



2013 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the Whatcom Transportation Policy Board
October 10, 2012

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

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

TABLE OF CONTENTS

2012 Membership of the Whatcom Council of Governments	Page iii
Executive Board	Page iii
Full Council	Page iii
Whatcom Transportation Policy Board	Page iii
WTPB Resolution #2012-10-1	Page iv
Metropolitan Planning Organization Boundary map.....	Page v
Regional Transportation Planning Organization Boundary map.....	Page vi
Introduction.....	Page 1
Background.....	Page 1
Metropolitan Planning Area and Description.....	Page 1
Regional Transportation Planning Organization	Page 1
Purpose and Scope of the Transportation Improvement Program.....	Page 2
TIP Legislative Requirements	Page 2
TIP Development Process.....	Page 3
MPO and RTPO Roles in TIP Development.....	Page 3
Initial TIP Development	Page 3
Public Involvement.....	Page 4
Additional Information	Page 5
Intermodal/Multimodal Approach	Page 5
TIP Amendment Process.....	Page 5
Congestion Management	Page 7
Air Quality	Page 7
Metropolitan Transportation Planning Process - Self Certification	Page 8
Consistency with the Whatcom Transportation Plan.....	Page 9
Financial Plan	Page 9
Funding Programs.....	Page 9
FTA Section 5307 Urban Areas.....	Page 9
Bridge Replacement and Rehabilitation Program (BR)	Page 9
Coordinated Border Infrastructure (CBI)	Page 10
Ferry Boat Discretionary (FBD)	Page 10
Demonstration (DEMO)	Page 10
Interstate System (IM)	Page 10
National Highway System (NHS).....	Page 10
Surface Transportation Program (STP)	Page 10
Project and Financial Tables.....	Page 11
Federal Funding Program Abbreviations.....	Page 11

State Funding Program Abbreviations.....Page 12
Secured Funding Sources Chart.....Page 13
2012 MPO TIP Projects not included in 2013 MPO TIPPage 15

Project Lists

4-Year Funding Secured **Metropolitan** projects.....Page 17
 MPO Financial Feasibility TablePage 21
4-Year Funding Secured Regional **non-MPO** projects.....Page 23
6-Year **Unfunded** Metropolitan and Regional non-MPO ProjectsPage 25

2012 Whatcom Council of Governments Membership

Executive Board

Mayor of Sumas	Bob Bromley, Chair
Everson City Council	Andy Rowison, Vice-Chair
Whatcom County Council	Pete Kremen
Mayor of Ferndale	Gary Jensen
Mayor of Bellingham	Kelli Linville
Bellingham City Council	Jack Weiss
Port of Bellingham	Michael McAuley
Whatcom County Executive	Jack Louws

Full Council (Executive Board plus)

Bellingham City Council	Cathy Lehman
Birch Bay Water & Sewer District	Pat Alesse
Mayor of Lynden	Scott Korthuis
Mayor of Blaine	Harry Robinson
Lake Whatcom Water & Sewer District	Deborah Lambert
Nooksack City Council	Tom Jones
Whatcom County Council	Kathy Kershner
Birch Bay Chamber of Commerce	tbd, non-voting
The Opportunity Council	Dave Finet, non-voting
Sudden Valley Community Association	Joel Rodriguez/Matthew Goggins, non-voting
Western Washington University	Steve Swan, non-voting
Whatcom Transportation Authority	Richard Walsh, non-voting

WTPB Policy Board (Executive Board plus)

Blaine City Council	Bonnie Onyon
Lynden City Council	Scott Korthuis
Nooksack City Council	Tom Jones
Lummi Indian Business Council	Cliff Cultee
Nooksack Indian Tribal Council	Bob Kelly
WSDOT Mt. Baker Area	Todd Harrison
Whatcom Transportation Authority	Stan Snapp
39 th District Senator	Val Stevens, ex-officio
39 th District Representative	Dan Kristiansen, ex-officio
39 th District Representative	Kirk Pearson, ex-officio
40 th District Senator	Kevin Ranker, ex-officio
40 th District Representative	Jeff Morris, ex-officio
40 th District Representative	Kirstine Lytton, ex-officio
42 nd District Senator	Doug Ericksen, ex-officio
42 nd District Representative	Jason Overstreet, ex-officio
42 nd District Representative	Vincent Buys, ex-officio
Western Washington University	Steve Swan, ex-officio

IN THE MATTER OF ADOPTION OF THE)
2013 WHATCOM COUNTY OF GOVERNMENTS)
TRANSPORTATION IMPROVEMENT PROGRAM)

Resolution #2012-10-1

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

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

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

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

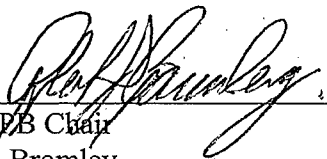
WHEREAS, the POLICY BOARD certifies that all requirements of 23 U.S.C. Section 134 Transportation Planning are met; and

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

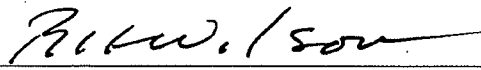
NOW THEREFORE BE IT RESOLVED BY THE WHATCOM TRANSPORTATION POLICY BOARD:

Approves the scope and content of the 2013 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: October 10, 2012



