



## Meeting of the Whatcom Transportation Policy Board

**Wednesday, October 8, 2025, 3:30 p.m.**

314 East Champion Street, Bellingham, Washington

Join using Zoom: <https://us06web.zoom.us/j/85804235412>

Or phone: (253) 215-8782

### Agenda

#### Pages

- |       |   |
|-------|---|
|       | <b>A. Call to Order</b>   |
|       | <b>B. Public Comment</b>  |
|       | Citizens may speak informally to the Board on matters pertinent to its statutory responsibilities and which are not the subject of a public hearing. <i>Each speaker is allowed a maximum of three minutes.</i> |
|       | <b>C. Additions to the Agenda</b> (if any)  |
|       | <b>D. Approval of Past Meeting Minutes *</b>  |
| 2     | 1. Meeting of May 14, 2025 (No quorum)  |
| 3-4   | 2. Meeting of July 9, 2025  |
|       | <b>E. Old Business</b> (if any)   |
| 5-6   | <b>F. Public hearing: Amendment #4 (25-10) of WCOG's 2025 Transportation Improvement Program (TIP)</b>  |
|       | 1. Staff presentation – Lethal Coe  |
|       | 2. Open public hearing – Members of the public may address the Board about the subject of the hearing for a maximum of three minutes each.  |
|       | 3. Close public hearing*  |
|       | 4. Board discussion   |
|       | 5. Vote on TIP amendment*   |
| 7-43  | <b>G. Public hearing: Consideration for approval of the WCOG 2026 TIP</b>   |
|       | 1. Staff presentation – Lethal Coe  |
|       | 2. Open public hearing – Members of the public may address the Board about the subject of the hearing for a maximum of three minutes each.  |
|       | 3. Close public hearing*  |
|       | 4. Board discussion   |
|       | 5. Vote on TIP adoption*  |
| 44-49 | <b>H. Consideration of Resolution 25-10-2:</b> Aligning with WSDOT's 2026 state-wide road safety targets.   |
|       | <b>I. Obligation Status Update</b> – Lethal Coe   |
|       | <b>J. Director's Report</b> – Hugh Conroy   |
|       | <b>K. Correspondence (if any)</b>   |

\* Action item

**Whatcom Transportation Policy Board**  
**DRAFT Minutes**  
**May 14, 2025**

In Attendance (In-person or via Zoom)

Members      *Voting:* **Everson:** John Perry; **Ferndale:** Greg Hansen (2<sup>nd</sup> Vice Chair); **Lynden:** Scott Korthuis (Chair); **Whatcom County:** Jon Scanlon; **WSDOT:** Justin Resnick; **Whatcom Transportation Authority:** Michael Lilliquist (1<sup>st</sup> Vice Chair).

*Ex-officio:* **Public Utility District No. 1:** Eddy Ury.

Staff              Lethal Coe, Hugh Conroy (Secretary), Melissa Fanucci.

Others            **WSDOT:** Ryan Clemmens, **McBride Public Affairs:** Tom McBride;

- A.      **Call to Order**  
Hugh Conroy determined that there was not a quorum present, and Chair Korthuis called the meeting to order at 3:10 pm.
- B.      **Public Comment**  
None
- C.      **Agenda Additions**  
None
- D.      **Approval of the minutes – meeting of March 12, 2025**  
No action
- E.      **Old Business**  
None
- F.      **Amendment #3 (25-05)** – of the WCOG 2025 Transportation Improvement Program (TIP).  
Lacking a quorum of board members, the Public Hearing was not opened.  
No action
- G.      **New Business**  
Consideration for adoption: WCOG’s SFY 2026 Unified Planning Work Program (UPWP)  
No action  
  
Consideration for Adoption: The Whatcom Regional Safety Action Plan  
No action
- H.      **Obligation Status Update**  
No report given
- I.      **Director’s Report**  
No report given
- J. Adjourn:** Chair Korthuis adjourned the meeting at 3:15 pm with no action being taken due to the lack of a quorum.

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Hugh Conroy  
Secretary

Date

**Whatcom Transportation Policy Board**  
**DRAFT Minutes**  
**July 9, 2025**

In Attendance (In-person or via Zoom)

Members      *Voting:* **Bellingham:** Skip Williams; **Everson:** John Perry; **Ferndale:** Greg Hansen;  
**Lummi Nation:** Jim Washington; **Lynden:** Scott Korthuis (Chair); **Nooksack:** Kevin  
Hester; **Sumas:** Bruce Bosch; **Whatcom County:** Satpal Sidhu, Jon Scanlon; **WSDOT:**  
Chris Damitio.

Staff              Lethal Coe, Hugh Conroy (Secretary), Melissa Fanucci

Others            **City of Bellingham:** Dylan Casper; **Lummi Nation:** Kirk Vinish, **McBride & Bengé**  
**Public Affairs:** Intisar Bengé; **Whatcom Transportation Authority:** Les Reardanz;  
**WSDOT:** John Shambaugh

A.      **Call to Order**

Hugh Conroy determined that there was a quorum, and Chair Korthuis called the meeting to order at 3:30 p.m.

B.      **Public Comment**

None

C.      **Approval of the minutes – meeting of June 11, 2025.**

**Motion:** Mr. Hester moved, second by Mr. Sidhu, to approve the minutes of the meeting of June 11.

**Motion passed** with no opposing votes.

D.      **Old Business**

None

E.      **New Business:** Allocation of FFY 2030-31 regional Surface Transportation Block Grant (STBG) funds and Transportation Alternatives (TA) funds.

Mr. Coe reviewed the project funding proposals and the scoring process conducted by the Transportation Technical Advisory Group (TTAG) leading up to the recommended awarding of funds to eight projects (detailed in the memo in the board's packet).

Mr. Sidhu asked for additional explanation of why Whatcom County's Everson-Goshen Rd. project did not score higher. Mr. Coe explained that it scored well but the other submittals, including Whatcom County's Marine Drive project scored higher. Mr. Coe added that the TTAG was in strong support of maintaining attention on the Everson-Goshen project as good project to advance as a contingency project in the next year or two if our region needs to move funds from delayed projects to meet annual federal-funding obligation targets.

Mr. Scanlon thanked Mr. Coe for the additional explanation.

**Motion:** Mr. Hanson, seconded by Mr. Hester, moved to approve allocation of FFY 2030-31 STBG and TA program funds of \$7.195 million as recommended by the Whatcom TTAG. . **Motion passed** with no opposing votes.

F.      **Obligation Status Update**

Mr. Coe reviewed the status of federal funding obligation. WCOG is on track to meet its target. WCOG also was able confirm obligations in time to qualify for redistributed funding (funds that WSDOT receives from FHWA that comes from states that couldn't spend theirs in time). Eligible projects have been proposed to WSDOT for about \$1.6 million of redistributed funds. Final funding decisions are pending.

**G. Director's Report**

Mr. Conroy asked Ms. Bengé if she would like to give any updates on the state legislature. Ms. Bengé some of the upcoming races of interest.

Mr. Conroy reviewed the status of various planning and programming activities:

- New Smart Trips website will soon go live.
- WCOG has its state audit exit conference tomorrow at 11:00. All board members invited to attend.
- Safe Streets and Roads for All (SS4A):
  - With WCOG's Safety Action Plan complete, the City of Bellingham Police Department has applied for SS4A implementation funds.
  - One more round of SS4A funding is authorized under current legislation. Additional SS4A funds beyond that will need to be reauthorized by Congress.
  - Mr. Conroy will be attending the WSDOT & Washington Traffic Safety Commission (WTSC) Safety Summit conference in Spokane next week.
- IMTC / Border
  - The IMTC Passenger Vehicle Survey is in its second week and going well. Over the next two weeks, student surveyors will be interviewing drivers at Peace Arch-Douglas and Pacific Highway border crossings.
  - The number of BC license plate vehicles crossing the border compared to this time last year continues to be down significantly. After a 51% decline for the month of April, BC-plated vehicles are down 41% comparing June 2025 to June 2024.
- USDOT funding agreements: Mr. Conroy noted that WCOG and others are watching federal court cases related to new USDOT requirements that funding recipients add an Immigration Enforcement Condition (IEC) to funding agreements. 20 states have joined a lawsuit (CA v. USDOT) contesting the legality of the IEC. A federal judge has granted a preliminary injunction, but it is not clear if USDOT has yet signed off any subject agreements without including the IEC. One such pending agreement is for the USDOT SMART Program funding (\$6.7 million) for the Advanced Border Information System (ABIS).
- Mr. Conroy noted that WSDOT completed its Passenger Only Ferry Study in June. The study examines service scenarios on four possible routes. One route is Bellingham-Friday Harbor. Mr. Conroy shared the route-profile summary sheet but will read the full report in detail and evaluate if there are issues for the Policy Board to discuss at a future meeting.

**H. Correspondence:** Mr. Conroy reported that he signed a letter of support for WTA's request for FTA funding for bus replacements. Mr. Conroy noted that he had not sought additional clarification from the board since the scheduled bus replacements were already in WCOG's regional transportation plan – but did ask if there were any concerns with that rationale. Chair Korthuis agreed that support based on the investment's listing in the current plan was an appropriate basis for a support-letter.

**I. Board Open Forum:** Mr. Scanlon noted that the County Council will soon be having a work session on the draft transportation element of the county's comprehensive plan.

