ryan Clemens
Signature	Signature
Hugh Conroy	Ryan Clemens
Printed Name	Printed Name
Director	Regional Coordinator
Title	Title
August 19, 2026	8-19-2026
Date	Date

Boundary map of Whatcom Metropolitan Planning Organization



Boundary map of Whatcom Regional Transportation Planning Organization



Introduction

Background

The Whatcom Council of Governments (WCOG) is a 15-member intergovernmental agency established in 1966. 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 2026 Unified Planning Work Program (UPWP).

Metropolitan Planning Area

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 (illustration on page 7). 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 (illustration on page 8).

Purpose and Scope of 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. Apart from federal emergency funding, projects that include 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 Transportation Improvement Program (STIP). While the TIP is a six-year document, the primary focus is on the first four years: 2027-2030.

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 staff, transit providers, and other interested parties the opportunity to review regional projects for consistency with regional goals and policies. All WCOG-managed federal funded projects were awarded through a scoring process based on regional goals outlined in *Way to Go, Whatcom*.

Legislative Requirements

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

1. Public Law 147-58 Infrastructure Investment and Jobs Act (IIJA), also known as Bipartisan Infrastructure Investment Law (BIL)
2. Revised Code of Washington (RCW), Title 47, Chapter 47.80.

IIJA-BIL requires Metropolitan Planning Organizations to prepare a TIP detailing those projects within the Metropolitan Area Boundary that will utilize federal transportation funds or are considered regionally significant. The Washington State RTPO law requires Regional Transportation Planning Organizations to prepare a TIP in cooperation with Washington State Department of Transportation (WSDOT) that similarly details all projects in Whatcom County that will utilize federal funds or are considered regionally significant. The WCOG TIP reflects both metropolitan projects and non-Metropolitan projects (those outside the adopted Metropolitan area boundary) separately in the project tables.

IIJA-BIL focuses on the first four years of the traditional six-year project lists and requires fiscal constraint and secured funding sources. Projects in the TIP are prioritized on an annual basis as the following:

1. 2026 projects are priority one,
2. 2027 projects are priority two,
3. 2028 projects are priority three,
4. 2029 projects are priority four.

Projects that have not secured funding are shown in the unfunded table on page 34.

TIP Development Process

MPO and RTPO roles in TIP development

The metropolitan planning requirements of IIJA-BIL have advanced the role of the MPO in developing the regional Transportation Improvement programs (TIP). As the MPO, WCOG applies a comprehensive, cooperative, and continuing process in coordination 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 MPO TIP reflects "the investment priorities established in the current transportation plan". As the MPO, and in cooperation with local and state jurisdictions, WCOG prioritizes proposed federally funded projects according to their significance and consistency with the current regional transportation plan, *Way to Go, Whatcom*. (23 CFR 450.326)

Under the Washington Growth Management Act (RCW 36.70A.020), the transportation planning 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. Regional transportation improvement programs are required to be consistent with the regional transportation plans. (WAC 468-86-160).

TIP development stages

Whatcom Council of Governments initiates the development of the TIP in July of each year when local jurisdictions and agencies provide copies of their respective TIPs to WCOG. The Washington State Department of Transportation and the Whatcom Transportation Authority also submit their projects to WCOG 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 occur throughout the process to arrive at a program of improvements that are both consistent with the regional transportation plan and are 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.
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 local jurisdictions, agencies and WSDOT
    d. The public was afforded an opportunity to comment on the TIP in accordance with the WCOG Public Participation Plan
    e. The TIP is consistent with the Regional Transportation Plan
    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 (FHWA) and the Federal Transit Administration (FTA).
7. After the STIP is approved by FHWA and FTA, the local jurisdiction or agency may proceed with project funding obligation through local agency agreements in coordination with WSDOT.

Public involvement

WCOG's adopted public participation policy includes a requirement for a public notice and availability of draft documents 14 days in advance of a public hearing or meeting where documents will be reviewed or approved. For the WCOG MPO/RTPO public hearing on October 14th, 2026, public notice was published in the Cascadia Daily News civic agenda page for the week of October 9-15 and on the WCOG website. A copy of the public notice is available at the WCOG.

Additionally, jurisdictions and agencies that submitted projects for inclusion in the regional TIP undertook their own public participation processes that included formal transportation program adoptions through their respective council or board meetings.

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 FAST Act, Section 5303 (j)(1) and the WCOG Public Participation Plan.

Additional Information

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.

Consideration of modes of transportation

Projects listed in the 2025 TIP were developed from a multimodal approach that includes consideration for modes other than automobile travel, commonly referred as alternative modes, that include bicycle and rolling, pedestrian, ride-sharing, and fixed route and paratransit bus services that are provided by WTA. The approach to accommodating planning efforts towards a complete multimodal transportation system is the second highest regional goal.

TIP Amendment Process

Federal requirements stipulate significant 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 TIP and STIP is formally amended and approved by the federal agencies, even though the jurisdiction has been awarded money for the project.

The formal amendment process may take three to four months to complete and proceed through the following steps:

- Submittal of TIP amendment request from official project or program manager
- Public notice and comment opportunity for the proposed amendment
- Review and adoption of proposed amendment from Whatcom Transportation Policy Board
- Submit TIP amendment to WSDOT to request STIP amendment
- WSDOT submittal of amendment request to FHWA or FTA for authorization
- Authorization by federal agencies for local jurisdiction to proceed with amended project or program

Depending upon the level of significance of change required of a project, planning endeavor or program, an amendment may not be necessary, but rather a more streamlined administrative modification or a simple corrective change to the TIP/STIP. All changes are initiated by the respective project or program manager with coordination with WCOG and WSDOT. The following outlines the criteria that distinguishes the formal amendment, administrative modification, and correction.