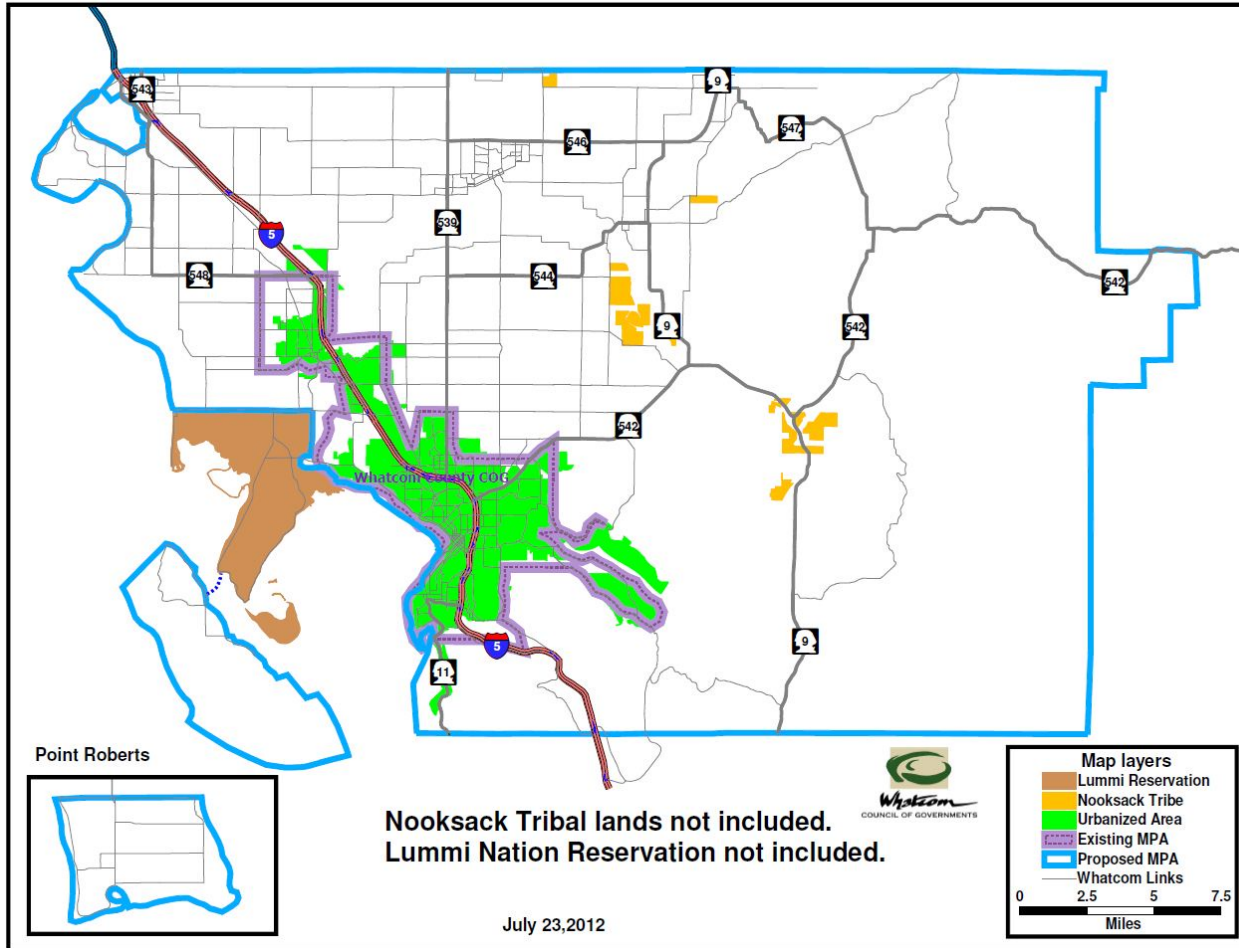
WT/IB Chair
Bob Bromley



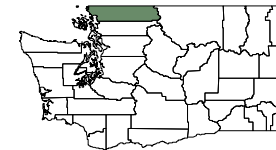
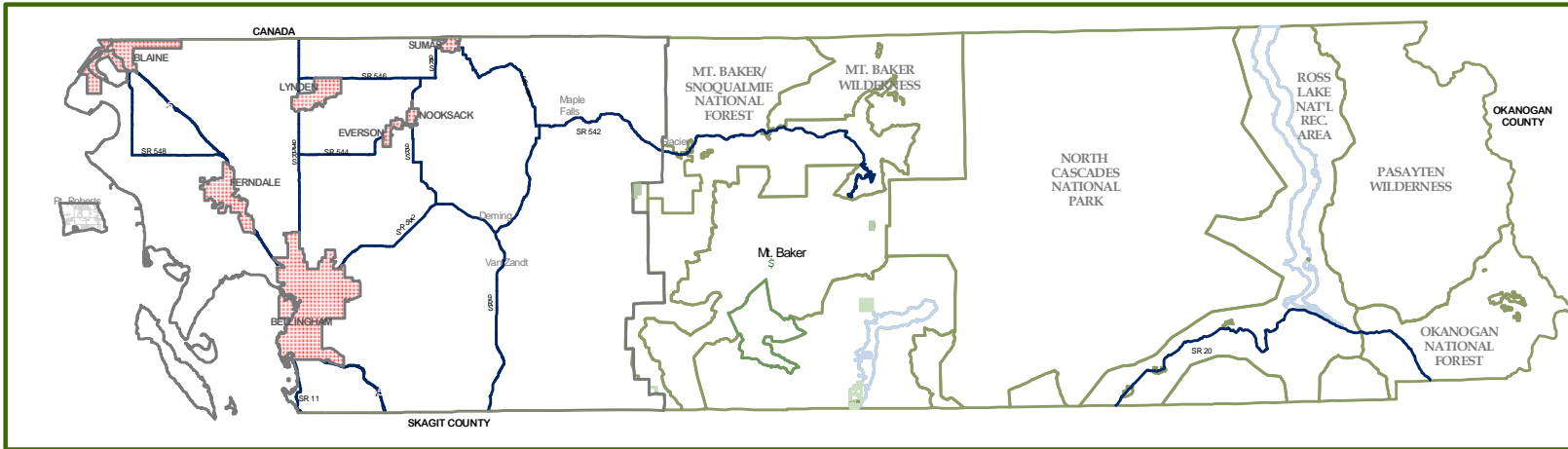
Executive Director
Robert H. Wilson, AICP

Whatcom Metropolitan Planning Area

The Whatcom Metropolitan Planning Area boundary is currently under review by the Washington State Department of Transportation and the Washington State Governor. Approval of the proposed revision is anticipated by October 31, 2012. The following map shows the existing and proposed boundaries.