**J. Adjourn:** Chair Korthuis adjourned the meeting at 4:04.

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Hugh Conroy  
Secretary

Approved October 8, 2025

## Memo

**To:** Whatcom MPO/RTPO Transportation Policy Board (WTPB)  
**Date:** June 4, 2025  
**From:** Lethal Coe, Principal Planner  
**Subject:** Review and consideration for approval - WCOG 2025 Transportation Improvement Program (TIP) Amendments

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Amendments to the TIP require review and resolution from the Policy Board.

**Amendment #4 (25-10)** of the WCOG 2025 Transportation Improvement Program (TIP) includes the following:

1. Add Washington State Department of Transportation (WSDOT) project – *Whatcom Council of Governments IMTC 25-27* – to fulfill the agreement between WSDOT and WCOG to conduct transportation planning work. The biennium funds will be programmed at \$200,001 with primarily state Surface Transportation Block Grant funds.
2. Amend Lummi Nation project – *Elevate Slater Road* – to remove state Moving Ahead Washington funds and replace with Bureau of Indian Affairs funding that will finance both the preliminary engineering and right-of-way phases. The Surface Transportation Block Grant funds also remain. The estimated cost of the preliminary engineering and right-of-way is \$8,350,000.
3. Add Lummi Nation project – *Slater/Ferndale Road Roundabout* – that will be utilizing Bureau of Indian Affairs (BIA) funding to install a single lane roundabout. The BIA funds provide 100% funding for the preliminary engineering and right-of-way phases currently estimated at \$948,075.
4. Add City of Bellingham project – *Samish Way & Maple Street Overlay* – that was awarded National Highway Performance Program (NHPP) funds. The project focuses on resurfacing and street lighting. The total cost of the project is \$2,315,000 covered 100% by NHPP and the preliminary engineering is set to begin later this year.
5. Amend WSDOT project – *SR 20/Tributary to Thornton Creek - Culvert Replacement* – to adjust termini and increase funding for preliminary engineering and construction. The construction is planned to begin in 2027.
6. Add WSDOT project - *SR 9 Park Road Vic and SR 547 Saar Creek to Sumas – Paving with Exceptions*. The project will mill and fill segments of both SR 9 and SR 547. The project is funded through federal Surface Transportation Block Grant program, along with state Motor Vehicle Account and Moving Ahead WA, and will begin in 2026.

## WCOG TIP Amendment #4 (25-10) Table

#	Agency	Project Title	TIP Action	Added Funds	Total Cost	Source(s)
1	WSDOT	<i>Whatcom Council of Governments IMTC 25-27</i>	Add new project	\$200,001	\$472,210	STBG, MVA
2	Lummi Nation	<i>Elevate Slater Road</i>	Amend to replace funds and add RW phase	\$3,650,000	50,000,000	STBG, TTP (BIA)
3	Lummi Nation	<i>Slater/Ferndale Road Roundabout</i>	Add new project - PE and RW phases	\$948,075	\$4,000,000	TTP (BIA)
4	Bellingham	<i>Samish Way &amp; Maple Street Overlay</i>	Add new project – PE and CN phases	\$2,315,000	\$2,315,000	NHPP
5	WSDOT	<i>SR 20/Tributary to Thornton Creek - Culvert Replacement</i>	Increase PE and CN funds	\$1,022,431	\$2,047,493	STBG, MVA, WFL
6	WSDOT	<i>SR 9 Park Road Vic and SR 547 Saar Creek to Sumas</i>	Add new project	11,821,672	11,821,672	STBG, MAW, MVA

### Suggested Policy Board Action

“Approve Amendment #4 of the Whatcom Council of Governments 2025 Transportation Improvement Program.”

**Recent or Upcoming Administrative Modifications** - Administrative modifications are less substantial project changes and are administered by WCOG staff. No Policy Board Actions are required.

Agency	Project	Modification Administered	Total Costs	Source
WSDOT	<i>SR 542/Glacier Creek Bridge CED - Replace Bridge</i>	Adjust termini	11,371,504	STBG, MVA



## Memo

To: Whatcom Transportation Policy Board  
From: Lethal Coe, Senior Planner  
Date: October 1, 2025  
Subject: WCOG 2026 Transportation Improvement Program (TIP)

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Each year the WCOG prepares and manages the Whatcom regional Transportation Improvement Program (TIP) that meets the 4-year federal requirement as the Metropolitan Planning Organization (MPO) and the 6-year state requirement as the Regional Transportation Planning Organization (RTPO).

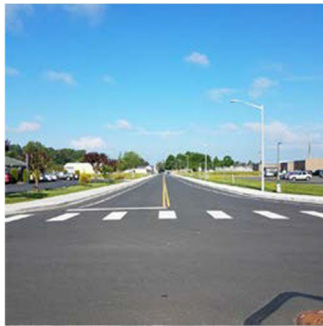
The draft **WCOG 2026 – 2031 TIP** is enclosed with this packet for your review. The draft can also be accessed online at <https://wcog.org/tip/>.

The WCOG TIP was prepared using member city, county, tribal nation, and transit six-year transportation/capital improvement programs, and in coordination with WA State Department of Transportation (WSDOT). Transportation projects in the regional TIP are funded through a combination of federal and state transportation programs and impact the regionally significant system (<https://waytogowhatcom.org/system/>). The draft WCOG 2026 TIP includes regional Surface Transportation Block Grant Program (STBG) and Transportation Alternatives (TA) project funding allocations selected by the WCOG Policy Board. The 6-year program contains nearly **\$210 million** in federal, state and local funding sources for projects.

Formal adoption of the regional TIP requires a public hearing scheduled to take place at the October 9<sup>th</sup> Policy Board meeting. The public hearing advertisement has been posted in the WCOG newspaper of record (Bellingham Herald), as well as the Cascadia Daily and on the WCOG website - <https://wcog.org/public-notice/>.

**Suggested Motion:** Approve the WCOG 2026 Transportation Improvement Program.



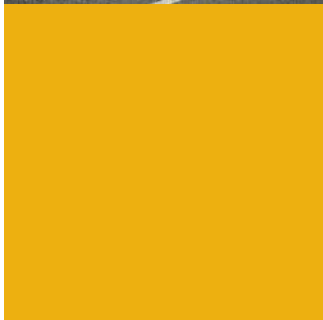
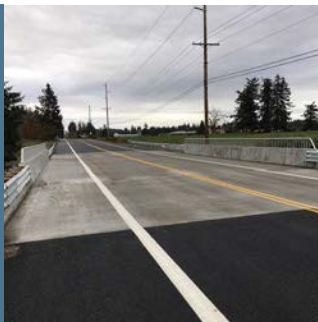
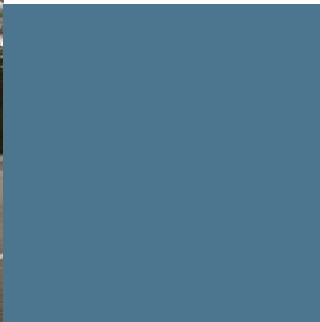
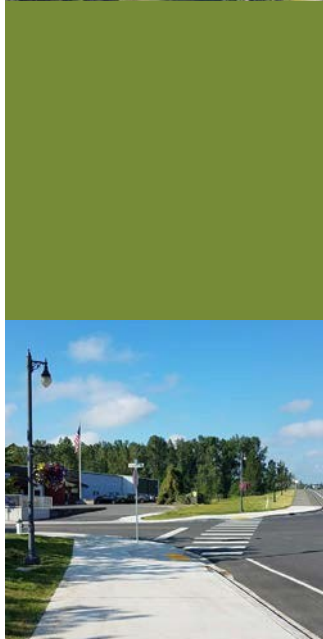


whatcom council of governments

**2026**

# Transportation Improvement Program **Draft**

*September 23, 2025*





*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 MPO and non-MPO areas. 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 further information regarding Title VI or language assistance, please contact WCOG by phone (360) 685-8385 or email to [TitleVI@wcog.org](mailto:TitleVI@wcog.org).

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

314 East Champion Street  
Bellingham, WA 98225  
Phone: (360) 676-6974  
Email: [wcog@wcog.org](mailto:wcog@wcog.org)

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**Appendix:** Funding Secured Projects Submittal to the 2026  
Statewide Transportation Improvement Program (STIP)

## 2025 Whatcom Council of Governments Membership

### 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  
40<sup>th</sup> District Representative  
40<sup>th</sup> District Representative  
40<sup>th</sup> District Senator  
42<sup>nd</sup> District Representative  
42<sup>nd</sup> District Representative  
42<sup>nd</sup> District Senator

## Past Project - Lincoln Street Improvements



Opened in 2019, Everson's Lincoln St was reconstructed from Everson Rd to Washington St and extended the roadway construction from Washington St to Blair Rd.