1. A formal amendment is triggered by the following conditions
    a. Adding a new project
    b. Removing (deleting) a project
    c. Changes to a project's current total STIP programmed amount by more than 30% (or any amount greater than $3 million).
    d. Major project scope changes
    e. Adding a future phase
    f. Adding federal funds to a project currently programmed in the TIP/STIP that does not have federal funds (i.e. federalizing a project).
2. Administrative modifications – does not require Whatcom Transportation Policy Board approval and are updated monthly by WSDOT, thus total process time typically reduced to under two months.
    a. Revision to lead agency
    b. Adding prior phase: either previously authorized or not previously authorized
    c. Changes to a project's current total STIP programmed funding amount by less than 30% or any amount less than $3 million.
    d. Minor changes or errors in project information
3. Updates not requiring STIP change – the local agency, WCOG and WSDOT will coordinate to verify no STIP action is necessary.
    a. Moving a project within the four years of the STIP.
    b. Changes to federal funding source
    c. Federal funding authorized for current programmed projects in the STIP without consideration for phase split
    d. All adjustments in a project's funding authorization for award of a contract

Special Regional Consideration Areas

Congestion Management

WCOG is not a Transportation Management Area (TMA) that serves an urbanized area greater than 200,000. TMA provisions of IIJA-BIL 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 IIJA-BIL are not applicable to WCOG 2027 TIP.

Projects not included in the 2027 TIP

The following projects were programmed in the 2026 TIP but are not programmed in the 2027 TIP for reasons that may include: construction or phase underway, completed, cancellation, delay, transit purchase, or other.

Agency	Project Name	Description	Total Cost*	Status
Ferndale	Main Street, Barrett Road to Old Settler Drive	Reconstruct roadway to current standards that include bike and pedestrian improvements and bus pullouts.	11,609	Underway
Lynden	Bradley Road Safety Improvements	Intersection and multi-modal reconstruction and realignment.	3,500	Underway
WCOG	UPWP - 2027	Planning and programming responsbilities for WCOG 2027 federal fiscal years	366	Completed
Whatcom County	Birch Bay Lynden Rd & Blaine Rd Intersection Improvements	Reconstruct stop control intersection with a roundabout to improve level of service and safety.	2,922	Underway
	Everson Goshen Rd & E Smith Rd - Intersection Improvements	Reconstruct intersection	3,000	Phase Underway
	2026/2027 Lummi Island Ferry Operating Costs	Lummi Island ferry operating costs.	1,920	Completed
	Bay to Baker Trail – Kendall to Glacier	Plan a non-motorized multimodal trail connecting the rural Eastern Whatcom County communities of Kendall, Maple Falls, and Glacier.	516	Phase Underway
WSDOT	Concrete Roadway Preservation Whatcom Council of Governments	Replace existing concrete with a thicker concrete and steel bar at the joints to extend highway life.	1,470	Underway
	SR 546/Benson Road - Intersection Improvements	Installing a compact single lane roundabout at this location will improve mobility and reduce the risk of collisions.	1,185	Underway
WTA	Replace Paratransit Mini Buses - 2026	Program to replace paratransit mini buses (approximately 9 mini buses)	1,800	Transit Purchase
*Listed in thousands. Total cost refers to all phases that have been programmed in the 2026 TIP/STIP.		**Total Projects Cost**	**$28,288**	

Performance Management

A significant feature of the Moving Ahead for Progress in the 21st Century Act of 2012, known as Map-21, is the requirement for states and metropolitan planning organizations to establish a performance management program. The performance management program was developed in collaboration with the Washington State Department of Transportation (WSDOT). The following national performance goal areas apply to Whatcom Council of Governments.

Highway Safety Improvement Program

23 USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by (1) focusing on national transportation goals, and (2) improving project decision making through performance-based planning and programming. The stated goal for *Safety*: *to achieve a significant reduction in traffic fatalities and serious injuries on all public roads*. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five performance targets. These five required performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non- motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

Metropolitan Planning Organizations (MPOs) are also required to establish the same five target areas with the state DOT for all public roads within 180 days of submittal of the state established targets. An MPO can agree to either support the State DOT targets or establish separate MPO numerical targets specific to the metropolitan planning area boundary.

On January 21, 2026, the WCOG Transportation Policy Board adopted the statewide Highway Safety Improvement Program (HSIP) targets as reported to the Federal Highway Administration (FHWA) in coordination with WSDOT and thus agrees to plan and program projects so that they contribute towards the accomplishment of that HSIP target.

Pavement and bridge condition

RCW 47.05 and the Washington State Department of Transportation's (WSDOT's) Highway System Plan set the direction for management of infrastructure condition in Washington State, which is to preserve pavements and bridges at lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the Target Setting Framework, WSDOT worked with Metropolitan Planning Organizations (MPOs) to establish performance measures and communicate its pavement and bridge management practices, as well as what these practices mean in the context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS, WSDOT Local Programs issued a call for projects

specifically focused on asset management practices, for pavements on NHS roadways.

Washington MPOs & WSDOT have agreed to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT's Transportation Asset Management Plan, certified by FHWA in May 2018.

System performance and freight

In 2018, Washington State Metropolitan Planning Organizations (MPOs) and the Washington State Department of Transportation (WSDOT) set, adopted, and reported to FHWA statewide targets for the Highway System Performance and Freight. Washington State MPOs and WSDOT are working to improve the planning and programming process to align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of the group is to increase the consistency between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

Another way WSDOT and its partners are assessing performance and target achievement is through the Regional Integrated Transportation Information System (RITIS) data tool. The state's financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision-making processes.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and funded through National Highway Freight Program (NHFP). Those NHFP investments would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network. Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

Transit asset management

Whatcom Transportation Authority (WTA) is committed to operating a public transportation system that offers reliable, accessible, and convenient service with safe vehicles and facilities. Transit Asset Management (TAM) is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures with the outcome of operating assets in the parameters of a State of Good Repair (SGR).

WTA is currently operating as an FTA-defined Tier II transit operator in compliance with (49 CFR §625.45 (b)(1). Tier II transit providers are those transit agencies that do not operate rail fixed-guideway public transportation systems and have either 100 or fewer vehicles in fixed-route revenue service during peak regular service, and have 100 or fewer vehicles in one non-fixed route mode service during peak regular service hours.

WTA's has developed a TAM Plan to provide an outline of how it will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. WTA's approach to achieving an SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information. WTA will identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired SGR over the life cycle of the assets for a minimal, practical cost.