Whatcom Regional Transportation Planning Organization (RTPO) Boundary



INTRODUCTION

Background

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

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

This report was prepared as part of the WCOG SFY 2013 Unified Planning Work Program.

Metropolitan Planning Area and Description

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

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

In 2012, the Whatcom Transportation Policy Board proposed expanding 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 proposed boundary. A decision on the new boundary is expected from the Governor by October 31, 2012.

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 Enhancement funds. The region encompasses all of Whatcom County (Figure 2).

Purpose and Scope of the Transportation Improvement Program

WCOG is required by Federal and State regulations to develop a Transportation Improvement Program (TIP); it must be updated every two years, or more frequently. The TIP is the financial plan that identifies and prioritizes federally funded transportation projects to be carried out in the Whatcom County Metropolitan Planning Area. Projects including Federal funds must appear in the WCOG TIP. Projects in the WCOG TIP are approved by the WCOG Whatcom Transportation Policy Board, Governor, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The projects are then included in the Statewide TIP (STIP). While the TIP is a six-year document, the primary focus is on the first four years (2013 - 2016). All projects in this TIP are consistent with the Whatcom Transportation Plan adopted June 27, 2012.

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

TIP Legislative Requirements

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

1. Public Law 109-59 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Section 5303.
2. E.S.H.B 2929 the Washington Growth Management Act (GMA), as amended.

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

SAFETEA-LU focuses on the first four years of the traditional six-year project lists and required fiscal constraint (projects prioritized in the first four years of the TIP are required to show reasonably available funding sources). Projects in the TIP are prioritized on an annual basis; 2013 is priority one, 2014 is priority two, 2015 projects are priority three and 2016 projects are priority four. The planned but not funding secured projects are shown in the Unfunded section of this TIP.

The MPO section lists the metropolitan projects, the non-MPO section lists the projects outside the proposed MPO boundary, and the UNFUNDED section lists the countywide, planned, regionally significant projects that do not have secure funding.

TIP DEVELOPMENT PROCESS

MPO and RTPO Roles in TIP Development

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

Section 53 of the Growth Management Act states that the transportation system should "function as an interconnected and coordinated system" and that "transportation planning should be coordinated with local comprehensive plans." WCOG assumed the RTPO role to achieve those objectives. RTPOs are required to certify that the transportation chapters of jurisdiction's GMA comprehensive plans are consistent with region's countywide transportation plan. Transportation Improvement Plans are also required to be consistent with the region's countywide transportation plan.

Initial TIP Development

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

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

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

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

Public Involvement

1. WCOG has adopted a public participation policy including a requirement for a public notice and availability of draft documents fourteen days in advance of a public hearing or meeting where documents will be reviewed or approved. A public notice was published in the local paper of record fourteen days before a special combined MPO/RTPO public hearing on October 10, 2012, where this TIP was reviewed. The notice was published in the Bellingham Herald on September 26, 2012. A copy of the public notice is available at the WCOG.

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

2. Significant comments:

WCOG certifies that citizens and interested parties have been provided early and reasonable opportunity to comment on the proposed TIP as required under SAFETEA-LU Section 5303 (j)(1), and WCOG's Public Participation Policy. The WCOG TIP was adopted at a meeting of the WCOG Whatcom Transportation Policy Board (RTPO & MPO) on October 10, 2012. A public notice was published on September 26, 2012 in the Bellingham Herald, advertising availability of the draft WCOG TIP. The projects have also undergone a local public process at the jurisdiction level.

Additional Information

The WCOG TIP covers six years from 2013 through 2018. The first four years of the TIP are fiscally constrained. The TIP project tables show only the first four years of the projects.

Federally funded projects in the MPO and RTPO boundaries have been prioritized by the Policy Board by year. 2013 projects are priority one. Priority two projects will be obligated in 2014, priority three projects will be obligated in 2015, and priority four projects will be obligated in 2016. Carryover projects from 2012 have been included in the 2013, priority one, section of the TIP.

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

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

Intermodal/Multimodal Approach

Projects listed in the 2013 TIP provide consideration for alternative transportation modes to the extent possible. WTA provides fixed route and paratransit bus service in Whatcom County. Bicycle, pedestrian and ferry projects in Bellingham, Everson, Ferndale, and unincorporated Whatcom County address multimodal needs in those communities.

TIP Amendment Process

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

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

1. Formal Amendment

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

- Adding a New Project
- Deleting a Project
- Changes to a project's total programmed amount* greater than 30% (or any amount greater than \$3 million). This includes adding or subtracting funds from currently

programmed phases. * Total programmed amount = A project's current 4-year STIP total of programmed funds

- Major Scope Changes
- Changes to a project that affects Air Quality Conformity
- Adding a future phase of a project
- Adding Federal dollars to a project currently in the TIP/STIP that does not have federal funds (federalizing a project).