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IN THE MATTER OF ADOPTION OF THE 2026  
WHATCOM COUNCIL OF GOVERNMENTS  
TRANSPORTATION IMPROVEMENT PROGRAM

**Resolution #2025-10-1**

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 2026 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 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 (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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

### WSDOT

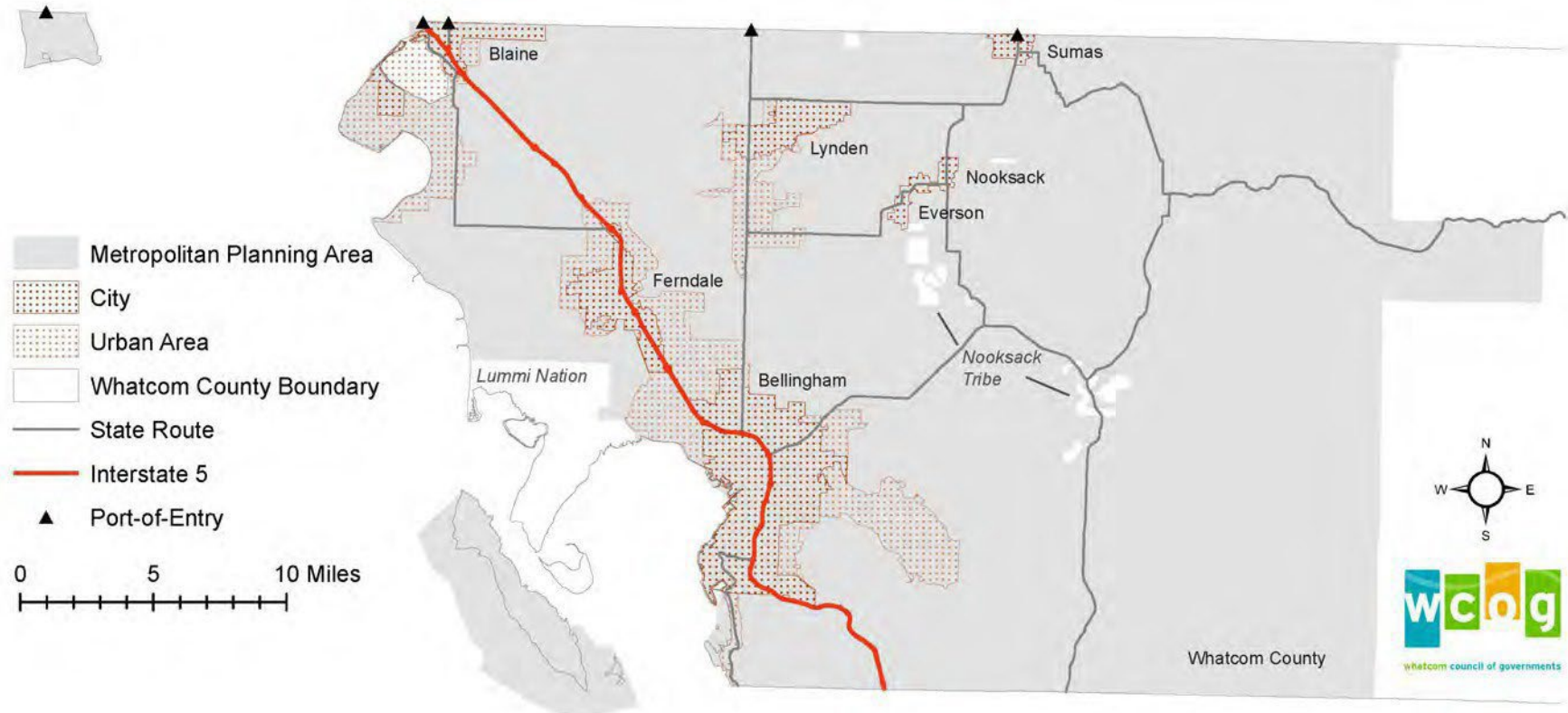
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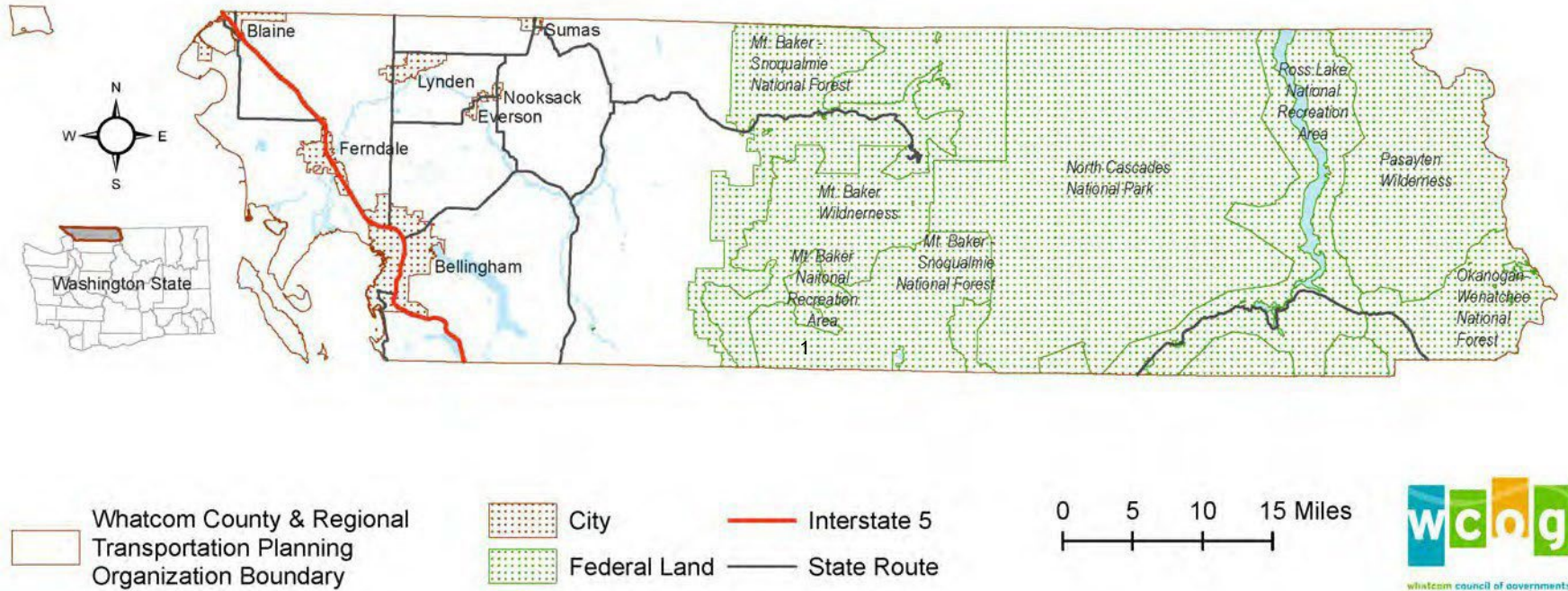
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## Whatcom Metropolitan Planning Area



## Whatcom Regional Transportation Planning Organization (RTPO) Boundary



## **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 (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.

## 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 Transportation Improvement Program (STIP). While the TIP is a six-year document, the primary focus is on the first four years: 2026-2029.

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](#).

## TIP 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 ##.



## 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 and interested parties were afforded an opportunity to comment on the TIP in accordance with the [WCOG Public Participation Plan](#).



- e. The TIP is consistent with [Way To Go, Whatcom](#).
  - 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 the 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 8<sup>th</sup>, 2025, public notice was published in the Cascadia Daily News civic agenda page for the week of October 3-10 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 for all types of transportation (multimodal)**

Projects listed in the 2025 TIP were developed from a multimodal approach that includes consideration for modes other than automobile travel, commonly referred to as alternative modes, that includes bicycle and rolling, pedestrian, ride-sharing, and fixed route and paratransit bus services that provided by WTA. The approach to accommodate 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 outline the criteria that distinguishes the formal amendment, administrative modification, and simple STIP 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 2026 TIP.

## Projects not included in the 2026 TIP

The following projects were programmed in the 2025 TIP but are not programmed in the 2026 TIP for reasons that may include: construction or phase underway, completed, cancellation, delay, transit purchase, or other.

Agency	Project Name	Description	Total Cost*	Status
<b>Bellingham</b>	Squalicum Creek Estuary Restoration	Replacement of fish passage barrier culverts on Roeder Avenue and BNSF Railroad Spur at mouth of Squalicum Creek. Pedestrian and Bicycle improvements to Roeder Avenue	17,000	Underway
<b>Everson</b>	SR 544 S. Everson Sidewalk Improvements	Fill in missing segments of sidewalk along SR 544 from approximately Robinson Street to Everson Road.	6,319	Underway
	Blair Drive Improvements (Lincoln St Improvements, Phase 3)	Reconstruct roadway to include sidewalks, curb and gutter, on-street parking, and a bike lane.	3,226	Underway
<b>Lynden</b>	Bradley Road Safe Routes Pedestrian Improvements	Construct the final three-quarters of a mile of bike lane and ADA-compliant sidewalks/pathway to Lynden High School.	3,300	Underway
<b>WCOG</b>	UPWP - 2026	Planning and programming responsibilities for WCOG 2026 federal fiscal years	327	Completed
<b>Whatcom County</b>	Lummi Island Ferry System Modernization & Preservation	A 34-car hybrid diesel-electric vessel, terminal modifications and operational improvements	1,312	Phase Underway
<b>WSDOT</b>	I-5/Tributaries to Friday, Lake & Chuckanut Creeks - Fish Passage	Remove the existing fish passage barriers and replace it with a fish passable structure.	340	Phase Underway
	I-5/Baker Creek & Spring Creek - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure.	338	Phase Underway
	SR 539/Baker Creek - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure.	1,407	Phase Underway
	SR 542/Unnamed Tributary to Toad Creek & North Fork Nooksack River - Fish Passage	Remove the existing fish passage barriers and replace them with fish passable structures.	2,153	Phase Underway
<b>WTA</b>	Replace Paratransit Mini Buses - 2025	Program to replace paratransit mini buses (approximately 11 mini buses)	2,200	Purchased
	Replace Fixed Route Buses - FY 2023	Program to replace buses (with approximately eleven hybrid buses)	14,588	Purchased
	Replace Fixed Route Buses - FY 2022	Program to replace buses (with approximately eight electric buses)	10,400	Purchased
	Replace Fixed Route Buses - 2025	Program to replace fixed route buses (approximately 3 hybrid buses)	3,750	Purchased

\*Listed in thousands. Total cost refers to all phases that have been programmed in the 2025 TIP/STIP.