Public transportation safety

In July of 2021, WCOG, in coordination with the Whatcom Transportation Authority (WTA), adopted WTA's developed Public Transportation Agency Safety Plan (PTASP) inclusive of targets established to address safety performance criteria:

Criteria	Objective	Target
Fatalities	Reduce number of transit related fatalities	Zero fatalities
Preventable Accident Frequency and Severity	Reduce the frequency of preventable collisions and events	At least 5% improvement over previous year
Passenger Accidents Frequency	Reduce the frequency of passenger injuries	At least 5% improvement over previous year
On-The-Road Reliability	Reduce frequency of vehicle road failures	At least 5% improvement over previous year

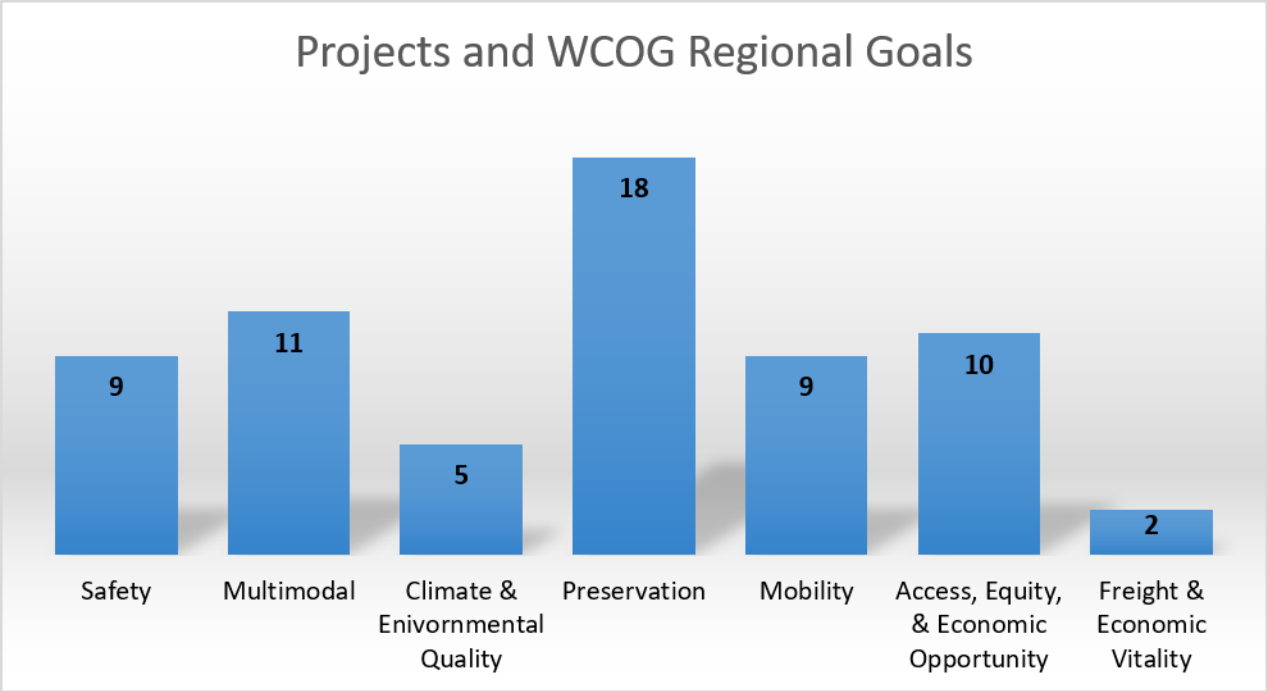
Linking regional goals and federal performance

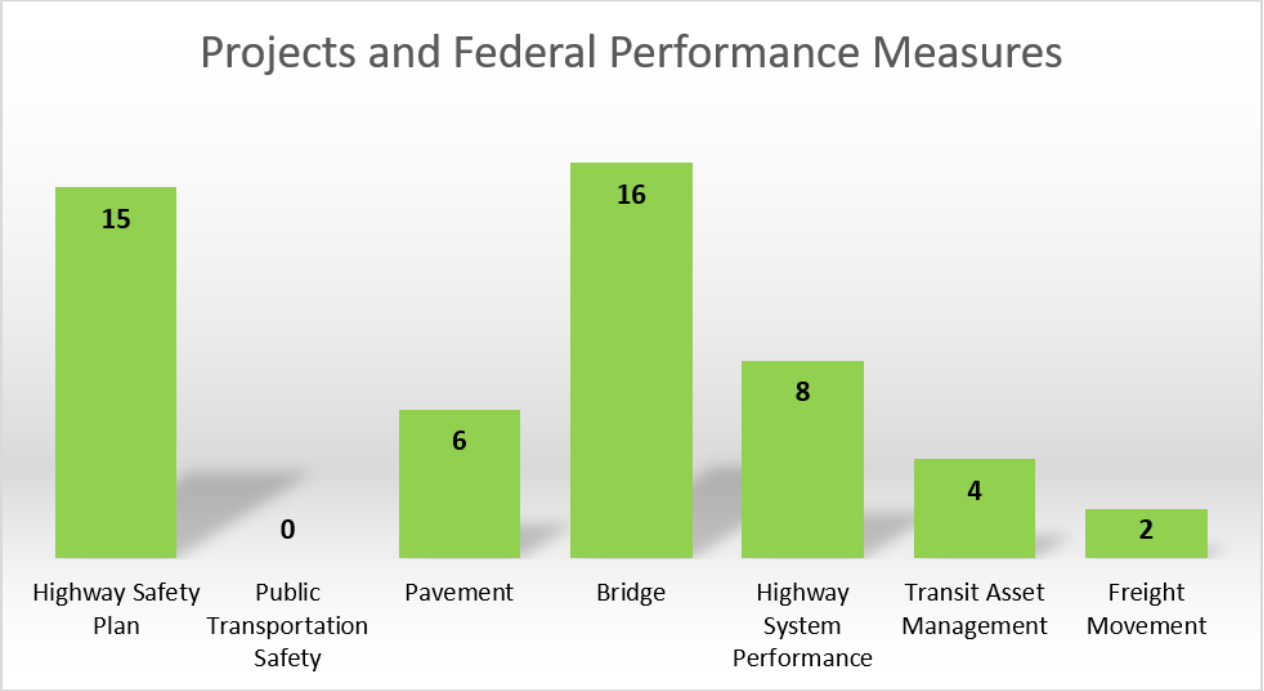
Transportation investments in the WCOG TIP were developed and prioritized towards achieving regional goals. Regional goals closely align with federal performance measures (23 CFR 450.326) as illustrated below.