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

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

2. Administrative Modification

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

- Revisions to lead agency
- Adding a prior phase of a project not previously authorized
- Changes to a project's total programmed amount* less than 30% (or any amount less than \$3 million). This includes adding or subtracting funds from currently programmed phases. Note: In order to reprogram funds decreased from a project or phase (i.e. adjust to award), the STIP will need to be updated prior to or at the same time funds are being reprogrammed.

* Total programmed amount equals a project's current 4-year STIP total of programmed funds.

- Minor changes or errors in project information such as: environmental type, right of way required, improvement type, project limits, functional classification, typographical errors, transposed numbers, etc.

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

The administrative process is still triggered by a request from a local agency or WSDOT to

WCOG. However, the amendment moves directly from WCOG staff to WSDOT staff, with time of approval reduced to under two months.

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

3. Updates Not Requiring STIP Change

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

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

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

Congestion Management

WCOG is not a TMA. TMA provisions of SAFETEA-LU 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 SAFETEA-LU are not applicable to WCOG 2013 TIP.

**METROPOLITAN PLANNING AREA
SELF-CERTIFICATION**

In accordance with 23 CFR Part 450, §450.334, the Washington State Department of Transportation (WSDOT) and the Whatcom Council of Governments Metropolitan Planning Organization (MPO) for the Whatcom County Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38, and 28 CFR Part 35;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

MPO

WSDOT

Signature

Signature

Robert H. Wilson

Printed Name

Printed Name

Executive Director

Title

Manager, Trans. Planning Office

Title

Date

Date

CONSISTENCY WITH WHATCOM TRANSPORTATION PLAN

The projects contained in the 2013-2016 years of the TIP are consistent with the goals of the Whatcom Transportation Plan (WTP). WCOG prepares the TIP based on input from local agencies and WSDOT, and all projects are considered for their consistency with the WTP.

FINANCIAL PLAN

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

FUNDING PROGRAMS

FTA Section 5307 Urban Areas

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

Bridge Replacement and Rehabilitation Program (BR)

The Bridge Replacement and Rehabilitation Program is used to fund improvements to bridges determined to be deficient because of structural problems, physical deterioration, or functional obsolescence. The program assists local governments replace or rehabilitate roadway bridges over waterways, topographical barriers, other roadways, railroads, canals, ferry landings, etc. Typical projects may be total bridge replacement at or near its existing location, total replacement of a bridge in the general corridor, removal of a deficient structure and provision of alternative access, and rehabilitation or replacement of major structural members that increases the structural integrity and life of the bridge.

Funding of projects in this program is on a competitive basis. All jurisdictions must inventory their bridges according to state procedures. A statewide priority listing is established based in the inventory. Bridge projects are evaluated and selected on a priority basis by a committee comprised of city, county and WSDOT representatives.

Coordinated Border Infrastructure

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

Ferry Boat Discretionary

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

Demonstration (DEMO)

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

Highway Safety Improvement Program

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

Interstate System (IM)

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

Surface Transportation Program (STP)

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

TIP PROJECT AND FINANCIAL TABLES

The project and financial tables of the 2013 TIP are arranged in three tabs, MPO, non-MPO and Unfunded.