**Total Projects Cost \$49,659**

## PERFORMANCE MANAGEMENT

A significant feature of the Moving Ahead for Progress in the 21<sup>st</sup> 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 17, 2024, 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, 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:

<b>Criteria</b>	<b>Objective</b>	<b>Target</b>
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

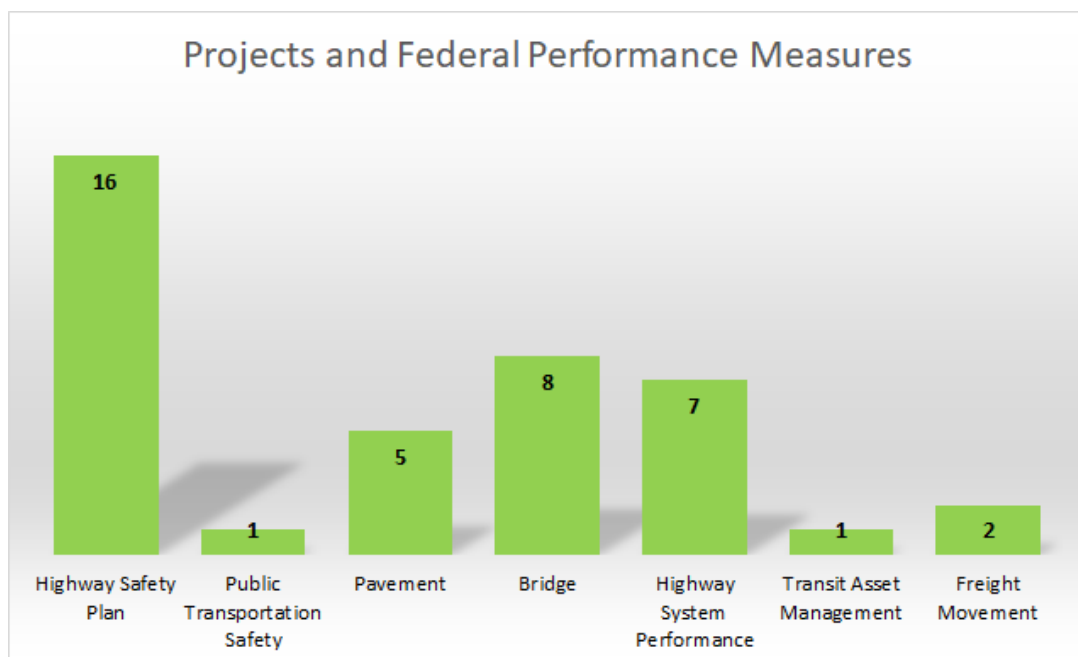
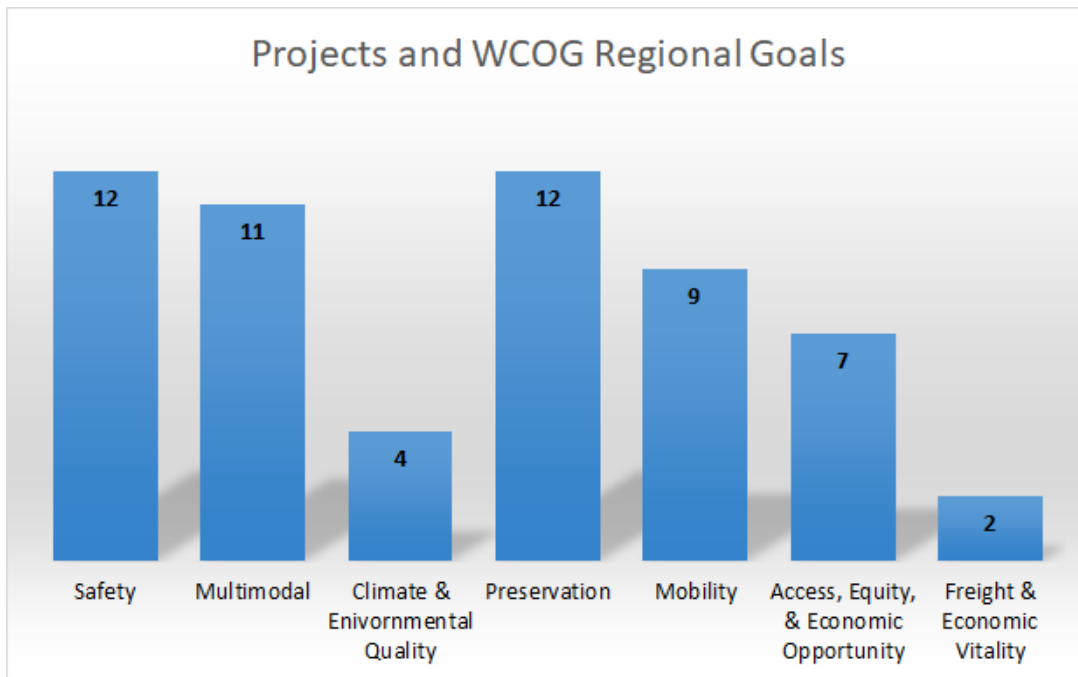
## Link Regional Goals and Federal Performance

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 (ranked)		Federal Performance Measure	Federal Performance Measures (Criteria or Metrics)
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 Measures

The following graphs display the number of 2026 - 2031 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 including: primary objective, federal/state program, or 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 LONG-RANGE TRANSPORTATION PLAN

The projects contained in the 2026 - 2031 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 plans.

### Financial Plan

This TIP is based on, and therefore consistent with, the region's [Way to Go, Whatcom](#) as required under Title 23 CFR Part 450. The plan contains the 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 19** and the fiscally constrained feasibility table for the first four years (2026 - 2029) can be found on **page 25**. 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 2023 TIP. There are additional federal programs and grant opportunities, most notably from the recent [Infrastructure Investment and Jobs Act](#), that may also award regional projects and be accounted for at a later date in the WCOG 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.

#### 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 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.

#### Cordinated 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.

#### 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 that are 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.

#### Western Federal Lands (WFL)

Federal Lands Highway Program provides funding for the Federal Highway Administration for the use of providing access to, through or within Federal or Tribal Lands.

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.

## TIP PROJECTS AND 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 Abbreviation

BR or STP(BR)	Bridge Replacement or Rehabilitation
CRP	Carbon Reduction Program
CBI	Cordinated 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)
WFL	Western Federal Lands
5307	Federal Transit Administration - Urban Areas Grant
5339	Federal Transit Administration - Buses and Facilities Program

### State Funding Program Abbreviations

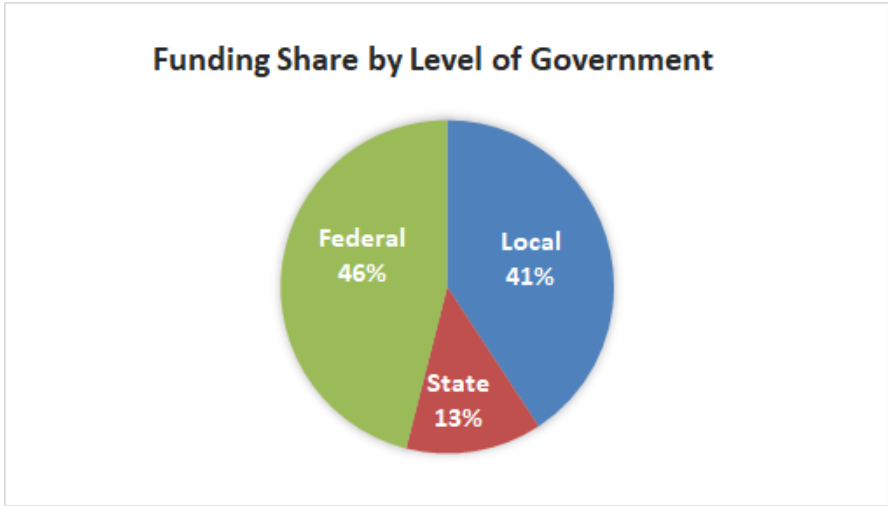
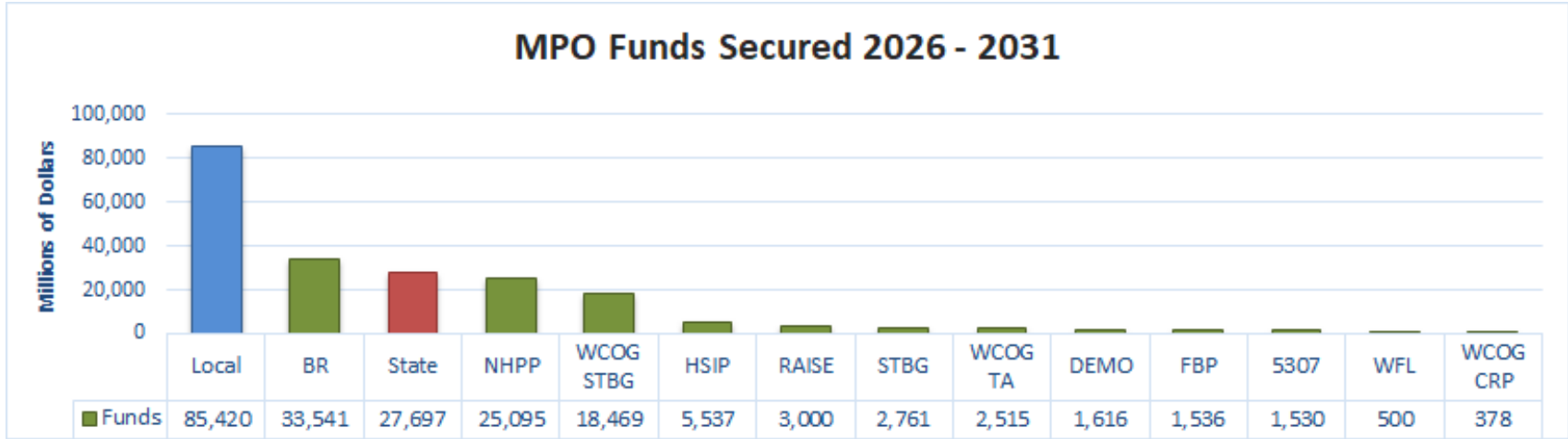
CSRV	Coronavirus State Recovery Fund
CRAB	County Road Administration Board
CWA	Connecting Washington Account
FMSIB	Freight Mobility Strategic Investment Board
MVA	Motor Vehicle Account
OTHER	Any other state fund source not listed
WSDOT	WA State Department of Transportation



