



whatcom council of governments

WHATCOM COUNCIL OF GOVERNMENTS

2016 - 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted October 14, 2015

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

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

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TABLE OF CONTENTS

2015 Membership of the Whatcom Council of GovernmentsPage iii
 Executive Committee.....Page iii
 Council Board.....Page iii
 Whatcom Transportation Policy BoardPage iii

WTPB Resolution #2015-10-1Page v

Metropolitan Planning Organization Boundary mapPage vii
Regional Transportation Planning Organization Boundary mapPage viii

Introduction.....Page 1
 BackgroundPage 1
 Metropolitan Planning Area and DescriptionPage 1
 Regional Transportation Planning Organization.....Page 1
 Purpose and Scope of the Transportation Improvement ProgramPage 2
 TIP Legislative Requirements.....Page 2

TIP Development ProcessPage 3
 MPO and RTPO Roles in TIP DevelopmentPage 3
 Initial TIP Development.....Page 3
 Public InvolvementPage 4
 Additional InformationPage 5
 Intermodal/Multimodal ApproachPage 5
 TIP Amendment Process.....Page 5
 Congestion Management.....Page 7
 Air QualityPage 7

Metropolitan Transportation Planning Process - Self Certification.....Page 8

Consistency with the Whatcom Transportation PlanPage 9
Financial Plan.....Page 9
Federal Funding ProgramsPage 9

TIP Project and Financial TablesPage 11
 Federal Funding Program AbbreviationsPage 11
 State Funding Program AbbreviationsPage 12
 2015 TIP Projects not included in 2016 TIPPage 13
 Secured Funding Sources Chart.....Page 15

Project Lists

4-Year Funding Secured Metropolitan projects	Page 17
MPO Financial Feasibility Table	Page 21
MPO Financial Summary Table	Page 21
4-Year Funding Secured Regional non-MPO projects	Page 23
6-Year Unfunded Projects	Page 25

2015 Whatcom Council of Governments Membership

Executive Committee

Mayor of Sumas	Bob Bromley, Chairman
Mayor of Ferndale	Gary Jensen, Vice-Chairman
Whatcom County Executive	Jack Louws, Secretary/Treasurer
Whatcom County Council	Barry Buchanan
Mayor of Bellingham	Kelli Linville
Bellingham City Council	Roxanne Murphy
Port of Bellingham	Jim Jorgensen
Mayor of Blaine	Harry Robinson

Council Board (Executive Committee plus)

Bellingham City Council	Dan Hammill
Birch Bay Water & Sewer District	Patrick Alesse
Mayor of Lynden	Scott Korthuis
Whatcom County Council	Pete Kremen
Everson City Council	John Perry
Lake Whatcom Water & Sewer District	Ian Millar
Nooksack City Council	Tom Jones
The Opportunity Council	Greg Winter, non-voting
Sudden Valley Community Association	Larry Brown, non-voting
Western Washington University	Steve Swan, non-voting
Whatcom Transportation Authority	Pete Stark, non-voting

WTPB Policy Board (Executive Committee plus)

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

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IN THE MATTER OF ADOPTION OF THE)
2016 WHATCOM COUNCIL OF GOVERNMENTS)
TRANSPORTATION IMPROVEMENT PROGRAM) **Resolution #2015-10-1**

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 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

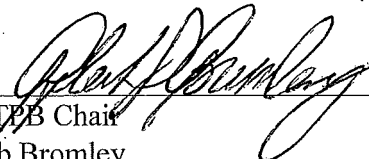
WHEREAS, the POLICY BOARD certifies that all requirements of 23 U.S.C. Section 134 Transportation Planning are met; and

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

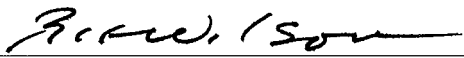
NOW THEREFORE BE IT RESOLVED BY THE WHATCOM TRANSPORTATION POLICY BOARD:

Approves the scope and content of the 2016 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 14, 2015