Regional Goals			
1	Safety	Highway Safety Plan	Number of fatalities on all public roads Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads Number of serious injuries on all public roads Number of serious injuries per 100 million VMT on all public roads Number of non-motorist fatalities and serious injuries on all public roads
		Public Transportation Safety	Reduce number of transit-related fatalities Reduce frequency of preventable vehicle collisions and events Reduce severity of preventable collisions and events Reduce the frequency of passenger injuries Reduce frequency of vehicle road failures
2	Multimodal		
3	Climate & Environment Quality	Congestion Mitigation and Air Quality	Federal air quality program does not apply to WCOG
4	Preservation	Pavement	Percent of Interstate Pavement on the National Highway System in good condition Percent of Interstate Pavement on the National Highway System in poor condition Percent of non-Interstate Pavement on the National Highway System in good condition Percent of non-Interstate Pavement on the National Highway System in poor condition
		Bridge	Percent of National Highway System Bridges classified in good condition (weighted by deck area) Percent of National Highway System Bridges classified in poor condition (weighted by deck area)
5	System Efficiency and Reliability (Mobility)	Highway System Performance	Percent of person-miles traveled on the Interstate System that are reliable Percent of person-miles traveled on the Non-Interstate National Highway System that are reliable
		Transit Asset Management	Percentage of non-revenue service vehicles (by type) that meets or exceeds the Useful Life Benchmark (ULB) Percentage of revenue vehicles (by type) that meets or exceeds the ULB (Buses, Paratransit Vans, and Vanpools) Percentage of facilities (by group) rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
		Congestion Management	Federal congestion management program does not apply to WCOG
6	Access, Equity and Economic Opportunity		
7	Freight and Economic Vitality	Freight Movement	Truck Travel Time Reliability (TTTR) Index (on the Interstate System)

Projects to advance regional goals and federal performance

The following graphs display the number of 2027 - 2032 TIP projects programmed towards advancing regional goals and federal performance measure targets. Projects are assigned to a goal and performance measure based on several considerations that include a primary objective, federal/state program, or applying the project's highest cumulative scores per WCOG STBG and TA process. Note that projects may likely impact other regional goals and performance measures.





Consistency with Regional Transportation Plan

The projects contained in the 2027 - 2032 years of the TIP are consistent with the goals of *Way to Go, Whatcom*. WCOG prepares the TIP based on input from local agencies and WSDOT, and all projects are considered for their consistency with the WCOG transportation plan.

Financial Plan

This TIP is based on, and therefore consistent with, the region's metropolitan transportation plan as required under Title 23 CFR Part 450. The plan contains financial assumptions, revenue and expenditures forecasts, and fiscal constraints that account for TIP implementation. The funding sources chart for the full six-year program can be found on page 24 and the fiscally constrained feasibility table for the first four years (2027 - 2030) can be found on page 33. Project expenditures are listed in year of expenditure amounts as determined by the individual agencies.

Federal funding programs

The following programs currently support the regional projects contained in the WCOG 2027 TIP. There are additional federal programs and grant opportunities, most notably from the United States federal Infrastructure Investment and Jobs Act, that may also award regional projects and be accounted for at a later date in the TIP.

FTA section 5307 urban areas

FTA Section 5307 provides transit operators with predictable funding. Grants are allocated on a per capita basis to 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.

Better Utilizing Investments to Leverage Development (BUILD)

Provides grants for surface transportation infrastructure projects with significant local or regional impact.

Bridge replacement and rehabilitation program

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 to replace or rehabilitate roadway bridges over waterways, topographical barriers, other roadways, railroads, canals, ferry landings, etc. Funding projects in this program is on a competitive basis. All jurisdictions must have an inventory of their bridges according to state procedures. A statewide priority listing is established based on the inventory. Bridge projects are evaluated and selected on a priority basis.

Coordinated Border Infrastructure (CBI)

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.

Highway Safety Improvement Program (HSIP)

The overall purpose of the Highway Safety Improvement 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.

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.

Rebuilding America's Infrastructure with Sustainability and Equity (RAISE)

The RAISE discretionary grant program provides unique investment opportunities in larger scale transportation projects in roads, rail, transit and port projects.

Safe Routes to School (SRTS)

The Safe Routes to School program was established to address the need for children to safely walk and bike to and from school. SRTS funds the development and improvement of facilities connecting neighborhoods to their respective schools, as well as educational and promotional programs to encourage children and parents to walk and bike. Projects eligible for federal SRTS program funding can be pursued under Transportation Alternatives program and Highway Safety Improvement Program.

Surface Transportation Block Grant (STBG)

The STBG grant program is a flexible funding source utilized by states and regions that can be applied to a broad spectrum of transportation investments. The STBG program is also the primary source of regionally allocated funds managed by WCOG.

Transportation Alternatives (TA)

Created by MAP-21, TA program (set-aside of Surface Transportation Block Grant program) 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.