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

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

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

Federal Funding Program Abbreviations

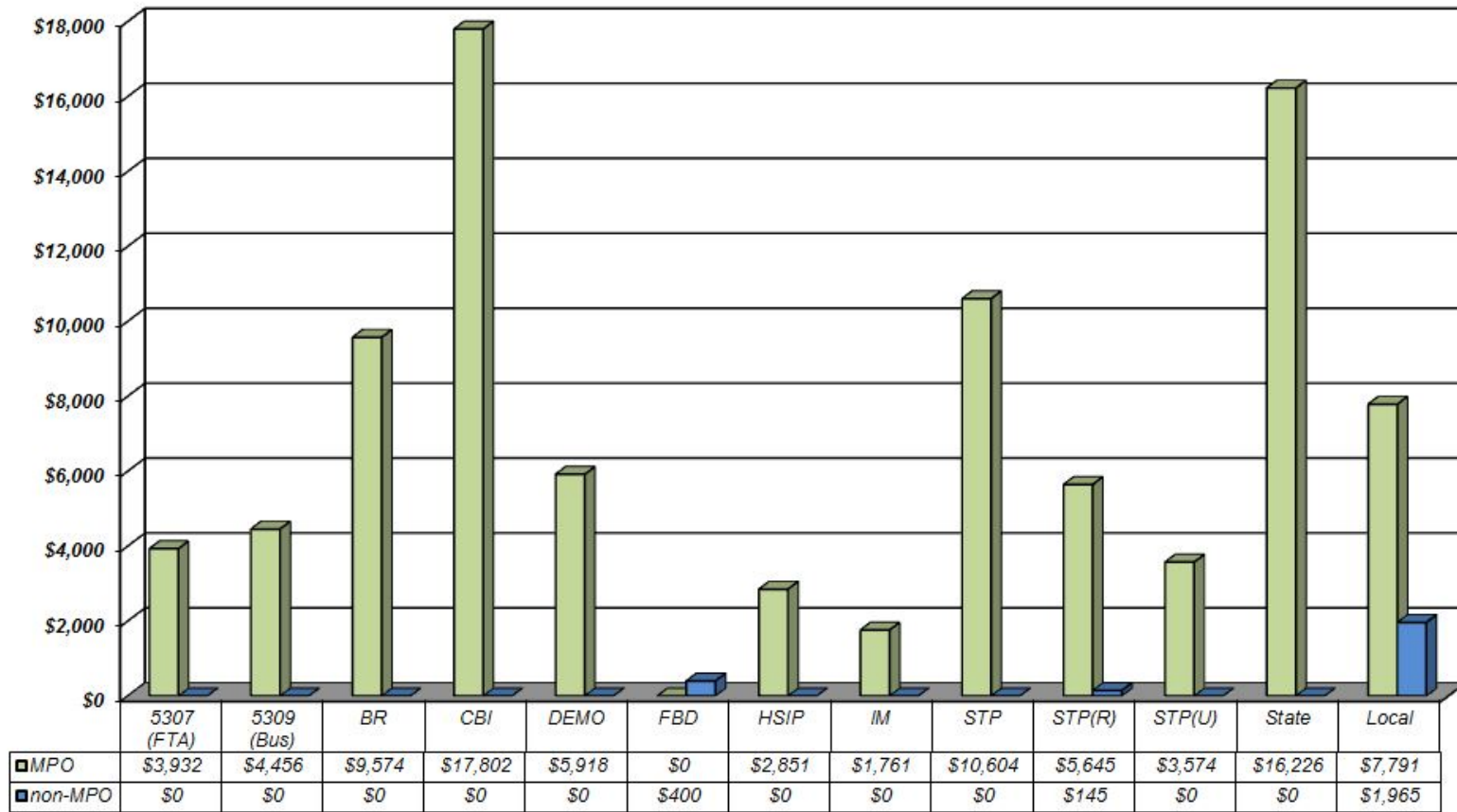
BIA	Bureau of Indian Affairs
BR	Bridge Replacement or Rehabilitation
CBI	Coordinated Border Infrastructure
CDBG	Community Block Development Grant
CMAQ	Congestion Mitigation Air Quality
DEMO	SAFETEA-LU Demonstration or High Priority Projects
Discretionary	Public Highway Lands, Scenic Byways, Other
FBD	Ferry Boat Discretionary
HSIP	Highway Safety Improvement Program
IC	Interstate Construction
IM	Interstate Maintenance
IRR	Indian Reservation Roads
NHS	National Highway System
SRTS	Safe Routes To Schools
STP	Surface Transportation Program (WSDOT only)
STP(C)	STP Statewide Competitive Program
STP(L)	STP Legislative Earmarks
STP(R)	STP Rural Regionally Selected
STP(S)	STP Safety including hazard elimination and railroad crossing improvements
STP(U)	STP Urban Regionally Selected
3037	Federal Transit Administration - JobAccess/Reverse Commute
5307	Federal Transit Administration - Urban Areas
5309(Bus)	Federal Transit Administration - Bus
5309(NS)	Federal Transit Administration - New Starts
5310	Federal Transit Administration - Elderly/Disabled Persons
5311	Federal Transit Administration - Rural Areas
5316	Federal Transit Administration - Job Access/Reverse Commute Rural
5317	Federal Transit Administration - New Freedom Program

State Funding Program Abbreviations

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

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

Secured Funding Sources 2013-2016



(Dollars in Thousands)



2012 MPO TIP PROJECTS NOT INCLUDED IN THE 2013 TIP

The following MPO projects were included in the funding secured section of the 2012 WCOG TIP but are not included in the same section of the 2013 TIP. There are various reasons why a project would be dropped from the current TIP. It could be underway, completed, cancelled, on hold, rescheduled to beyond 2016, or not started as of the adoption date of this document but expected to be so before the 2013 TIP takes effect.

Name	Description	Total Cost	Status
Bellingham			
Northwest / McLeod Roundabout	Install roundabout	\$2,641,600	Underway
Wharf Street Roundabout	Install roundabout	2,983,000	Will start by 12/31/2012
Blaine			
Peace Portal Community Trail	Construct trail	237,000	Underway
H Street - Downtown Revitalization	Pavement rehabilitation	521,561	Underway
Blaine Wharf District Interpretive	Install interpretive signs		Will start by 12/31/2012
Ferndale			
Church Road Improvement	Roadway reconstruction	5,500,000	PE and RW underway
Lummi			
Haxton/Kwina Roundabout	Install roundabout	1,586,650	Funds moving to BIA
WCOG			
International Mobility and Trade Corridor (7)	Cross border planning	750,000	Underway
Unified Planning Work Program	Metropolitan transportation planning	845,573	Underway
US-Canada Border Data Warehouse	Cross border data collection & storage	334,550	Underway
Whatcom Bicycle Program	Countywide bicycling education	261,676	Underway
Northern Border Projects	NEXUS lane improvements in Sumas	121,388	Transferred to WSDOT
WWU			
Collections Inventory for Archaeological Resources	Cataloging existing resources	80,898	Underway
Whatcom County			
Bay Road Fish Passage	Rebuild roadway for fish passage	563,352	Underway
Birch Bay Drive & Pedestrian Facility	Install berm and roadway improvements	10,000,000	PE underway
Mosquito Lake Road / North Fork Bridge	Pier and riprap improvements	2,516,483	Underway
WSDOT			
I-5/ITS Advanced Traveler System	ITS installations along I-5	2,660,640	Underway
I-5/Slater Rd to Birch Bay-Lynden Rd	ITS installations along I-5	6,189,031	Underway
SR 20 / [east of] Concrete	Bridge retrofits	818,399	Underway
SR 542 / Fossil Creek to	Resurface existing payment	1,889,550	Underway
Trans-Border Planning	Cross border improvements for freight	553,834	Underway
WTA			
Replace Approx (8) Full Size Buses	Bus purchases		Complete by 12/31/2012
Replace (approx 5) Full Size Buses	Bus purchases		Complete by 12/31/2012
Replace (approx 6) Paratransit Vehicles	Paratransit vehicle purchases		Complete by 12/31/2012
Replace Approx Twelve (12) Vanpool Vehicles	Vanpool vehicle purchases		Complete by 12/31/2012
Replace Paratransit Vehicles	Paratransit vehicle purchases		Complete by 12/31/2012
Replace Three (3) Full Size Buses	Bus purchases		Complete by 12/31/2012