WTPB Chair
Bob Bromley

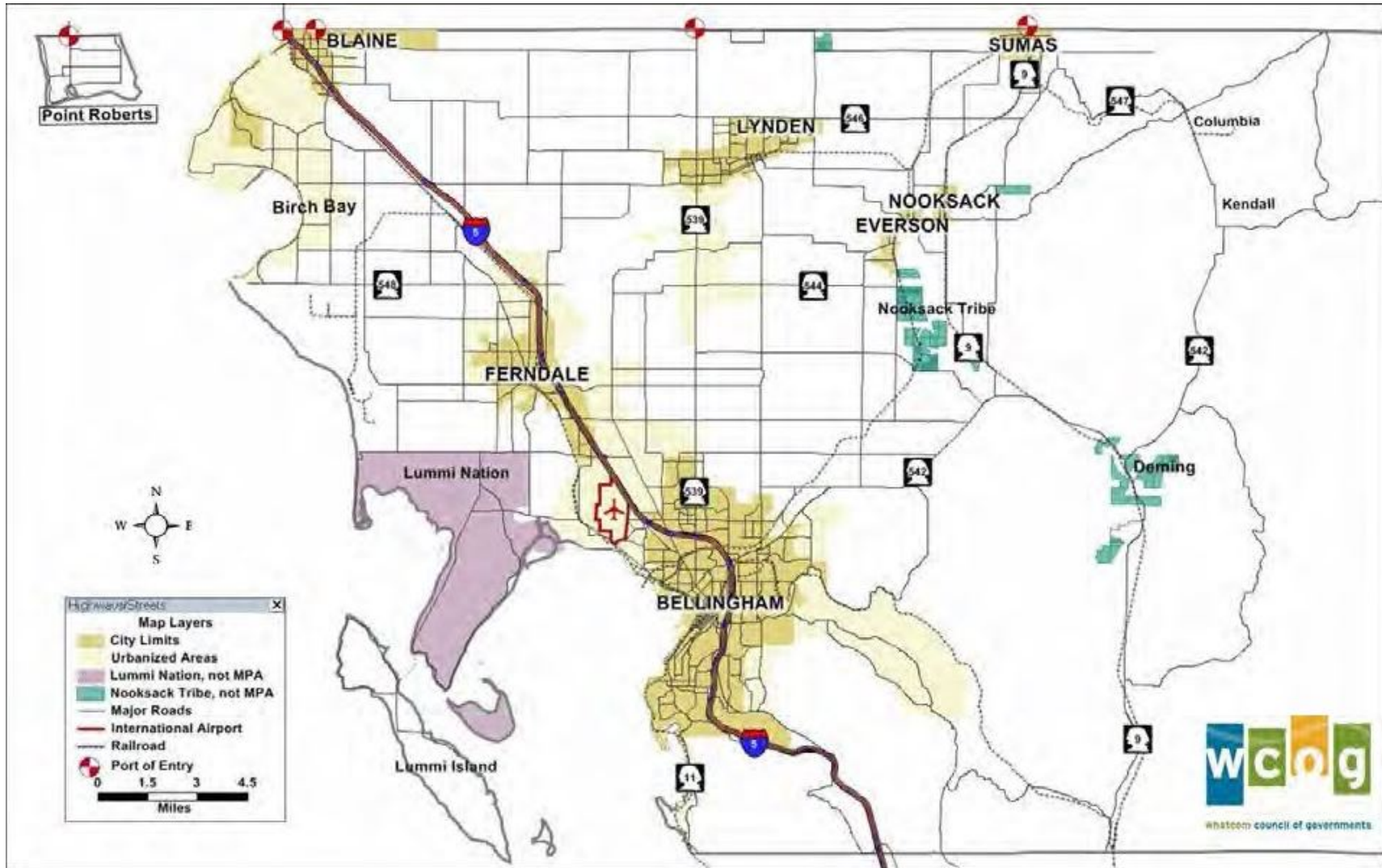


Executive Director
Robert H. Wilson, AICP

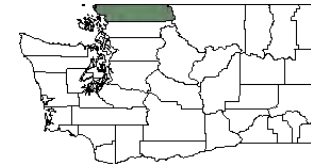
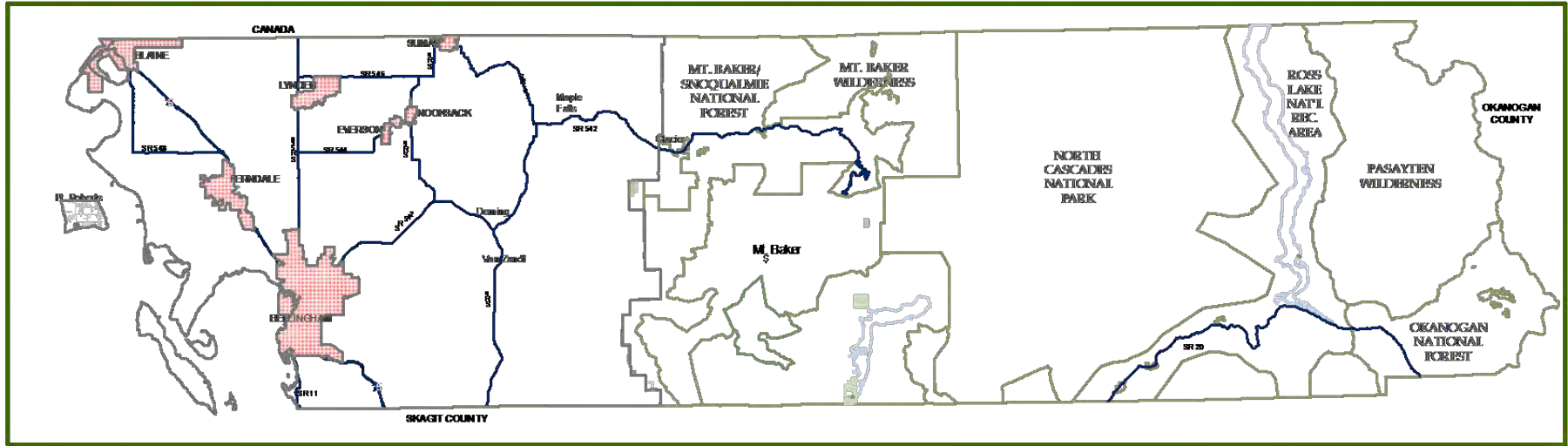
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Whatcom Metropolitan Planning Area

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



Whatcom Regional Transportation Planning Organization (RTPO) Boundary



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. 36.64.080, which authorized creation of regional 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 document was prepared as part of the WCOG [SFY 2016 Unified Planning Work Program](#).