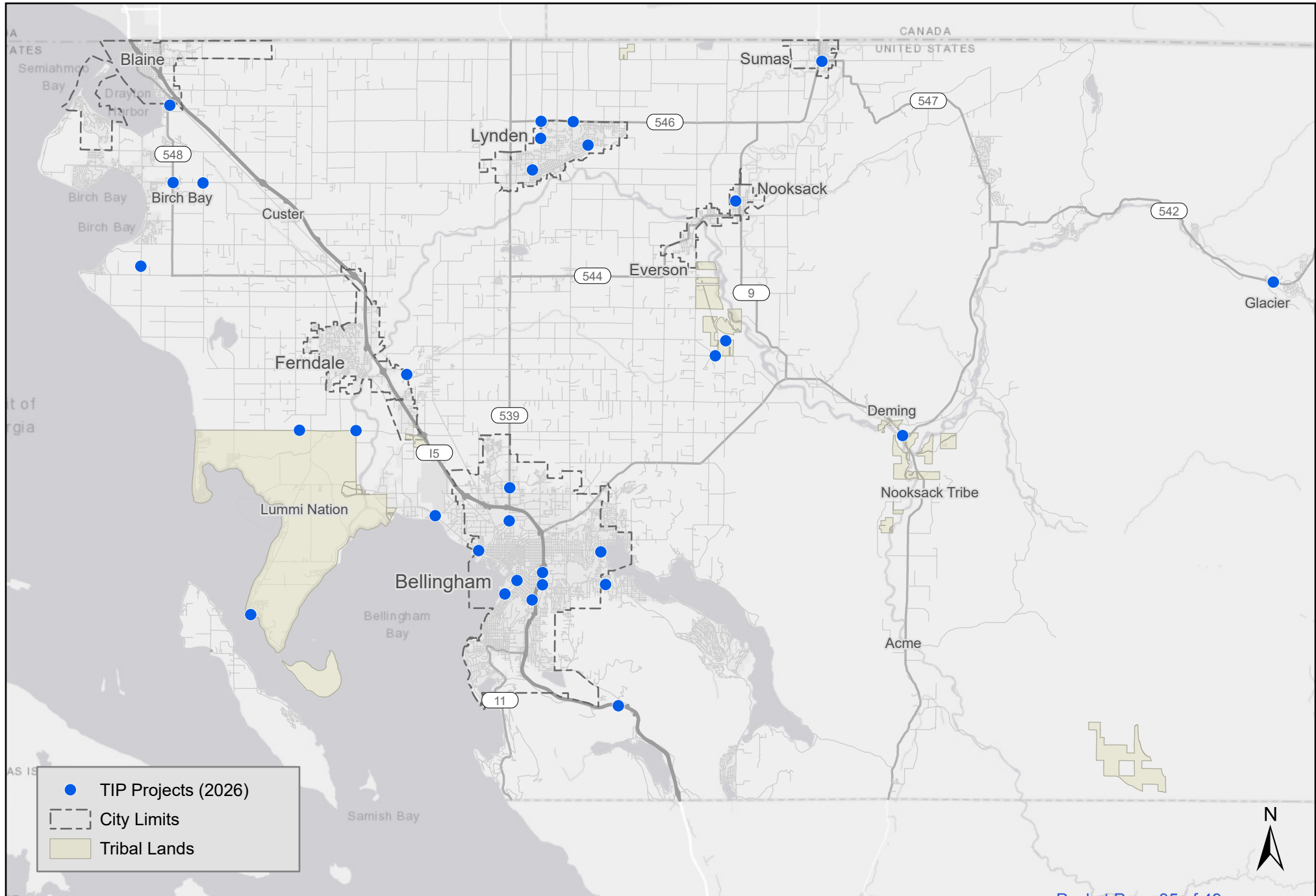
## Past Project - Hannegan Road / Ten Mile Creek Bridge



Completed in 2019, this Whatcom County bridge project replaced a failing bridge with a new expanded bridge.



# TIP Projects Locations



**Metroplitan Planning Area Secured Funding Table for 2026 - 2031** (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	Bellingham	Safety; Multimodal; Mobility; Freight & Economic Vitality	Highway System Performance, Highway Safety Plan	STBG (UM), TA (UM)	8,475		3,475	11,950	15,200
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			21,790	24,953
Electric Avenue Bridge Reconstruction	Replacement of Electric Avenue Bridge over Lake Whatcom. The bridge will include sidewalks and bike	Bellingham	Preservation	Bridge				7,700	7,700	7,700
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	1,682		1,818	3,500	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

**Metropolitan Planning Area Secured Funding Table for 2026 - 2031** (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	
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	1,400	2,350	2,350
Pine/Wharf St Rail Crossing Improvement Project	The project includes comprehensive upgrade of the Pine St/BNSF rail crossing with the implementation of	Bellingham	Safety, Multimodal	Safety	HSIP	950		3,380	4,330	4,330
Samish Way & Maple Street Overlay	Resurfacing and street lighting along Samish Way and Maple Street.	Bellingham	Preservation	Pavement	NHPP	2,315			2,315	2,315
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, & Economic Opportunity; Freight & Economic Vitality	Safety; Highway System Performance; Freight Movement	RAISE, WSDOT	3,000	750		3,750	85,300
Main Street, Barrett Road to Old Settler Drive	Reconstruct roadway to include bike and pedestrian improvements and bus pullouts.	Ferndale	Safety; Multimodal; Access, equity and economic opportunity	Safety	STBG (UM), CRP (UM)	1,386		9,733	11,118	11,609
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)	3,729		1,537	5,266	5,864

**Metropolitan Planning Area Secured Funding Table for 2026 - 2031** (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	
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)	470		266	736	736
Bradley Road Safety Improvements	Intersection and multi-modal reconstruction and realignment.	Lynden	Multimodal, Safety	Safety	Demo	1,616		1,859	3,475	3,500
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 2027	Planning and Programming identified in the Unified Planning Work Program.	WCOG			STBG (UM)	265		41	307	307
Birch Bay Lynden Road & Blaine Road Intersection Improvements	Reconstruct stop control intersection with a roundabout to improve level of service and safety.	Whatcom County	Mobility; Access, Equity, & Economic Opportunity	Highway System Performance	STBG (USS), HSIP	1,922		2,178	4,100	4,850
Marine Drive II	Reconstruct to add pedestrian and bicycle facilities	Whatcom County	Multimodal	Safety	STBG (UM), TA (UM)	2,275		2,275	4,550	4,550
Birch Bay Lynden Rd/Kickerville Rd Intersection Safety Improvements	Add left turn lanes on Birch Bay Lynden Rd and add intersection lighting.	Whatcom County	Safety, Mobility	Highway System Performance	HSIP	940		385	1,325	1,325

**Metroplitan Planning Area Secured Funding Table for 2026 - 2031** (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	
Jackson Rd/Terrell Creek Bridge No. 81 Replacement	Replace existing bridge with a new prestressed concrete girder bridge.	Whatcom County	Preservation	Bridge	BR	4,116		25	4,141	4,740
Lakeway Dr - COB to Cable St Pavement Rehabilitation	Channelization and pavement markings to narrow travel lanes, delineate bike lanes and turn lanes, rehabilitate the pavement, install missing segments of sidewalks and retrofit existing pedestrian facilities with ADA compliant curb ramps and driveways.	Whatcom County	Preservation; Safety; Multimodal System	Pavement	STBG (UM), TA (UM)	1,500		800	2,300	2,300
Martin Rd/Anderson Creek Bridge No. 250	Replace existing bridge with a new prestressed concrete girder bridge.	Whatcom County	Preservation	Bridge	Bridge	4,266		716	4,982	5,494
Goshen Road/Anderson Creek Bridge No. 248 Replacement	Replace existing bridge with a new prestressed concrete girder bridge.	Whatcom County	Preservation	Bridge	Bridge	3,370		1,090	4,460	5,110
2026/2027 Lummi Island Ferry Operating Costs	Lummi Island Ferry operating cost.	Whatcom County	Preservation	Bridge	FBP	1,536		384	1,920	1,920
Concrete Roadway Preservation Whatcom Council of Governments	Replace existing concrete with a thicker concrete and steel bar at the joints to extend highway life.	WSDOT	Preservation	Bridge	STBG, MVA	956	19		975	1,470
SR 542/Glacier Creek Bridge CED - Replace Bridge	Replace existing bridge with a longer structure to allow debris flow during high flow events and provide fish passable stream.	WSDOT	Preservation	Bridge				35,185	35,185	36,692