This page intentionally left blank

Metropolitan Plan Funding Secured Metropolitan Projects

Agency	Project Title	Project Description	Federal Fund	Federal Funds	State Fund	State Funds	Local Funds	Total Cost Remaining
Bellingham	Alabama Street Corridor Multimodal Safety Improvements	Corridor roadway configuration feasibility study and construction implementation of chosen alternative.	HSIP	\$1,261,824			\$5,000	\$1,266,824
Bellingham	Granary Avenue and Bloedel Avenue	Granary, a new arterial street beginning at Roeder Ave and extending SW approximately 400 feet to Bloedel Ave, which then will extend south approximately 400 feet. A new signal will be installed at the intersection of Granary and Roeder Avenue. Both streets will include two vehicle lanes, left-turn lane, parking, bike lanes, curb gutters, sidewalks, and utilities. Roeder Bridge may need to be widened to accommodate turning movements from Granary.	Earmark	\$5,918,273				\$5,918,273
Bellingham	James Street @ Aband Railroad Bridge Replacement	Replace the two existing timber stringer bridges with one single span concrete structure. The new 2 lane structure will be constructed to full arterial standards with curb, gutter and sidewalk. Alignment of the existing road and future capacity needs at both approaches will both be analyzed as part of the project design.	BR	\$2,007,303			\$602,196	\$2,609,499
Bellingham	James Street Road Corridor Improvements	The project includes revising the intersection layout with Woodstock Way making James Street Road to Woodstock Way the through traffic movement to eliminate site distance hazards. The road will be widened from the existing 31 foot width to a 54 foot width incorporating a center either direction turning lane, bicycle lanes and sidewalks and brought to full arterial standards. The design will be incorporated into the replacement of two timber span bridges in the project area.	STP(U)	\$1,643,848	TIB	\$1,250,000	\$148,462	\$3,042,310
Bellingham	James-Bakerview Intersection Reconstruction	Intersection reconstruction to include dedicated turn lanes and ADA curb ramps and crosswalks. Right-of-way needs and roundabout feasibility to be determined in PE phase.	STP(U)	\$385,000			\$235,000	\$620,000
Bellingham	Pedestrian Safety Improvements	Install pedestrian countdown equipment and lengthen the pedestrian crossing time at traffic signals.	HSIP	\$350,000				\$350,000
Bellingham	West Horton Road, Phase 1	Construct a new minor arterial to connect a developing urban growth area to SR-539.	STP(U)	\$500,000			\$153,595	\$653,595
Blaine	Boblett / SR 543 Intersection and Signalization	Improvements will include: Signalization, channelization, stormwater, non-motorized, ITS border signage, pavement rehabilitation, and right of way acquisition.	STP(R)	\$781,750	TIB	\$118,800	\$49,450	\$950,000
Everson	Lincoln Street Improvements, Phase 1	Reconstruct street to act as a parallel arterial to the State Highway. Adding sidewalks on both sides of the street and a bike lane.	STP(R)	\$795,600			\$244,400	\$1,040,000
Ferndale	Thornton Street Improvement Project, Maureen to Vista	Reconstruct and widen substandard roadway to current standards. Currently no stormwater detention and treatment, no shoulder on north side and substandard sloping sidewalks on the south side leading to a local elementary school.	STP(U)	\$778,500			\$136,500	\$915,000
Lynden	Kok Road / Fish Trap Creek Bridge Replacement	The project is replacing the Kok Road Bridge over Fishtrap Creek and reconstructing approximately 200ft. of approach. The facilities will provide two travel lanes, bike lanes, enclosed drainage and sidewalks.	STP(U)	\$146,207				\$146,207
Lynden	Main Street Corridor Completion	Improve remaining section of Main Street between SR539 and Berthusen Road to full City all-weather arterial standards.	STP(U)	\$120,000			\$1,850,000	\$1,970,000