Metropolitan Planning Area and Description

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

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

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

Regional Transportation Planning Organization

On September 20, 1990 the WCOG was designated by the governor as the Regional Transportation Planning Organization (RTPO) for Whatcom County. In 1990-1991, the RTPO Policy Board was established from the membership of the WCOG Full Council. Each member jurisdiction in the WCOG agreed to the RTPO acting as the designated project selection body for Regional Surface Transportation Program funds and Transportation 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 four years, or more frequently. The TIP is the financial plan that identifies and prioritizes federally funded transportation projects to be carried out in the Whatcom County Metropolitan Planning Area. Projects including Federal funds must appear in the WCOG TIP. Projects in the WCOG TIP are approved by the WCOG Whatcom Transportation Policy Board, Governor, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The projects are then included in the Statewide TIP (STIP). While the TIP is a six-year document, the primary focus is on the first four years (2016 - 2019). 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 112-141 Moving Ahead for Progress in the 21st Century Act (MAP-21) SEC.20005, Section 5303.
2. Revised Code of Washington, Title 47, Chapter 47.80.

MAP-21 and requires Metropolitan Planning Organizations to prepare a TIP detailing those projects within the Metropolitan Area Boundary that are regionally significant or to be completed with federal transportation funds. The Washington State RTPO law requires Regional Transportation Planning Organizations to prepare a TIP in cooperation with Washington State Department of Transportation (WSDOT) detailing all projects in Whatcom County that are regionally significant. WSDOT coordinates the Statewide TIP development with WCOG to ensure consistency with regional goals. Metropolitan projects are listed separately from non-Metropolitan projects (those outside the adopted Metropolitan area boundary).

MAP-21 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; 2016 is priority one, 2017 is priority two, 2018 projects are priority three and 2019 projects are priority four. The planned but not funding secured projects are shown in the Unfunded section of this TIP.

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

TIP DEVELOPMENT PROCESS

MPO and RTPO Roles in TIP Development

The metropolitan planning requirements of MAP-21 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. MAP-21 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 the combined MPO/RTPO public hearing on October 14, 2015, where this TIP was reviewed. The notice was published in the Bellingham Herald on September 28, 2015. A copy of the public notice is available at the WCOG.

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

2. Significant comments:

WCOG certifies that citizens and interested parties have been provided early and reasonable opportunity to comment on the proposed TIP as required under MAP-21 Section 5303 (j)(1), and WCOG's Public Participation Policy. The WCOG TIP was adopted at a meeting of the WCOG Whatcom Transportation Policy Board (RTPO & MPO) on October 14, 2015. A public notice was published on September 28, 2015 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 2016 through 2021. The first four years of the TIP are fiscally constrained. The TIP project tables show only the first four years of the projects.

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

The TIP was developed in cooperation with local jurisdictions, WSDOT, WTA, and other agencies.

Intermodal/Multimodal Approach

Projects listed in the 2016 TIP provide consideration for alternative transportation modes to the extent possible. Alternative modes includes bicycle, pedestrian, ferry, transit, ride-sharing, and other forms other than single occupancy auto. WTA provides fixed route and paratransit bus services in Whatcom County. .

TIP Amendment Process

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

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

1. Formal Amendment

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

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

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

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

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

2. Administrative Modification

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

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

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

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

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

3. Updates Not Requiring STIP Change

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

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

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

Congestion Management

WCOG is not a TMA. TMA provisions of MAP-21 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 MAP-21 are not applicable to WCOG 2016 TIP.

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

In accordance with 23 CFR Part 450, §450.334, 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.
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).
12. USDOT and WSDOT supplemental fiscal directives regarding Indirect Cost Proposals.

MPO

Robert H. Wilson
Signature

Robert H. Wilson, AICP
Printed Name

Executive Director
Title

September 3, 2015
Date

WSDOT

Mark Finelli
Signature

Mark Finelli
Printed Name

Acting Multi-Modal Planning
Manager, WSDOT TRCO Division Director
Title

9/23/15
Date

CONSISTENCY WITH WHATCOM TRANSPORTATION PLAN

The projects contained in the 2016-2019 years of the TIP are consistent with the goals of the [Whatcom Transportation Plan](#) (WTP). WCOG prepares the TIP based on input from local agencies and WSDOT, and all projects are considered for their consistency with the WTP.

FINANCIAL PLAN

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

FEDERAL FUNDING PROGRAMS

FTA Section 5307 Urban Areas

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

Bridge Replacement and Rehabilitation Program (BR)

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

Coordinated Border Infrastructure

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

Demonstration (DEMO)

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

Discretionary

Special funding categories FHWA administers program through various offices.

Ferry Boat Program or Ferry Boat Discretionary

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

Highway Safety Improvement Program

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

Interstate System (IM)

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

National Highway Performance Program (NHPP)

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

Safe Routes to School (SRTS)

Established under SAFETEA-LU to improve walking and bicycling to school.

Surface Transportation Program (STP)

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

Transportation Alternatives Program (TAP)

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

TIP PROJECT AND FINANCIAL TABLES

The project and financial tables of the 2015 TIP are arranged in three tabs, MPO, non-MPO and Unfunded.