**Metropolitan Planning Area Secured Funding Table for 2026 - 2031** (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 546/Benson Road - Intersection Improvements	Installing a compact single lane roundabout at this location will improve mobility and reduce the risk of collisions.	WSDOT	Safety	Safety	HSIP, MVA	965	20		985	1,185
Asphalt/Chip Seal Preservation Whatcom Council of Governments	Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity of the roadway and extend the service life of the pavement.	WSDOT	Preservation	Pavement	NHPP, STBG, MVA	8,070	13,541		21,611	54,345
SR 539/Telegraph Road to Westerly Road - ADA Compliance	This project will improve pedestrian safety by upgrading ADA sidewalk ramps within the project limits.	WSDOT	Access, equity and economic opportunity	Safety	NHPP, MVA	849	17		866	1,623
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		MAW		11,998		11,998	13,367
SR 542/Unnamed to Mitchell & High Creeks - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure.	WSDOT	Climate & Environmental Quality		NHPP, MVA	14,890	304		15,194	21,774
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		STBG, WFL, MVA	927	98		1,025	1,025
Replace Paratransit Mini Buses - 2026	Program to replace paratransit mini buses (approximately 9 mini buses)	WTA	Preservation; Climate change & Environment	Transit Asset Management	5307	1,530		270	1,800	1,800
<b>Totals</b>						<b>96,131</b>	<b>27,697</b>	<b>85,420</b>	<b>206,482</b>	<b>343,064</b>

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



Funding Secured Non-MPO Projects (listed in thousands)

Project Title	Description	Agency	Regional Goal	Federal Performance Measure	Program (Federal and/or State)	2022 - 2027 Program 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	STBG, TTP	350	2,000		2,350	50,000
Slater/Ferndale Rd Roundabout	Install a single lane roundabout	Lummi Nation	Mobility	Safety	TTP	948			948	4,000
Totals						1,298	2,000	0	3,298	54,000

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

## WCOG 2026 - 2029 TIP 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)	2026	-\$190	\$3,316	\$3,126	\$2,053	\$1,073
		2027		3,316	4,389	1,285	3,104
		2028		3,316	6,420	5,901	519
		2029		3,316	3,835	1,080	2,755
	TA (R, US, UM)	2026	152	472	624	43	581
		2027		472	1,053	0	1,053
		2028		472	1,526	505	1,021
		2029		472	1,493	677	816
	CRP (Rural, US and UM)	2026	131	503	634	378	255
	WCOG Totals		93	15,656	15,749	11,922	3,827
	Funding Type	Year		Annual Allocation	Total Available	Total Program	Remaining Balance
State-Managed Federal Funds	BR	2026		\$29,276	\$29,276	\$29,276	\$0
		2027		4,266	4,266	4,266	0
	HSIP	2026		2,239	2,239	2,239	0
		2027		3,299	3,299	3,299	0
	NHPP	2026		1,786	1,786	1,786	0
		2027		21,170	21,170	21,170	0
		2028		2,140	2,140	2,140	0
	STBG	2026		2,475	2,475	2,475	0
		2027		287	287	287	0
	WFL	2027		500	500	500	0
	DEMO	2026		887	887	887	0
		2027		730	730	730	0
	FBP	2026		1,536	1,536	1,536	0
Other Fed	5307 (FTA)	2026		1,530	1,530	1,530	0
	RAISE	2026		3,000	3,000	3,000	0
Federal Totals				75,118	75,118	75,118	0

	Total Available	Total Program
Federal	\$90,867	\$87,041
State & Local	106,792	106,792
All Funds	197,659	193,832

**Unfunded Projects** (listed in thousands)

<b>Agency</b>	<b>Project</b>	<b>Type</b>	<b>Cost Estimate</b>
<b>Bellingham</b>	James Street Multimodal Improvements - Orchard to Telegraph	Reconstruction	10,600
	James Street Multimodal Improvements - Iowa to Sunset	Reconstruction	1,300
	North James Street Multimodal Arterial Connection	Construction	10,601
	Harris St Multimodal Corridor Improvements	Reconstruction	3,640
	King St and Potter Set Rounabout	Intersection Reconstruction	1,750
	Holly Street Bridge Reconstruction	Reconstruct Bridge	18,900
	Birchwood Safe Routes to School	Multimodal Improvements	5,200
	Squalicum Creek Estuary Reconstruction	Reconstruction	20,000
	Electric Ave Bridge Reconstruction	Reconstruction	7,700
	Meador/Lincoln/James/York Multimodal Improvements	Construction	3,800
<b>Blaine</b>	Peace Portal Community Trail Phase 3	Construction	TBD
	Bell Rd - BNSF Grade Seperation	Construction	70,000
<b>Ferndale</b>	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
<b>Lummi</b>	Slater Road Elevation (coordinated with Whatcom)	Reconstruction	TBD
	Lummi Nation Kwina/Marine Dr./Lummi Shore Intersection	Reconstruction	4,500
<b>Lynden</b>	Pepin Parkway Subarea projects	Construction	30,000
	Riverview Road Extension	Construction	TBD
	Birch Bay Lynden and Berthusen Rd Intersection	Intersection Reconstruction	3,000
<b>Nooksack Tribe</b>	Mt Baker Hwy - Mitchell Rd to Marshall Hill Rd	Corridor reconstruction	5,000
<b>WCOG</b>	Unfunded priority programd and projects in the UPWP	Planning	475
<b>Whatcom County</b>	Everson Goshen Rd & E Smith Rd	Construction	4,510
	Smith Rd and Northwest Dr	Intersection Reconstruction	5,555
	Replacement of Whatcom Chief & Terminal	New Ferry	37,350
	Lincoln Rd - II, Harborview Rd to SR 548	Reconstruction	5,000
<b>WTA</b>	Replace Paratransit Mini Buses (2027 - 2031)	Purchase	7,500
	Replace Vanpool Vans (2027 - 2031)	Purchase	2,150
	Replace Fixed Route Buses (2027 - 2031)	Purchase	28,750
<b>TOTAL</b>			<b>\$296,581</b>



whatcom council of governments

## Memo

**To:** Whatcom Transportation Policy Board (WTPB)  
**Date:** September 30, 2025  
**From:** Hugh Conroy, Director *HC*  
**Subject:** Resolution to adopt Washington State's 2026 HSIP safety performance targets

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### Introduction

Federal law requires states and metropolitan planning organizations (MPOs) identify performance measures and targets for road safety.

Under these rules, states shall measure transportation safety performance using five USDOT-defined measures – permutations of crash statistics on all public roads reported by severity (fatal, serious injury) and expressed as five-year rolling averages of counts and rates-per-vehicle-miles-traveled. States and MPOs must then establish targets for improvement in terms of the five measures. **MPOs must establish targets either by 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the state DOT target or 2) by developing and tracking their own target.**

Unlike other USDOT performance measures and targets, safety targets must be re-approved annually by states and MPOs – states by August 31 prior to the target year and MPOs by February 27 of the target year.

### Preparation and coordination

Through the MPO-WSDOT Coordinating Committee, Washington State MPOs agreed to adopt Washington State's commitment to Target Zero in February 2016.

WSDOT also updates a document that details the state's target-setting and performance tracking process: Target Zero, crash data, reporting schedules, periodic revisions, and possible penalties to the state for underperformance. **This document, "Transportation Performance Management & Highway Safety,"** which also lists the updated targets for 2024, is attached.

### Additional notes

WSDOT has developed statewide calculations of the five USDOT metrics and is also providing these metrics for each MPO's planning area (excerpt of Whatcom County's proportion of the state targets is attached). These data are provided to inform regional planning and programing, not as assigned sub-targets for MPOs. The only performance targets to be tracked by USDOT are the *statewide* targets. Related to the above point, Washington MPOs are not exposed to penalties under this approach.

Target Zero is a hard target to meet but has been adopted by the state to continuously promote reductions of serious crashes. Targets must be revisited annually and there are processes established to adjust them.

### Suggested motion

"The Whatcom Council of Governments Transportation Policy Board approves Resolution 25-10-2 (attached), adopting Washington's 2026 Highway Safety Improvement Program (HSIP) targets and thus agrees to plan and program projects so that they contribute toward the accomplishment of the targets."



**Whatcom Transportation Policy Board  
Resolution No. 25-10-2**

**Adopting Statewide Safety Performance Targets**

**Whereas** the 2012 federal transportation act, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) established a performance management framework for state departments of transportation and metropolitan planning organizations such as the Whatcom Council of Governments, and

**Whereas** in accordance with 23 CFR §490 and 23 CFR §924, the MAP-21 performance framework includes traffic safety objectives of significantly reducing fatal and serious-injury crashes on all public roads and reducing fatalities and serious injuries to people using non-motorized transportation modes such as walking and bicycling, and

**Whereas** states are required to annually set targets for each measure, and Washington State has set its 2025 Highway Safety Improvement Program safety performance targets as follows,

1. Number of fatalities on all public roads (rolling five-year average): **470.1**
2. Fatality rate per million vehicle miles traveled (VMT) (rolling five-year average): **0.800**
3. Serious injuries (rolling five-year average): **2,022.7**
4. Serious injury rate per 100 million VMT: **3.476**
5. Non-motorist fatalities and serious injuries: **466.7**, and,

**Whereas** metropolitan planning organizations must agree to plan and program projects that contribute to their state's annually adopted targets, or commit to other quantifiable targets, and

**Whereas** Washington's metropolitan planning organizations have agreed to adopt the safety targets established by Washington State.