Metropolitan Plan Funding Secured Metropolitan Projects

Agency	Project Title	Project Description	Federal Fund	Federal Funds	State Fund	State Funds	Local Funds	Total Cost Remaining
Whatcom Co.	Birch Bay - Lynden Road / Portal Way	Install signal at intersection of Birch Bay Lynden Rd & Portal Way. Install crosswalk, channelization and widen BNSF crossing. June 2012 update: Required BNSF crossing upgrades more extensive than originally planned.	STP(R)	\$2,947,250	CRAB	\$852,750		\$3,800,000
Whatcom Co.	Hannegan Road / Nooksack River Bridge No. 252	Repair original rip rap revetment and embed rip rap toe protection around Pier 2.	BR	\$234,210				\$234,210
Whatcom Co.	Mosquito Lk Rd / North Fork Nooksack River, Bridge No. 332	Repair original riprap revetment and embed riprap toe protection along the riverside of Pier 3.	BR	\$167,980				\$167,980
Whatcom Co.	Potter Road / South Fork Nooksack River, Bridge No. 148	Remove and replace structure with 360 foot long, two-span reinforced concrete girder structure.	BR	\$7,165,003			\$1,760,000	\$8,925,003
Whatcom Co.	Rural Road Safety Program	This project will install rumble strips on Hannegan, Birch Bay Lynden, Slater, Everson Goshen and East and West Smith Roads. Also, turn lanes will be constructed on West Smith Road at Aldrich Road, safety upgrades will be done on Birch Bay Lynden at Berthusen Road, and East Smith and Hannegan Road. Also, 14 bridges will receive guardrail upgrades and freeze indicators will be installed at 22 bridge and 4 road locations.	HSIP	\$1,239,000			\$15,000	\$1,254,000
Whatcom Co.	Slater Road Intersections	Add left turn lanes on Slater Rd at the Ferndale Rd and Imhoff Rd intersections and widen the connecting roadway between the intersections.	STP(R)	\$1,120,000	CRAB	\$400,000	\$380,000	\$1,900,000
WTA	Farebox Replacement	Replacement of existing GFI fareboxes with new version	5307	\$1,200,000			\$300,000	\$1,500,000
WTA	Replace Approx Eleven (11) Paratransit Vehicles	Replace approximately eleven (11) paratransit vehicles	5307	\$1,214,290			\$248,710	\$1,463,000
WTA	Replace Approx Four (4) Work Vehicles	Replace approximately four (4) work vehicles	5307				\$120,000	\$120,000
WTA	Replace Approx Twelve (12) Vanpool Vans	Replace approximately twelve (12) vanpool vans	5307	\$337,600			\$84,400	\$422,000
WTA	Replace Bus Hoist	Replace existing bus hoist	5307				\$150,000	\$150,000
WTA	Replace MDTs	Replace the mobile data terminals/computers in the paratransit vehicles	5307	\$180,000			\$45,000	\$225,000
WTA	Replace Telephone System	Replace/Upgrade agency telephone system	5307	\$160,000			\$40,000	\$200,000
WTA	Shelter Replacement Project	Replacement of approximately 30 existing bus shelters	5307	\$320,000			\$80,000	\$400,000
WTA	Trapeze Ops Software	Purchase Trapeze Ops software	5307	\$520,000			\$130,000	\$650,000
WTA	Web Upgrade/Mobile App	Upgrade of transit website and smart phone mobile applications					\$100,000	\$100,000
WTA	Replace Approx Five (5) Full-Size Buses	Replacement of Approximately Five (5) Full-Size Buses.	5309(Bus)	\$2,821,760			\$577,951	\$3,399,711
WTA	Replacement of Three (3) Full-Size Buses	Replace three (3) full-size buses	5309(Bus)	\$1,633,872			\$334,648	\$1,968,520
WSDOT - NW	I-5/Lynnwood to Ferndale - Redirectional Landforms	This project will install beam guardrails around redirection landforms along I-5 between Lynnwood and Ferndale. This project is in WCOG, SMPO and PSRC. The total shown is for WCOG only.	IM	\$376,327	WSDOT	\$7,680		\$384,007
WSDOT - NW	I-5/Squalicum Creek Channel - Fish Barrier Removal	Remove fish barrier.	IM	\$1,385,230	WSDOT	\$48,990		\$1,434,220
WSDOT - NW	SR 11/Padden Creek - Fish Barrier Removal	This project will daylight Padden creek and remove the existing fish passage barrier.	STP	\$1,170,231	WSDOT	\$941,142		\$2,111,373

Metropolitan Plan Funding Secured Metropolitan Projects

Agency	Project Title	Project Description	Federal Fund	Federal Funds	State Fund	State Funds	Local Funds	Total Cost Remaining
WSDOT - NW	SR 539/I-5 to Horton Road - Access Management	Design and implement low cost improvements to improve I-5 northbound off-ramp and SR 539 through traffic.	CBI	\$1,995,000	WSDOT	\$55,000		\$2,050,000
WSDOT - NW	SR 539/Lynden-Aldergrove Port of Entry Improvements	Construct a new truck lane on SR 539 between H-Street and the Lynden-Aldergrove Port of Entry on the US/Canada border. The new truck lane will facilitate freight movement at this border crossing.	CBI	\$7,504,951	WSDOT	\$154,447		\$7,659,398
WSDOT - NW	SR 542/Anderson Creek Culvert Chronic Environmental Retrofit	This project will replace the existing fish ladder, double box culvert, and causeway with a new 3-span bridge. Installation of grade control structures and alterations to the streams vertical profile will be required. Some additional channel reshaping will also be needed to facilitate an increase of the 100 year flood plain. Storm water Treatment facilities will be constructed onsite for new impervious surfaces. PE previously funded of \$1,203,406. CN is currently not funded.			WSDOT	\$8,848,200		\$8,848,200
WSDOT - NW	SR 542/Hedrick Creek - Fish Barrier	Remove existing fish passage barrier and replace with a fish-passable structure.	STP	\$7,664,774	WSDOT	\$156,423		\$7,821,197
WSDOT - NW	SR 546/Depot Rd and Bender Rd - Intersections Improvements	This East/West corridor carries truck traffic as it connects to the Sumas and Lynden border crossing. This project will provide channelization improvements at Depot Rd and Bender Rd reducing collisions and improving traffic operations on the corridor.	CBI	\$5,801,859	WSDOT	\$118,405		\$5,920,264
WSDOT - NW	SR 9 & SR 539 Advanced Traveler Information System (ATIS)	This project constructs Advanced Traveler Information System (CCTV, data stations, fiber optic cables) on SR 9 between Morgan Road and US-Canada border and on SR 539 from Horton Road to Lynden.	CBI	\$2,500,000	WSDOT	\$50,000		\$2,550,000
WSDOT - NW	SR 9/Doran Road to SR 542 Bituminous Surface Treatment	Resurfaces deteriorating asphalt pavement (due to rutting, cracking, and normal wear) with a bituminous surface treatment. Extends the service life of the existing pavement.			WSDOT	\$3,187,736		\$3,187,736
WSDOT - NW	SR 9/NP Creek - Fish Passage	This location was identified by WDFW as a fish passage barrier. This project will replace the existing fish barrier to migratory fish passage and replace it with a fish-passable structure.	STP	\$1,768,849	WSDOT	\$36,098		\$1,804,947
				\$66,116,491		\$16,225,671	\$7,790,312	\$90,132,474