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

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

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

Federal Funding Program Abbreviations

BIA	Bureau of Indian Affairs
BR	Bridge Replacement or Rehabilitation
CBI	Coordinated Border Infrastructure
CDBG	Community Block Development Grant
CMAQ	Congestion Mitigation Air Quality
DEMO	SAFETEA-LU Demonstration or High Priority Projects
Discretionary	Public Highway Lands, Scenic Byways, Other
FBP	Ferry Boat Program
HSIP	Highway Safety Improvement Program
HSIP	HSIP (Safe Routes to School)
IC	Interstate Construction
IM	Interstate Maintenance
IRR	Indian Reservation Roads (pre-MAP 21)
NHS	National Highway System
NHPP	National Highway Performance Program
SRTS	Safe Routes to Schools (pre-MAP 21)
STP	Surface Transportation Program (WSDOT only)
STP(BR)	STP Bridge
STP(C)	STP Statewide Competitive Program
STP(L)	STP Legislative Earmarks
STP(R)	STP Rural Regionally Selected
STP(S)	STP Safety including hazard elimination and railroad crossing improvements
STP(US)	STP Urban Small
TAP(R)	TAP Rural
TAP(US)	TAP Urban Small
TAP(SR)	TAP Safe Routes to School
TTP	Tribal Transportation Program
3037	Federal Transit Administration - JobAccess/Reverse Commute
5307	Federal Transit Administration - Urban Areas
5309(Bus)	Federal Transit Administration - Bus

5309(NS)	Federal Transit Administration - New Starts
5310	Federal Transit Administration - Elderly/Disabled Persons
5311	Federal Transit Administration - Rural Areas
5316	Federal Transit Administration - Job Access/Reverse Commute Rural
5317	Federal Transit Administration - New Freedom Program

State Funding Program Abbreviations

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

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

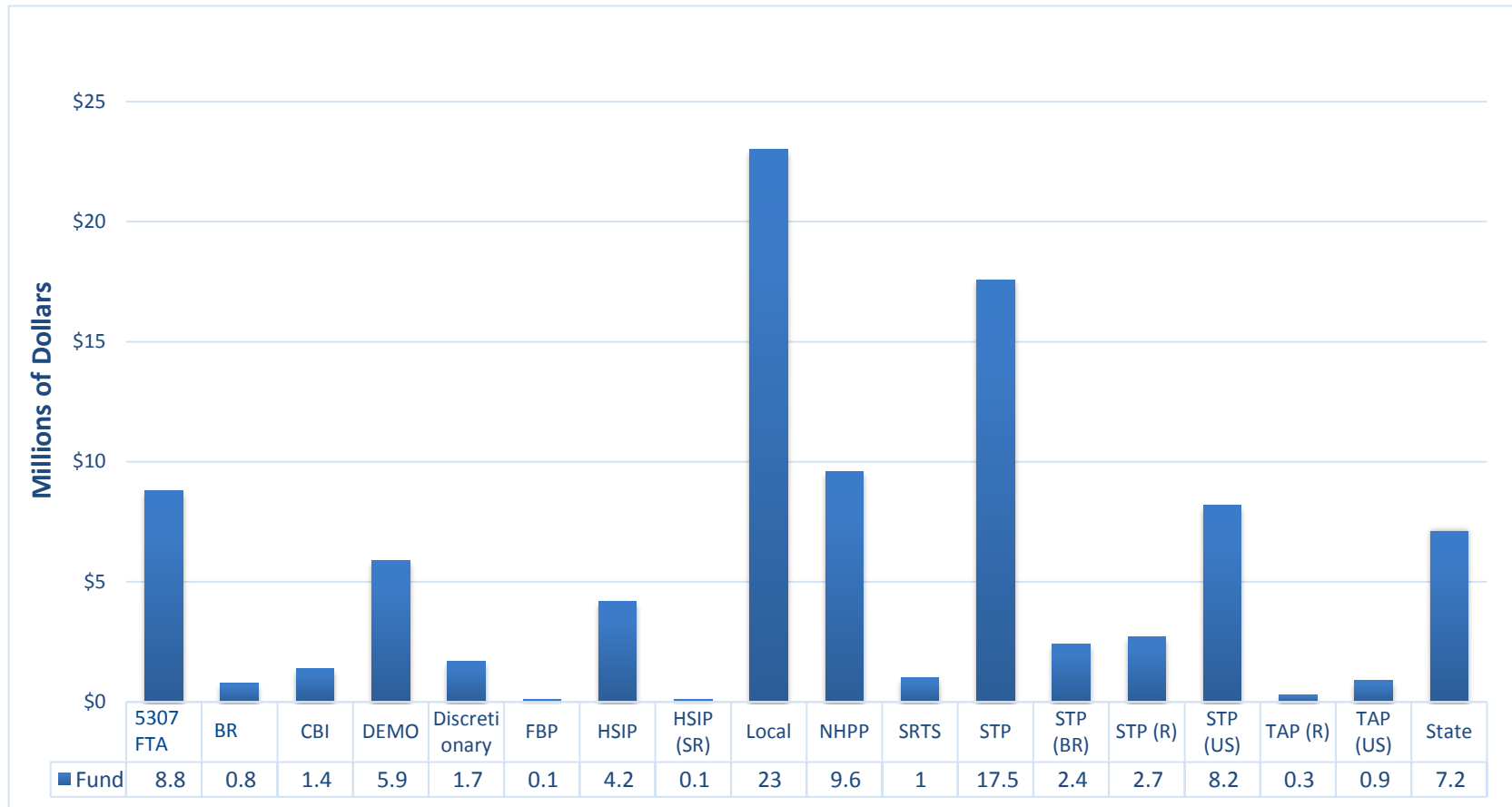
2015 TIP PROJECTS NOT INCLUDED IN THE 2016 TIP