**It is thus resolved** that the Whatcom Transportation Policy Board agrees to plan and program projects in the Whatcom metropolitan planning area that will contribute to the attainment of Washington State's 2025 Highway Safety Improvement Program targets for each of the five measures.

Adopted this eighth day of October, 2025, in the City of Bellingham, Washington, a quorum being present.

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Scott Korthuis, Chair  
Mayor of Lynden

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Hugh Conroy, Secretary

# Transportation Performance Management & Highway Safety

## WSDOT submits TPM Safety performance targets to FHWA

The U.S. Department of Transportation has issued two interrelated final rules governing traffic safety and safety-oriented performance management which became effective on April 14, 2016. These two rules are referred to in this folio as

- Rule #1 - Safety Performance Measures rule; (23 CFR §490)
- Rule #2 - Highway Safety Improvement Program (HSIP) rule; (23 CFR §924)

Both final rules relate to highway safety, the primary objective being to significantly reduce fatal and serious-injury crashes on all public roads. The Safety Performance Measures rule (Rule #1) also includes the goal of reducing traffic fatalities of and serious injuries to people using non-motorized transportation modes, namely bicyclists and pedestrians.

### Safety Performance Reporting

Rule #1 specifies the performance management measures for safety, and defines the target setting process for State DOTs and Metropolitan Planning Organizations (MPOs). Per Rule #2, State DOTs will establish and report their safety

targets and progress toward these targets in an annual Highway Safety Improvement Program (HSIP) report.

In general, MPOs establish targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target, or by committing to a quantifiable target for their Metropolitan Planning Area. MPOs will report annually to their State DOT in a manner agreed upon and documented by both parties. MPOs would report safety performance in the Metropolitan Transportation Plan, as provided in U.S. Code 23 Section 134(i)(2)(C).

In Washington state, the MPOs and WSDOT worked together to jointly develop a collaborative approach in support of data, process, and target-setting decision making. This Target Setting Framework Group has agreed WSDOT will take the lead in establishing safety targets. Page 3 highlights the official statewide safety targets for 2026, a description of the target setting approach for the five required safety performance measures in Washington state, and how this approach to target setting relates to the stipulations of Transportation Performance Management (TPM) rulemaking.

### Summary of required performance measures

Rule #1 requires all State DOTs to report targets and performance with respect to the following safety performance measures:

No. 1 - Number of fatalities on all public roads (due June 30)

No. 2 - Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads (due June 30)

No. 3 - Number of serious injuries on all public roads (due June 30)

No. 4 - Number of serious injuries per 100 million VMT on all public roads (due August 31)

No. 5 - Number of non-motorist (e.g. bicyclists and pedestrians) fatalities and serious injuries on all public roads (due August 31)

- Optional targets: States have the option to set additional targets for the performance measures for any number and combination of urbanized area boundaries, as well as for a single non-urbanized area. If optional targets are set, they will not be assessed when determining significant progress, and states will not incur penalties if they fail to show progress.
- Overlapping measures/targets in the Highway Safety Plan:
- Targets for Measures No. 1-3 must also be reported to the National Highway Traffic Safety Administration by July 1 of each year. They must be numerically identical targets to those reported for TPM compliance on August 31 as part of the HSIP. See the Timelines section inside for details.
- TPM Special Rules: Numeric targets are not required, but states must report performance in these two categories, and show improvement compared to baseline.
- Fatality rate on High Risk Rural Roads (due Aug. 31)
- Number of fatalities and serious injuries of drivers and pedestrians age 65 and older on all public roads (due August 31)

## WSDOT's target adoption

For the 2025 annual target setting process, WSDOT and its partners have once again adopted the Target Zero target setting approach for TPM where targets are set to achieve zero fatal and serious crashes by 2030 (see table below).

### TPM Safety Target Setting

Five-year rolling averages; number of persons, or number of persons per 100 million VMT

	2024 Baseline	2026 Official Targets
		Statewide TPM Target (Target Zero)
No. 1 - Fatalities	705.2	470.1
No. 2 - Fatality rate	1.123	0.800
No. 3 - Serious injuries	3,034.0	2,022.7
No. 4 - Serious injury rate	5.214	3.476
No. 5 - Non-motorist fatalities & serious injuries	700.0	466.7

Data sources: Washington State Traffic Safety Commission - Fatality Analysis Reporting System; Washington State Department of Transportation - Transportation Data, GIS & Modeling Office.

## FHWA's "Significant Progress" measurement

At the end of each reporting period, FHWA will determine whether a state has made overall "significant progress" toward achieving its safety targets. The penalties listed on the back page of this folio will apply to the State DOT if FHWA deems it has not made that progress. To make significant progress overall, a state must achieve at least four out of the five targets above. For each measure, there are two ways this can be done. For example, the value of the 5-year rolling average from 2020 to 2024 had to be:

- At or below the target set in 2023 for the 2024 year, OR
- At or below the baseline level. The FHWA included this provision to avoid punishing aspirational target setting.

If either of these conditions is met, the state has made significant progress for that individual measure. It must do so in any four of the five measures to have made significant progress overall and avoid the penalty provisions.

## WSDOT uses Target Zero to reduce traffic fatalities and serious injuries

Per TPM, states are required to develop a Strategic Highway Safety Plan (SHSP). Washington state's plan is called Target Zero, which is used as the foundation for the target setting process (<http://www.targetzero.com>).

WSDOT crashes decreased overall from 2004 to 2013 in all areas with the exception of crashes involving those who bike and walk.

From 2013 to 2023, fatal and serious crashes generally increased due to high risk behaviors, lower levels of enforcement, and economic growth. Beginning in 2024, there has been a decrease in fatal and serious injury crashes. With this changing trend, WSDOT is hopeful that significant progress toward achievement of the safety targets will be possible. WSDOT and its partners concur that Target Zero should be consistently used to move Washington forward with fatality and serious injury reductions. WSDOT will continue to monitor investment levels, changes in total crashes and injuries, and select crash countermeasures that it believes will provide a high return on investment.

The general process for generating trend and target information as prescribed by Rule #1 proceeds as follows:

- Calculate the annual number of fatalities, serious injuries, and Vehicle Miles Traveled (VMT).
- A 5-year rolling average is calculated for each performance measure. For example, in the graph for Measure No. 1, data from 2020-2024 creates the value of the rolling average in 2024—705.2 fatalities.
- The rolling 5-year average value for 2026 is set as the baseline performance (annual average of 2020 through 2024).

States are then free to develop targets using methods determined by the state. In Target Zero and Washington state's particular approach to target setting, the method to establish targets continues:

- A straight line will be drawn from the baseline value to a zero value in 2030. (The line is redrawn with each new year of data.)
- The value of the Target Zero trendline for fatalities in 2026 (in this case 470.1) becomes the target for the performance measure in 2026 as shown on the following page.

## WSDOT employs multifaceted approach to improve traveler safety

WSDOT is working to reduce fatal and serious crashes by using:

**Roundabout first policy** - WSDOT has updated its design guidance so roundabouts are the primary consideration when implementing intersection improvements.

**Speed management/injury minimization** - WSDOT is also updating its design guidance to promote self-enforcing roads and reduce travel speeds.

**Crash reduction program** - WSDOT uses statistical analysis to identify project locations that have the highest potential to reduce fatal and serious crashes with investment of project funds. WSDOT programs its HSIP funding to improve these project locations.

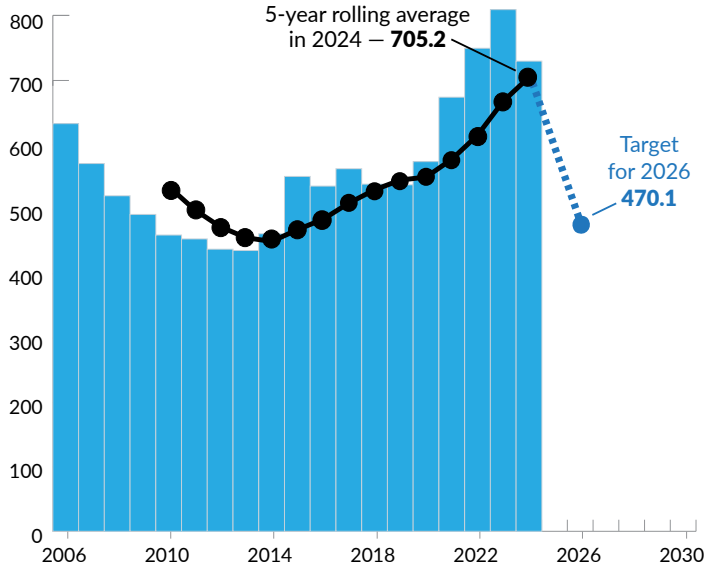


## About these graphs

These graphs display the final 2026 targets for each of the five TPM safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission.