Financial Tables

The project and financial tables of the 2026 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 report. The **non-MPO** section includes the funding secured four-year non-MPO projects (outside the MPO boundary). Lastly, 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

BR or STP(BR)	Bridge Replacement or Rehabilitation
BUILD	Better Utilizing Investments to Leverage Development
CBI	Coordinated Border Infrastructure
Discretionary	Public Highway Lands, Scenic Byways, Others
HSIP	Highway Safety Improvement Program
IRR or TTP	Indian Reservation Roads or Tribal Transportation Program
NHS	National Highway System
NHPP	National Highway Performance Program
RAISE	Rebuilding America's Infrastructure with Sustainability and Equity
SRTS	Safe Routes to School
STBG (UM)	Surface Transportation Block Grant (Urban Medium)
STBG (USS)	Surface Transportation Block Grant (Urban Small)
STBG (R)	Surface Transportation Block Grant (Rural)
TA (UM)	Transportation Alternatives (Urban Medium)
TA (USS)	Transportation Alternatives (Urban Small)
TA (R)	Transportation Alternatives (Urban Rural)
5307	Federal Transit Administration - Urban Areas Grant
5339	Federal Transit Administration - Buses and Facilities Program

State Funding Program Abbreviations

CSRV	Coronavirus State Recovery Fund
CRAB	County Road Administration Board
CWA	Connecting Washington Account
FMSIB	Freight Mobility Strategic Investment Board
MVA	Motor Vehicle Account
OTHER	Any other state fund source not listed
WSDOT	WA State Department of Transportation

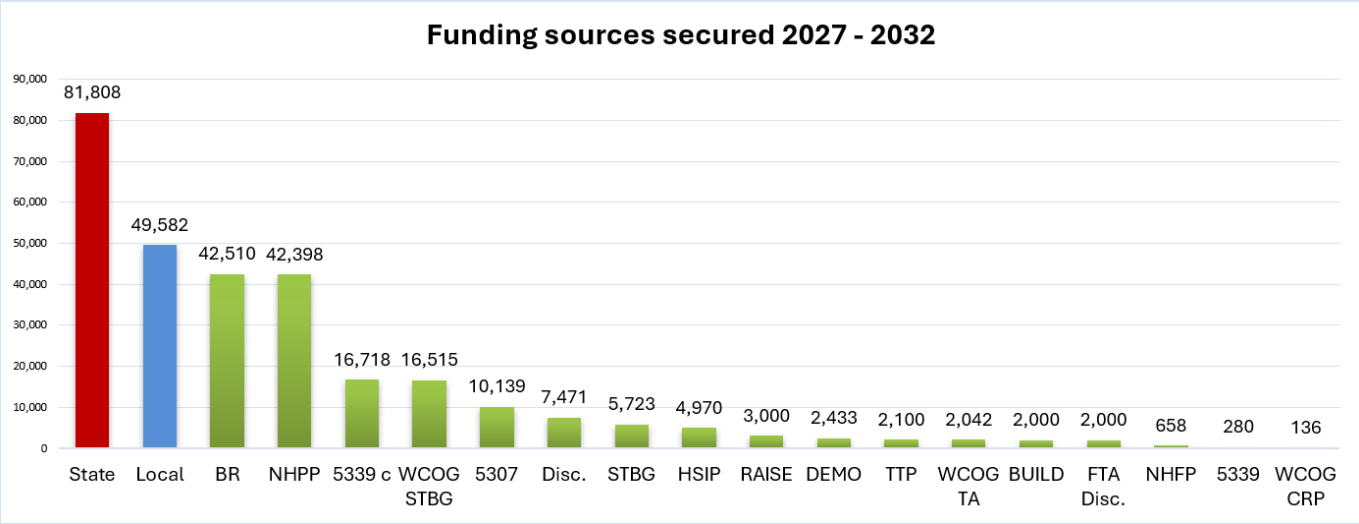
Four-year financial feasibility table

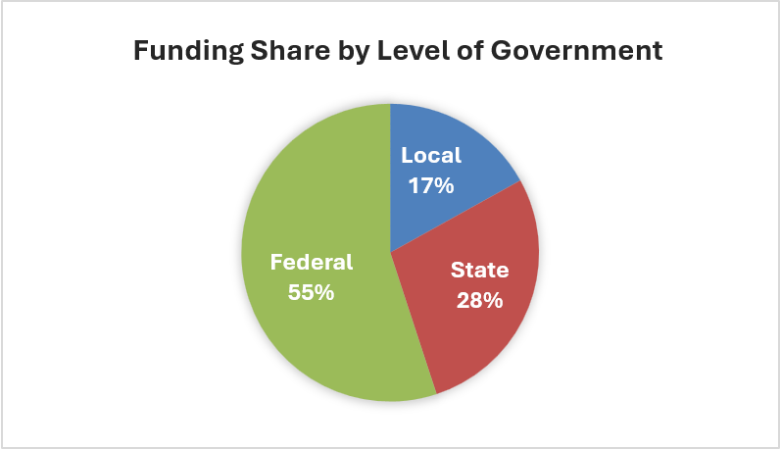
Anticipated Federal Funding & Programmed Expenditures (in Thousands)

	Funding Type	Year	Carry Forward	Annual Allocation	Total Available	Total Program	Remaining Balance
WCOG-Managed Federal Funds	STBG (R, US, UM)	2027	$2,992	$3,316	$6,308	$2,733	$3,575
		2028		3,316	6,891	1,495	5,396
		2029		3,316	8,712	5,845	2,866
		2030		3,316	6,182	4,047	2,136
	TA (R, US, UM)	2027	213	472	685	422	263
		2028		472	736	250	486
		2029		472	958	0	958
		2030		472	1,430	1,205	225
	CRP (UM)	2027	136	136	136	136	0
	WCOG Totals		3,341	15,289	18,629	16,133	2,497
	Funding Type	Year		Annual Allocation	Total Available	Total Program	Remaining Balance
State-Managed Federal Funds	BR	2027		$3,760	$3,760	$3,760	$0
		2028		30,368	30,368	30,368	0
		2029		4,116	4,116	4,116	0
		2030		4,266	4,266	4,266	0
	BUILD	2027		2,000	2,000	2,000	0
	DEMO	2027		2,433	2,433	2,433	0
	Discretionary	2027		6,471	6,471	6,471	0
	HSIP	2027		2,611	2,611	2,611	0
		2028		1,538	1,538	1,538	0
		2029		821	821	821	0
	NHFP	2027		658	658	658	0
	NHPP	2027		22,112	22,112	22,112	0
		2028		14,962	14,962	14,962	0
		2029		223	223	223	0
		2030		5,101	5,101	5,101	0
	STBG	2027		612	612	612	0
		2028		4,673	4,673	4,673	0
		2029		438	438	438	0
Other Federal Funds	5307 (FTA)	2027		10,139	10,139	10,139	0
	5339	2027		280	280	280	0
	5339 c	2027		16,718	16,718	16,718	0
	FTA Disc.	2026		2,000	2,000	2,000	0
	RAISE	2026		3,000	3,000	3,000	0
	TTP	2028		2,100	2,100	2,100	0
	Federal Totals			141,401	141,401	141,401	0