The following MPO projects were included in the funding secured section of the previous WCOG 2015 TIP but are not included in the same section of the 2016 TIP. Projects were removed for various reasons including: underway, completed, cancelled, on hold, rescheduled beyond 2019, or not started as of the adoption date of this document but expected to start before 2016 TIP takes effect.

Jurisdiction	Project Name	Description	Total Cost	Status	
Bellingham	Alabama Street Corridor Multimodal Safety Improvements	Safety Improvements	\$ 2,848,024	Underway	
	Carl Cozier Safe School Routes	Pedestrian Improvements for school access	267,226	Underway	
	Chestnut - Bay at RR	Bridge Improvements	2,647,000	Underway	
	N State St. / E Laurel St. Pedestrian Safety Improvements	Pedestrian Improvements	350,000	Complete	
Ferndale	Church Road Improvement Project, Main to Heather	Reconstruction with sidewalks	6,323,482	Complete	
Lummi	Lummi Transit Bus Wash Facility	Bus Wash	360,058	Underway	
Lynden	Jim Kaemignk St Glenning Street Trail Gap Elimination	Construct multimodal sidewalk	298,480	On hold	
WCOG	Western Washington Commercial Vehicle O/D Study	Cross-border freight data	150,000	Underway	
Whatcom County	Hannegan Road / Nooksack River, Bridge No. 252	Bridge Repair	234,210	Underway	
	Portal Way / Dakota Creek Bridge, No. 500	Bridge Retrofit	3,438,990	Underway	
	Slater Road - Nooksack River Bridge No. 512	Remove and Repaint Structure	1,814,000	Underway	
	South Pass Road / Saar Creek, Bridge No. 212	Bridge Replacement	775,000	Complete	
	Slater Road Intersections	Add left turn lane	2,750,000	Underway	
WSDOT	I-5/Birch Bay-Lynden Rd NB Ramp Terminal	Construct Roundabout	4,465,397	On hold	
	I-5/NB Nooksack River to Blaine - Paving	Paving	7,492,864	Underway	
	I-5/NB Nulle Rd to Samish Highway Vic - Paving	Paving	1,683,674	Underway	
	I-5/SB Nulle Road to Iowa St Vic. - Paving	Paving	2,537,205	Underway	
	Northwest Region Basic Safety	Regionwide structural safety improvements	453,200	Completed	
	Regionwide Strategic Pavement Preservation (15-17)	Paving	220,060	Completed	
	SR 20/Westbound Diablo Dam Rd Vicinity - Guardrail Installation	Guardrail Installation	57,437	Completed	
	SR 539/I-5 to Kellogg Road - Paving	Paving	3,626,553	Underway	
	SR 542/Anderson Creek Culvert	Bridge replacement	7,705,768	Underway	
	SR 542/Coal Creek to Fossil Creek - BST	Guardrails and Striping	1,160,516	Underway	
	SR 542/Coal Creek to Fossil Creek - BST	Fish passable structure construction	2,447,644	Underway	
	SR 542/I-5 to Britton Road - Paving	Paving	3,873,456	Underway	
	SR 542/SR 547 - Intersection Improvement	Intersection safety improvements	2,819,549	Underway	
	SR 548/Grandview Rd to 4th St - BST	Paving	1,012,411	Underway	
	SR 548/I-5 to North Star Rd - BST	Paving	701,125	Underway	
	SR 548/Unnamed Creek to Drayton Harbor - Fish Passage	Fish passable structure construction	1,261,063	Underway	
	Whatcom County BST	Paving	3,110,327	Underway	
	Blaine - Customs Facility Siding	Increase rail line capacity	7,472,324	Underway	
	WTA	PURCHASE (APPROX 2) MINI-SIZED VEHICLES		360,000	Completed
		Bus Safety Modifications	Driver seat improvements	400,000	Completed
REPLACE APPROX SIX (6) PARATRANSIT VEHICLES			826,000	Completed	

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Secured Funding Sources 2016 - 2019



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Metropolitan Planning Area Secured Funding Table (listed in thousands)