This page left intentionally blank

WHATCOM COUNCIL OF GOVERNMENTS

2013 Transportation Improvement Program

MPO Financial Feasibility Table

Revenues* & Expenditures (in Thousands)

October 10, 2012

	Funding Type	Year	Carry-over Previous Yr.	Anticipated Allocation	Available Revenue	Program- med	Remaining
WCOG- Managed Federal Funds	STP-R & STP-U	2013	\$1,697	\$5,093	\$6,790	\$6,790	\$0
	STP-R & STP-U	2014	\$0	\$1,438	\$1,438	\$1,438	\$0
	STP-R & STP-U	2015	\$0	\$1,572	\$1,572	\$990	\$582
	STP-R & STP-U	2016	\$582	\$0	\$582	\$0	\$582**
Subtotals			\$2,279	\$8,103	\$10,382	\$9,218	\$582
State-Managed Federal Funds	5307	2013	\$3,932	\$0	\$3,932	\$3,932	\$0
	5309 (Bus)	2013	\$4,456	\$0	\$4,456	\$4,456	\$0
	Bridge	2013	\$0	\$9,575	\$9,575	\$9,575	\$0
	CBI	2013	\$0	\$17,802	\$17,802	\$17,802	\$0
	Demonstration	2013	\$5,918	\$0	\$5,918	\$5,918	\$0
	HSIP	2013	\$2,851	\$0	\$2,851	\$2,851	\$0
	IM	2013	\$0	\$1,762	\$1,762	\$1,762	\$0
	STP	2013	\$0	\$10,604	\$10,604	\$10,604	\$0
Subtotals			\$17,157	\$39,743	\$56,900	\$56,900	\$0
Total Federal Funds (WCOG-Managed & WSDOT-Managed):			\$18,854	\$47,846	\$66,700	\$66,118	\$582
Total Local and Other Funds:			\$0	\$6,878	\$6,878	\$6,878	\$0
Total WSDOT State Funds:			\$0	\$16,226	\$16,226	\$16,226	\$0
Grand Totals			\$18,854	\$70,950	\$89,804	\$89,222	\$582

* The funding represented on this table has been found to satisfy WCOG's financial constraint requirements, which consists of funding found to be secured or reasonably expected to be available. The latter includes funding scheduled but not yet appropriated.

** Available for Rural projects and future Metropolitan projects

This page left intentionally blank

Funding Secured Non-MPO Projects

Agency	Project Title	Project Description	Federal Fund	Federal Funds	State Fund	State Funds	Local Funds	Total Cost Remaining
Lummi Nation	Gooseberry Point Pedestrian Project	Install pedestrian facilities including separated shoulders and sidewalks or raised pathways.	STP(R)	\$145,000			\$1,855,000	\$2,000,000
Whatcom Co.	Gooseberry Point Ferry Wingwall Replacement	Replace two deteriorated timber wingwalls at the Gooseberry Point Ferry Terminal with modern steel pile-supported wingwalls.	Ferry Boat	\$400,000			\$110,000	\$510,000
				\$545,000		\$0	\$1,965,000	\$2,510,000

This page left intentionally blank

Unfunded Projects

Agency	Project Title	Project Description	Project Cost
Bellingham	Boulevard Park to Cornwall Park Overwater Pedestrian Walkway	Construction	\$8,289,000
	Bellingham Waterfront District	Construction	\$15,782,000
Blaine	I-5 Exit 274 Interchange Environmental Review and Design	PE	\$3,700,000
	Boblett Pedestrian Extension	Construction	\$387,000
	Mitchell Avenue Improvements	Construction	\$505,000
	Hughes Ave/Peace Portal Intersection Realignment	Construction	\$390,000
	Hughes Avenue Reconstruction	Construction	\$2,200,000
	Marine Drive & Boardwalk Phase 3	Construction	\$2,200,000
	H Street Pedestrian Overpass	Construction	\$2,150,000
	Peace Portal Drive Sidewalk Gap Elimination	Construction	\$130,000
	H Street Constructions Phase 2	Construction	\$2,500,000
	Hughes Avenue Reconstruction Phase 2	Construction	\$1,400,000
Everson	Lincoln Street Land Acquisition	Right-of-Way	\$100,000
	Lincoln Street Phase 2	Construction	\$970,000

Unfunded Projects

Agency	Project Title	Project Description	Project Cost
Ferndale	Washington & Vista Intersection Improvements	Construction	\$1,555,500
	Thornton Road - Church to Maureen	Construction	\$675,000
	Thornton Road - Vista to Malloy	Construction	\$1,050,000
	Thornton Railroad Overcrossing w/Connector to 2nd Ave Roundabout	Construction	\$20,000,000
Lynden	Tromp Road - Front to Main	Construction	\$990,000
	Northwood Road - City Limits to Badger Road	Preliminary Engineering	\$450,000
Nooksack	E. Madison Resurface	Construction	\$243,000
Whatcom County	Birch Bay Drive & Pedestrian Facility	Construction	\$9,000,000
	Hannegan Road - Hemmi to Scott Ditch Bridge	Pavement Rehabilitation	\$1,875,000
	Gooseberry Point Pedestrian Improvements - Mackenzie to Balch	Construction	\$4,100,000
	East Smith Road - Everson Goshen to Mt. Baker Highway	Construction	\$1,875,000
	Marine Drive / Little Squalicum Bridge No. 1	Rehabilitation	\$2,900,000
	Portal Way / Dakota Creek Bridge No. 500	Seismic Retrofit	\$2,800,000
			\$54,763,500