	Total Available	Total Program
Federal	**$160,030**	**$157,534**
State & Local	**126,377**	**126,377**
All Funds	**286,408**	**283,911**

MPO secured funding sources

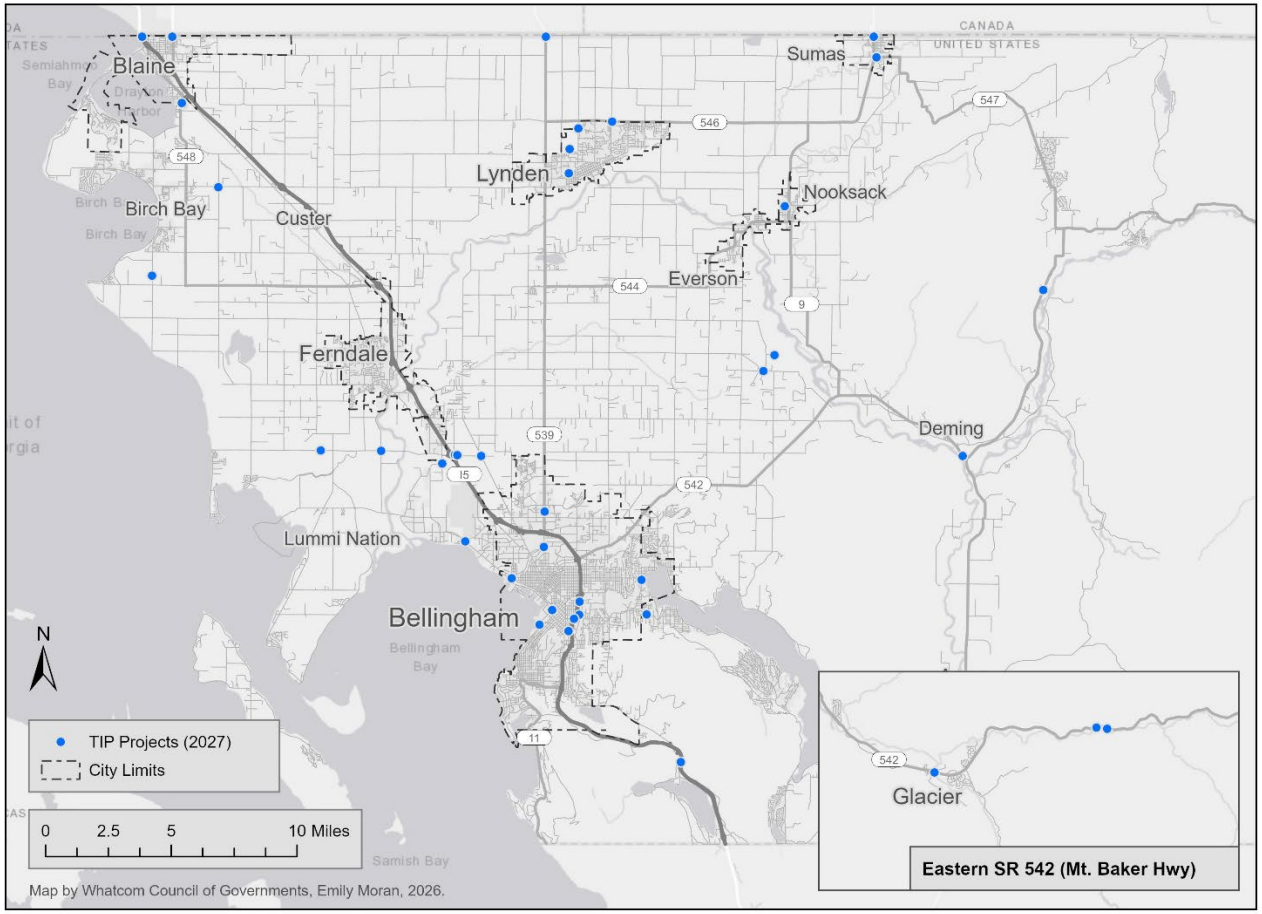




TIP Projects

The MPO section lists the projects within the metropolitan planning area (MPA), the non-MPO section lists the projects outside the MPA boundary, and the unfunded section lists the countywide, planned, regionally significant projects that do not have secure funding.

Map of TIP project locations



Funding secured metropolitan projects

Metroplitan Planning Area Secured Funding Table for 2027 - 2032 (listed in thousands)