Agency	Project Title	Project Description	Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
Bellingham	Blodel Avenue, Phase 2	Construct new minimum standard arterial connection.	None			1,500	1,500	1,650
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.	DEMO	5,918			5,918	6,751
Bellingham	Woodstock Intersection Improvements	Revise the intersection layout with Woodstock Way making James Street Road to Woodstock Way the through traffic movement to eliminate site distance hazards. The road will be widened from the existing 31 foot width to a 54 foot width incorporating a two way left turn lane, bicycle lanes, and sidewalks.	STP(US)	516	343	1,116	1,975	3,300
Bellingham	Mahogany - Arctic Ave Arterials	New construction for Mahogany Ave and Arctic Ave multimodal arterial connection.	STP(US)	200	2,245	1,491	3,936	6,100
Bellingham	Orchard Drive Extension beneath Interstate 5	Orchard Drive Extension is a new multi-modal arterial and multi-use trail connection extending from east Birchwood Ave/Squalicum Parkway, under I-5 along the railroad tunnel, to west of James Street.	STP(US)	750		250	1,000	13,760
Bellingham	West Maplewood Ave Multimodal Improvements	The project includes bicycle lanes, sidewalks, intersection bicycle markings, curb, gutter, curb ramps and street lights	SRTS	895		790	1,685	1,685
Bellingham	West Horton Road Multimodal Corridor Improvements - Phase I (<i>pending</i>)	Construct new minor arterial roadway. Including bike lanes, separated boardwalk path, and illumination.	STP(US)	2,700		1,633	4,333	5,412
Blaine	Boblett St Traffic Channelization and Corridor Improvements	Improvements will include: Channelization, ROW acquisition, non-motorized, sidewalk replacement, storm drainage, roundabout construction.	STP(US)	782		387	1,169	1,169
Blaine	Hughes Ave Reconstruction (<i>pending</i>)	Widen Hughes Ave and upgrade to truck standards from approx 200 feet west of Peace Portal Dr to approx 200 ft east of I-5 underpass. Other improvements include bus stop, sidewalks, larger turn radii, and storm sewer upgrades.	STP(US)	1,096	768	355	2,219	2,219

Metropolitan Planning Area Secured Funding Table (listed in thousands)

Agency	Project Title	Project Description	Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
Everson	Lincoln Street Improvements, Phase 1	Reconstruct street to act as a parallel arterial to the State Highway. Adding sidewalks on both sides of the street and a bike lane.	STP(R)	1,330	126	272	1,728	1,859
Everson	Lincoln Street Improvements, Phase II	New construction and extension of Lincoln Street from Washington Street to Blair Drive includes sidewalks and a bike lane.	STP(R)	1,060	91	229	1,380	1,536
Everson	SR544 S. Everson Sidewalk Improvements	Fill in missing segments of sidewalk along SR 544 from approximately Robinson Street to Everson Road.	TAP(Ru)			140	140	1,726
Lynden	Jim Kaemingk Sr. Trail Extension	The project includes shared use path, sidewalk, curb, gutter, planter strip, speed feedback signs with flashing beacons, and educational materials and events.	SRTS & TAP	492		77	569	630
Lynden	Main Street Corridor Completion	Improve remaining section of Main Street between SR539 and Berthusen Road to full City all-weather arterial standards.	STP(US)	8		1,801	1,809	2,108
Lynden	Riverview Road Gap Elimination	New road construction providing southeastern access to downtown Lynden and Historic Business District.	STP(US)	1,163		521	1,684	1,875
Whatcom County	Birch Bay - Lynden Road / Portal Way	Improve efficiency and safety of the intersection by installation of signalization, channelization, crosswalks, widening the BNSF rail crossing, and correcting the sharp grade difference between the crossing and the intersection. Other improvements include multi-modal shoulders, drainage, and storm water treatment facilities, safety improvements, illumination, and upgrading the BNSF crossing signal system.	STP(R)	25		4	29	4,007
Whatcom County	Birch Bay Drive & Pedestrian Facility	This project will construct a soft shore roadway protection berm with a pedestrian pathway and install drainage upgrades.	TAP (U)	1,610		8,017	9,627	11,450
Whatcom County	Potter Road / South Fork Nooksack River, Bridge No. 148	Remove and replace structure with 360 foot long, two-span reinforced concrete girder structure.	BR	751		1,877	2,628	9,881
Whatcom County	Lummi Island Dolphin and Breakwater Replacement	Replace existing timber pile dolphins and breakwater with steel pile supported structures	FBP	631		158	789	1,750
Whatcom County	West Badger Rd / Bertrand Creek Bridge No. 50 Replacement Project	Replace existing bridge with new bridge structure	BR	1,430		378	1,808	1,808
Whatcom County	County Roadway Safety Improvement Program	Install shoulder rumble strips and install/upgrade horizontal alignment warning signs on selected County roadways.	HSIP	680			680	750
Whatcom County	Roberts Road/Anderson Creek Bridge No. 249 Replacement Project	Replace existing bridge with new bridge structure	BR	957		254	1,211	1,388

Metropolitan Planning Area Secured Funding Table (listed in thousands)