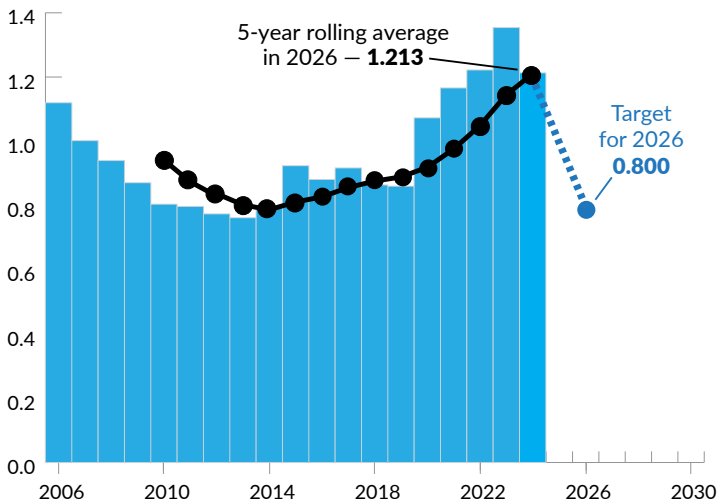
### Measure No. 1 - Fatalities

2006 through 2030



### Measure No. 2 - Fatality rate per 100 million VMT

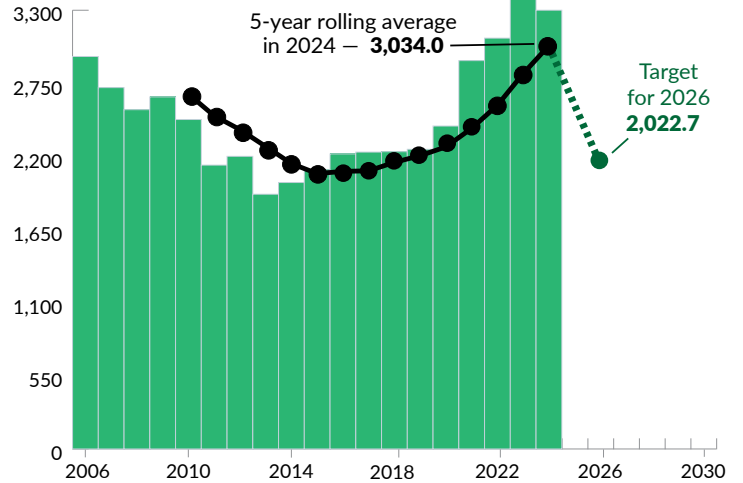
2006 through 2030



Notes: Fatality data for 2023 is finalized as of January 2025, serious injury count for 2023 is as of June 2024. All data for 2023 is preliminary as of June 2024. Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

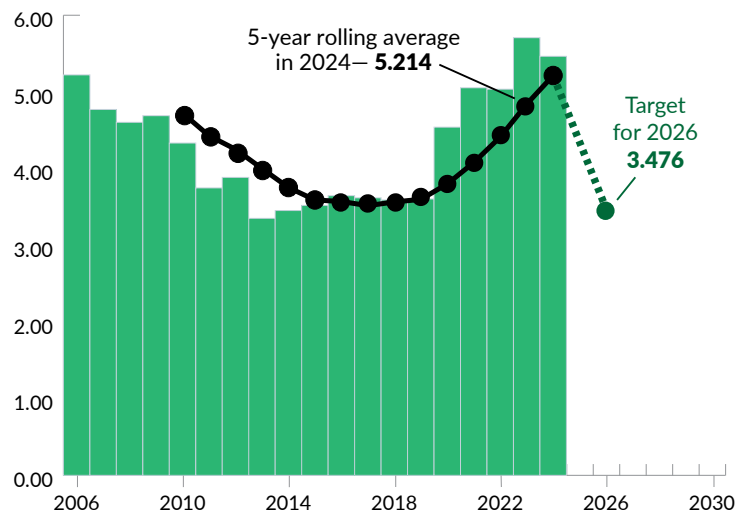
### Measure No. 3 - Serious injuries

2006 through 2030



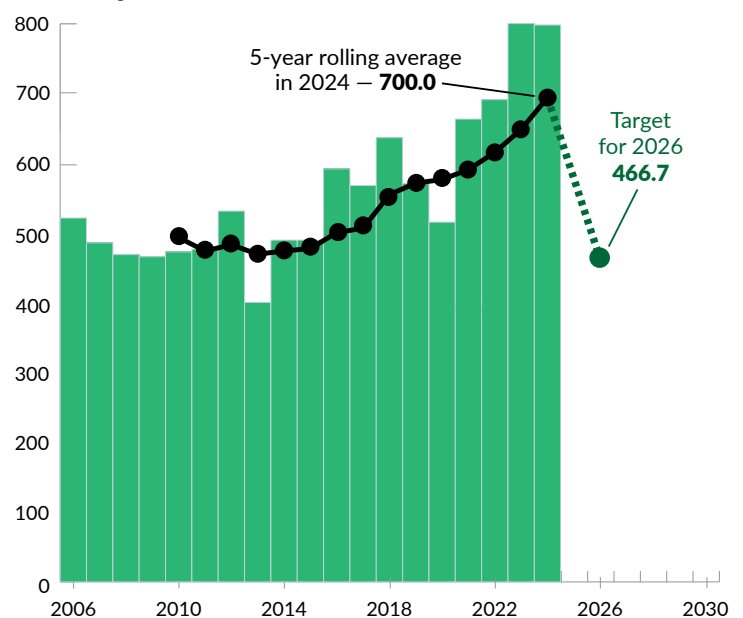
### Measure No. 4 - Serious injury rate per 100 million VMT

2006 through 2030



### Measure No. 5 - Non-motorist fatalities and serious injuries

2006 through 2030



## Penalties

As described in U.S. Code 23 Section 148(i), for the Final Safety Performance Rule (Rule #1), if the U.S. Department of Transportation (U.S. DOT) Secretary will determine if a state has not met or made significant progress toward achieving its safety performance targets by the date that is two years after the establishment of its targets, the State DOT would:

- Dedicate its obligation authority equal to the apportionment for HSIP to the state for the prior year to highway safety improvement projects until the U.S. DOT Secretary determines that the state has made significant progress or met the targets; and
- Annually submit to U.S. DOT a safety implementation plan until the U.S. DOT Secretary determines that the state has made significant progress or met the targets.

See WSDOT's [TPM Funding and Performance Penalties](#) folio for full details, including special rule penalties.

### Data used for target setting

- Number of traffic fatalities for all public roads
- Rate of traffic fatalities per 100 million Vehicle Miles Traveled (VMT) for all public roads<sup>1</sup>
- Number of serious traffic injuries for all public roads
- Rate of serious traffic injuries per 100 million VMT for all public roads<sup>1</sup>
- Bicyclist/Pedestrian fatalities and serious injuries for all public roads<sup>2</sup>
- Fatality and serious injury data for drivers and pedestrians age 65 and older<sup>3</sup>
- Rate of traffic fatalities for all High Risk Rural Roads (HRRR)<sup>1 3</sup>

Notes: Crash data is available for all Washington public roads and annual summaries are also available by county. WSDOT entered into a data sharing agreement with the Washington Traffic Safety Commission to incorporate the fatality data necessary for target setting. 1 The Federal Highway Administration (FHWA) requires the use of Highway Performance Monitoring System (HPMS) data for any performance metric involving estimated vehicle miles travelled. 2 This data is required as part of the FY2015 Omnibus Appropriations Bill. 3 This data satisfies a TPM special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

## What is the current distribution of HSIP funds?

Federal Highway Safety Improvement Program (HSIP) funding provided to the state is split based upon fatal and serious injury crash data on state and local facilities. The HSIP funds are used to implement engineering countermeasures which reduce fatal and serious injury crashes. For the Federal Fiscal Year 2026 reporting period it is anticipated that the State of Washington will receive approximately \$55.5 million for the HSIP program, which will be split 70/30 between local and state roadways. As a result, approximately \$38.9 million will be allocated to local roadways and \$16.6 million will go to state roadways. The state will receive an additional estimated amount of \$16.5 million in [Section 164](#) (repeat offender) penalty. This is a required transfer of funds from other sources (National Highway Performance Program) that would be assigned to the state, but now must be spent on HSIP eligible activities. The HSIP is one component of WSDOT's total annual expenditure on safety projects.

## Data collection

- TPM requires fatality data from the Washington State Traffic Safety Commission's (WTSC) Fatality Analysis Reporting System (FARS) and serious injury data from WSDOT's system.
- State law enforcement officers record crash events in The Washington State Police Traffic Collision Report. This report is the sole source for all WSDOT serious injury data and most FARS data, with few exceptions.
- TPM requires Vehicle Miles Traveled (VMT) data from WSDOT's Highway Performance Monitoring System. Along with the number of fatalities or serious injuries, VMT is used to calculate the rate of fatalities or serious injuries per 100 million VMT.
- WSDOT's serious injury data and FARS fatality data for the previous calendar year is preliminarily available in about February and April of the following year, respectively. WSDOT's VMT data is available about June of the following calendar year.

### For more information

TPM safety requirements information: John Milton, Director of Transportation Safety and Systems Analysis (360) 704-6363 or [John.Milton@wsdot.wa.gov](mailto:John.Milton@wsdot.wa.gov).

Traffic crash fatal and serious injury data: Yi Wang at (360) 570-2420, [Yi.Wang@wsdot.wa.gov](mailto:Yi.Wang@wsdot.wa.gov). Data is protected by U.S. Code 23 §148 and §409, but can be requested.

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

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