Project Title	Description	Agency	Regional Goal(s)	Federal Performance Measure	Program (Federal and/or State)	Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
Meridian-Birchwood Transportation Improvements	Connect Squalicum Way to Birchwood Ave by regrading and merging the two parallel roadways approximately 500 feet west of Guide Meridian. Construct non-motorized connections along the merged corridor. Decommission Squalicum/Meridian traffic signal. Reconstruct intersection to install multimodal roundabout and construct greenway trail to Cornwall Park.	Bellingham	Safety; Multimodal; Mobility; Freight & Economic Vitality	Highway System Performance, Highway Safety Plan	STBG (UM), TA (UM), CRP (UM)	8,611		5,303	13,913	17,836
Eldridge Avenue - Squalicum Creek Bridge Replacement	Replacement of Eldridge Avenue Bridge over Squalicum Creek and Squalicum Way. The bridge will include sidewalks and bike lanes.	Bellingham	Preservation	Bridge	Bridge	21,790		4,511	26,301	29,464
Electric Avenue Bridge Reconstruction	Replacement of Electric Avenue Bridge over Lake Whatcom. The bridge will include sidewalks and bike lanes.	Bellingham	Preservation	Bridge	Bridge	8,788		1,386	10,174	11,848
Downtown Signalized Intersection Accessibility & Safety Improvements	Upgrade traffic control at multiple intersections along Cornwall Ave and Railroad St. Complete pedestrian and ADA improvements at the intersections.	Bellingham	Safety; Access, Equity, & Ecomonic Opportunity	Safety	HSIP	1,489		1,490	2,979	3,500
Meador Ave/Lincoln St/Multimodal Improvements between James St and Fraser St	Construct multiuse path along north/east side of curved section of Meador/Lincoln through I-5 undercrossing. Install traffic intersection control improvements at Lincoln and Fraser intersection.	Bellingham	Safety, Multimodal	Safety				3,014	3,014	3,400
Potter Street Roundabout & Pedestrian Improvements at Lincoln Street	Construct roundabout with multimodal facilities and opportunities for non-motorized use, including ADA, markings, lighting/illumination, crossings and training/education.	Bellingham	Safety, Multimodal	Safety	SRTS		950	1,177	2,127	2,350
Pine Street Crossing	The project includes comprehensive upgrade of the Pine St/BNSF rail crossing with the implementation of four quadrant gates, pedesestrian and bicycle improvements, and vehicle travel lane channelization.	Bellingham	Safety, Multimodal	Safety	HSIP	950		829	1,779	2,765
Samish Way & Maple Street Overlay	Resurfacing and street lighting along Samish Way and Maple Street.	Bellingham	Preservation	Pavement	NHPP	2,015			2,015	2,317
Citywide Systemic Crossing Safety Improvements	Install rectangular rapid flashing beacons (RRFB) at various locations identified in the Local Road Safety Plan. Install pedestrian refuge islands, high-visibility crosswalk markings, and remove existing amber beacons, as needed.	Bellingham	Safety; Access, Equity, & Ecomonic	Safety	HSIP	1,710		350	2,060	2,060

Metroplitan Planning Area Secured Funding Table for 2027 - 2032 (listed in thousands)

Project Title	Description	Agency	Regional Goal(s)	Federal Performance Measure	Program (Federal and/or State)	Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
Bell Road-BNSF Railway Grade Separation	This project will replace the at-grade crossing of BNSF's Bellingham Subdivision main line with Bell Road (State Route 548). The replacement will be a grade-separated facility that integrates I-5 ramp realignment, including replacement of the SR 548 Dakota Creek Bridge, construction of a dedicated multiuse path parallel to Bell Rd.	Blaine	Safety; Mobility; Access, Equity, & Ecomonic Opportunity; Freight & Economic Vitality	Safety; Highway System Performance; Freight Movement	RAISE, WSDOT	3,000	750		3,750	85,300
Benson Road Improvements, Sunrise Dr to Badger Rd	Reconstruct roadway to current standards including the addition of bike and pedestrian facilities.	Lynden	Preservation	Highway System Performance	STBG (US), TA (US), CRP (US)	3,724		1,542	5,266	6,177
Liberty St Sidewalk Gap Removal Project	Fill gaps in pedestrian travel routes by replacing non-ADA sidewalk and ramps and installing sidewalk where none currently exist.	Lynden	Multimodal	Safety	TA (US)	422		66	488	543
Bradley Road Safety Improvements	Intersection and multi-modal reconstruction and realignment.	Lynden	Multimodal, Safety	Safety	DEMO	1,433		223	1,656	1,869
Pepin Flood, Agriculture, Salmon and Safety Transportation (FASST) Design	The project will complete 30% design documentation in the development of a multifaceted transportation solutions for the Pepin Creek subarea. These include flood mitigation, agriculture and freight access, wildlife passage, and Complete Streets improvements.	Lynden	Access, equity and economic opportunity		BUILD	2,000		500	2,500	2,500
Pepin Flood, Agriculture, Salmon and Safety Transportation (FASST) Project	This project will complete the bridge and channel approaches design for the Pepin Creek Parkway bridge over the relocated Pepin Creek channel.	Lynden	Mobility	Bridge	DEMO	1,000		156	1,156	6,100
W. 2nd Street Improvements	Reconstruct road to include sidewalks, bike lane, and parking lane.	Nooksack	Multimodal	Safety	STBG (R), TA (R)	965		4,125	4,125	5,090
Sumas Ave Reconstruction	Reconstruct road to include bike lanes, on-street parking, and sidewalks with ADA sidewalk ramps at intersections.	Sumas	Mobility; Multimodal; Access, Equity, & Economic Activity	Safety	STBG (R)	1,375		3,765	5,140	5,140
UPWP - SFY 2028	Planning and Programming identified in the Unified Planning Work Program.	WCOG			STBG (UM)	291		45	336	336

Metroplitan Planning Area Secured Funding Table for 2027 - 2032 (listed in thousands)