Agency	Project Title	Project Description	Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
Whatcom County	West Horton Road Extension - Phase 2	New road construction extending Horton Rd west as a secondary urban arterial with sidewalks, bike lanes, and turn lanes.	STP(US)	1,000		360	1,360	5,500
Whatcom County	Hannegan Rd / Ten Mile Creek Bridge No. 236 Replacement Project	Replace existing bridge with new bridge structure	STP(R)	950		330	1,280	1,280
WTA	MIDWAY LOT IMPROVEMENTS	Lot improvements	5307	680		170	850	850
WTA	REPLACE (APPROX. 11) PARATRANSIT MINI BUSES	Replace paratransit vehicles	5307	1,328		272	1,600	1,600
WTA	REPLACE (APPROX. 3) PARATRANSIT MINI BUSES	Replace paratransit vehicles	5307	396		81	477	477
WTA	REPLACE (APPROX. 7) FULL-SIZE BUSES	Replace buses	5307	3,011		753	3,764	3,764
WTA	SMART BUS HARDWARE/SOFTWARE	Including CAD (computer aided dispatch) AVL (automated vehicle location) systems - hardware and software.	5307	3,200		800	4,000	4,000
WTA	REPLACE 4 SUPPORT VEHICLES	Replace support vehicles	5307	138		35	173	173
WSDOT	Asphalt/Chip Seal Preservation Whatcom Council of Governments	Resurfacing	NHPP & STP	20	408		428	20,489
WSDOT	I-5/Northbound On-Ramp at Bakerview - Improvements	Northbound On-ramp on east side of Bakerview/I-5 interchange	CWA		10,000		10,000	10,000
WSDOT	I-5/Slater Road Interchange - Improvements	Interchange improvements	CWA		3,608		3,608	21,100
WSDOT	Northwest Region Curve Warning Signs (15-17)	Install curve warning signs	STP	299	6		305	361
WSDOT	Northwest Region Intersection Safety Implementation (15-17)	Enhance signing and pavement markings for stop controlled intersections	HSIP	8			8	10
WSDOT	SR 20/Cascade Rd Vic to Goodell Creek Campground - Rumblestrip	Install centerline rumblestrips	HSIP	215	6		221	221
WSDOT	SR 20/Lillian Creek to Granite Creek - Rumblestrip Installation	Install centerline and shoulder rumblestrips	HSIP	752	18		770	770
WSDOT	SR 20/Newhalem to Lillian Creek - Rumblestrip Installation	Install centerline rumblestrips	HSIP	1,113	27		1,140	1,140
WSDOT	SR 539/Telegraph Road to Westerly Road - ADA Compliance	Upgrade to ADA sidewalk ramps	NHPP	449	11		460	460
WSDOT	SR 542/Dewey Rd Vic - Culvert Replacement	Improve Culvert	CWA		257		257	257

Metropolitan Planning Area Secured Funding Table (listed in thousands)

Agency	Project Title	Project Description	Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
WSDOT	SR 542/Glacier Creek Bridge CED - Replace Bridge	Replace existing bridge	STP	1,829	74		12,240	13,164
WSDOT	SR 542/Hedrick Creek - Fish Barrier	Replace existing barrier with fish-passable structure	STP	4,717	96		4,813	6,224
WSDOT	SR 542/High Creek - Fish Passage	Replace existing barrier with fish-passable structure	Dis	1,725	269		1,994	2,448
WSDOT	SR 542/I-5 to Hannegan Road Vicinity - ADA Compliance	Upgrade to ADA sidewalk ramps	STP	509	12		521	521
WSDOT	SR 542/SR 9 East Junction - Intersection Improvements	Install Roundabout	CBI	1,407	34		1,441	1,441
WSDOT	SR 544/SR 539 to Everson - Rumblestrip Installation	Install centerline rumblestrips	HSIP	321	7		328	386
WSDOT	SR 546/Northwood Rd - Intersection Improvements	Install Roundabout	NHPP	332	7		339	393
WSDOT	SR 548/Kickerville Rd - Intersection Improvements	Install Roundabout	HSIP	823	17		840	1,418
WSDOT	SR 9/Bowen Rd Vic. to Sumas Ave Vic. - Rumblestrip Installation	Install centerline and shoulder rumblestrips	HSIP	115	2		117	138
WSDOT	SR 9/Tawes Creek - Fish Passage	Replace existing barrier with fish-passable structure	CWA		48		48	2,352
WSDOT	SR 9/Two Tributaries to Tawes Creek - Fish Passage	Replace existing barrier with fish-passable structure	CWA		1,216		1,216	4,895
WSDOT	SR 9/Van Zandt - Railroad Crossing Improvements	Install advanced warning system	STP (S)	289	5		294	423
Totals				\$68,681	\$19,701	\$24,051	\$112,433	\$189,069

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

WCOG 2016-2019 Regional TIP Feasibility

Anticipated Federal Funding & Programmed Expenditures (in Thousands)