Project Title	Description	Agency	Regional Goal(s)	Federal Performance Measure	Program (Federal and/or State)	Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
SR 542 Chain Up Creek - Bridge Deck Overlay	Remove the existing overlay deck, perform deck repair, and place new overlay on bridge 542/37 in order to preserve to the bridge.	WSDOT	Preservation	Bridge	STBG, MVA	637	25		662	662
SR 542 Fossil Creek Bridge - Special Bridge Repair	Replace girders and sills to extend the service life of the bridge.	WSDOT	Preservation	Bridge	STBG, MVA	2,584	76		2,660	2,660
I-5 NB Lakeway Drive Over I-5 - Deck Replacement	Repair and resurface the existing bridge deck to maintain structural integrity and extend the life of the bridge.	WSDOT	Preservation	Bridge	NHPP, MVA, MAW	1,984	587		2,571	2,571
I-5 MP 244.64 to MP 248.91 - Unstable Slopes	Stabilizes multiple unstable slopes along I-5 between mileposts 244.64 and 248.91 to address chronic instability and ongoing maintenance needs.	WSDOT	Preservation	Pavement	NHPP, NHFP	7,002	203		7,205	7,205
SR 542 Bells Creek Rd Vic to Cornell Creek Rd - BST	The existing pavement is deteriorating due to normal wear and tear. Resurface SR 542 mainline in both directions from Bells Creek Road vicinity to Cornell Creek Road with chip seal in order to preserve the roadway.	WSDOT	Preservation	Pavement	NHPP, MVA	4,252	151		4,403	4,403
I-5/Slater Road Interchange - Roundabouts & Improvements	The project will develop roundabouts along the Slater Road corridor per agreement with local stakeholders. A multimodal path will be developed through the corridor to encourage cyclist and pedestrian use	WSDOT	Multimodal system	Highway System Performance	CWA		6,540		6,540	10,789
I-5 NB Slater Rd & Pacific Hwy - Interchange and Fish Passage Improvements	Construct intersection improvements at the Interchange of I-5 NB and Slater Rd, and intersection improvements at Pacific Hwy and Slater Rd. This will include constructing roundabouts, re-aligning ramp terminals, bridge widening, and a fish barrier correction.	WSDOT	Climate & Environmental Quality, Preservation	Bridge	CWA		13,480		13,480	15,634
I-5 Rural Ave & Wynn Rd - Intersection Improvements	Construction of roundabout improvement at Rural Ave and Wynn Rd, and construction of a new roadway connecting intersection to Kope Rd to the east	WSDOT	Access, equity and economic opportunity	Highway System Performance	CWA		6,761		6,761	7,494
SR 546/Unnamed Tributary to Fishtrap Creek - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure.	WSDOT	Climate & Environmental Quality,	Bridge	MAW		11,756		11,756	15,350
SR 20/Tributary to Thornton Creek - Culvert Replacement	The project will replace the existing 2 feet in diameter corrugated metal culvert with a larger culvert to adequately allow stream water flow.	WSDOT	Climate & Environmental Quality,	Bridge	STBG, NHPP, WFL	1,667	24		1,691	1,867
Replace Fixed Route Buses - 2027 & 2028	Program to replace fixed route buses (approximately 14 hybrid buses)	WTA	Preservation; Climate change & Environment	Transit Asset Management	5339	16,718		3,782	20,500	20,500

Metroplitan Planning Area Secured Funding Table for 2027 - 2032 (listed in thousands)

Project Title	Description	Agency	Regional Goal(s)	Federal Performance Measure	Program (Federal and/or State)	Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
Replace Fixed Route Buses - 2028	Replace approximately two buses with hybrid buses.	WTA	Preservation; Climate change & Environment	Transit Asset Management	FTA Discretionary	2,000		1,000	3,000	3,000
Operating Assistance for services in Whatcom PTBA - 2027	Operating assistance for services in Whatcom PTBA.	WTA	Preservation		5307	10,139		10,139	20,278	20,278
Paratransit Mini Buses - 2027	Program to purchase (approximately six) paratransit mini buses	WTA	Preservation; Climate change & Environment	Transit Asset Management	5339	280		1,200	1,480	1,480
					Totals	**159,870**	**81,808**	**49,582**	**290,295**	**351,587**

*Total project costs estimate accounts for all phases of a project that includes previously obligated, secured and planned phases.

Funding secured non-metropolitan projects

Non-MPO Secured Funding Table for 2027 - 2032 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Federal Performance Measure	Program (Federal and/or State)	Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
Elevate Slater Rd	Elevation of Slater Roadways in areas of frequent flooding and construct a new bridge to allow floodwater to pass underneath.	Lummi Nation	Climate & Environmental Quality	Bridge	TTP	1900			1,900	50,000
Slater/Ferndale Rd Roundabout	Install a single lane roundabout	Lummi Nation	Mobility	Safety	TTP	200			200	4,000
					Totals	**2,100**	**0**	**0**	**2,100**	**54,000**

*Total Project Costs estimates all phases of a project that includes previously obligated, secured and planned phases.

Unfunded Regional Projects

Unfunded Projects (listed in thousands)

Agency	Project	Type	Cost Estimate
Bellingham	James Street Multimodal Improvements - Iowa to Sunset	Reconstruction	1,300
	North James Street Multimodal Arterial Connection	Construction	10,600
	Harris St Multimodal Corridor Improvements	Reconstruction	3,640
	King St and Potter St Roundabout	Intersection Reconstruction	2,500
	Holly Street Bridge Reconstruction	Reconstruct Bridge	18,900
	Birchwood Safe Routes to School	Multimodal Improvements	5,200
	Squalicum Creek Estuary Reconstruction	Reconstruction	22,220
	Wharf Street Improvements	Reconstruction	7,647
	Deemer Road Complete Street	Reconstruction	2,500
	Meador/Lincoln/James/York Multimodal Improvements	Construction	4,300
Blaine	Peace Portal Community Trail Phase 3	Construction	TBD
	Bell Rd - BNSF Grade Seperation	Construction	70,000
Ferndale	Thornton Road - Church to Maureen	Construction	1,150
	Main St: Barrett to East City Limits	Reconstruction	3,400
	Portal Way Corridor (including I-5 Northbound Roundabout)	Reconstruction	4,750
Lummi Nation	Slater Road Elevation (coordinated with Whatcom)	Reconstruction	TBD
	Lummi Nation Kwina/Marine Dr./Lummi Shore Intersection	Reconstruction	4,500
Lynden	Riverview Road Extension	Construction	TBD
	Birch Bay Lynden and Berthusen Rd Intersection	Intersection Reconstruction	3,000
Nooksack Tribe	Mt Baker Hwy - Mitchell Rd to Marshall Hill Rd	Corridor reconstruction	5,000
WCOG	Unfunded programs and projects in the UPWP	Planning	475
Whatcom County	Everson Goshen Rd & E Smith Rd	Construction Phase	4,010
	Smith Rd and Northwest Dr	Intersection Reconstruction	5,360
	Replacement of Whatcom Chief & Terminal	New Ferry	37,350
	Alderwood SRTS Improvements	Non-motorized Improvements	950
	Hannegan Road Bridge, No. 252	Bridge Rehabilitation	TBD
	Lincoln Rd - II, Harborview Rd to SR 548	Reconstruction	5,000
Whatcom Transportation Authority	Replace Paratransit Mini Buses (2028 - 2032)	Purchase	7,500
	Replace Vanpool Vans (2028 - 2032)	Purchase	2,150
	Replace Fixed Route Buses (2028 - 2032)	Purchase	28,750
Regionwide	Maintenance and preservation projects on regional system	Reconstruction	TBD
		Total	**$262,152**