	Funding Type	Year	Starting Balance	Annual Allocation	Total Available	Total Programmed	Remaining Balance
WCOG-Managed Federal Funds	STP (R) & (US)	2016	\$348	\$2,648	\$2,996	\$1,795	\$1,201
		2017		\$2,648	\$3,849	\$3,248	\$601
		2018		\$2,648	\$3,249	\$2,700	\$549
		2019		\$2,648	\$3,197	\$3,107	\$90
	TAP (US & R)	2016	\$471	\$241	\$712	\$545	\$167
		2017		\$241	\$408	\$0	\$408
		2018		\$241	\$649	\$620	\$29
		2019		\$241	\$270	\$0	\$270
State-Managed Federal Funds	5307	2016		\$8,358	\$8,358	\$8,358	\$0
		2017		\$396	\$396	\$396	\$0
	Bridge	2016		\$751	\$751	\$751	\$0
		2016		\$60	\$60	\$60	\$0
	CBI	2017		\$183	\$183	\$183	\$0
		2018		\$893	\$893	\$893	\$0
		2019		\$272	\$272	\$272	\$0
		2016		\$5,918	\$5,918	\$5,918	\$0
	Discretionary	2016		\$1,166	\$1,166	\$1,166	\$0
		2017		\$560	\$560	\$560	\$0
	FBP	2016		\$40	\$40	\$40	\$0
		2016		\$1,370	\$1,370	\$1,370	\$0
	HSIP	2017		\$867	\$867	\$867	\$0
		2018		\$314	\$314	\$314	\$0
		2019		\$1,639	\$1,639	\$1,639	\$0
		2016		\$99	\$99	\$99	\$0
	HSIP (SR)	2017		\$796	\$796	\$796	\$0
		2016		\$10	\$10	\$10	\$0
	NHPP	2016		\$6,357	\$6,357	\$6,357	\$0
		2017		\$619	\$619	\$619	\$0
		2018		\$2,393	\$2,393	\$2,393	\$0
		2019		\$18	\$18	\$18	\$0
	SRTS	2016		\$221	\$221	\$221	\$0
		2016		\$796	\$796	\$796	\$0
	STP	2016		\$3,063	\$3,063	\$3,063	\$0
		2017		\$8,316	\$8,316	\$8,316	\$0
		2018		\$3,456	\$3,456	\$3,456	\$0
		2019		\$2,720	\$2,720	\$2,720	\$0
STP(BR)	2016		\$175	\$175	\$175	\$0	
	2017		\$957	\$957	\$957	\$0	
	2018		\$1,255	\$1,255	\$1,255	\$0	
TTP	2016		\$1,860	\$1,860	\$1,860	\$0	
				Federal Funds	\$71,228	\$67,913	
			State & Local Funds	\$31,473	\$31,473		
			All Funds	\$102,701	\$99,386		

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Funding Secured Non-MPO Projects (listed in thousands)

Agency	Project Title	Project Description	Fed Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
Lummi Nation	Gooseberry Point Pedestrian Project	Install pedestrian facilities including separated shoulders and sidewalks or raised pathways.	TAP (R)	233		17	250	250
Lummi Nation	Kwina Sidewalk	Construction of curb and sidewalk.	TAP (R)	164	260	496	920	920
Lummi Nation	Transit Infrastructure for Bus Shelters	Reconstruct bus shelters.	TAP (R)	50	48	12	110	110
Totals				\$447	\$308	\$525	\$1,280	\$1,280

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

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Unfunded Projects (listed in thousands)

Agency	Project Title	Project Type	Total Cost
Bellingham	Boulevard Park to Cornwall Park Overwater Pedestrian Walkway	Construction	2,500
	James Street Multimodal Improvements	Construction	7,500
	North James Street Multimodal Arterial Connection	Construction	3,000
	James/Bakerview Intersection Safety Improvements	Construction	3,805
	Northwest Ave / W. Bakerview Rd. Safety Improvements	Construction	500
	Orchard Drive Extension and Bay to Baker Trail	Construction	13,760
	Aldrich Road Phased Multimodal Arterial Improvement	Construction	4,000
	Cordata/Stuart Roundabout	Construction	2,000
Blaine	Peace Portal / Bell Rd Intersection Improvements	Construction	720
	I-5 Exit 274 Interchange Environmental Review and Design	PE, Construction	50,000
	Peace Portal Drive Sidewalk Gap Elimination	Construction	230
	Semiahoo Spit Ped Path Safety Improv - Phase 2 - County Park to Marina	Construction	1,720
	Marine Dr Phase 3 - LPWRF to Public Pier	Construction	2,600
	Peace Portal/Bell Rd Signalization	Construction	720
Everson	BNRR R/W - Trail/Utility Corridor	Right-of-Way	279
	SR 544 S. Everson Sidewalk Improvements	Construction Phase	1,726
Ferndale	Main Street - Barrett Rd to east CL	Reconstruction	3,410
	Thornton Railroad Overcrossing w/Connector to 2nd Ave Roundabout	Construction	20,600
	Thornton Road - Church to Maureen	Construction	775
	Thornton Road - Vista to Malloy	Construction	1,580
	Washington & Vista Intersection Improvements	Construction	1,740
Lynden	Bradley Road - Vinup Road to Line Road	Construction	3,450
	Benson Road - Benson Lane to Badger Road	Construction	4,350
	Line Road - Bradley Road to Badger Road	Construction	2,850
	Glenning Street Sidewalk/Trail	Construction	115

Unfunded Projects (listed in thousands)

Agency	Project Title	Project Type	Total Cost
Nooksack City	E. Madison Resurface	Construction	243
Nooksack Tribe	Mission Road Pedestrian Project	Construction	764
Sumas	Sumas Ave - Front Street to Garfield Street	Construction	2,150
WCOG	Unified Planning Work Program		305
Whatcom County	East Smith & Hannegan Road	Construction	4,000
	East Smith Road - Everson Goshen to Mt. Baker Highway	Pavement Rehabilitation	1,875
	Jackson Road / Terrell Creek Bridge No. 81	Replacement	650
	Marine Drive / Little Squalicum Bridge No. 1	Rehabilitation	250
	Slater Road & Northwest Drive	Construction	250
	Slater Road, Interchange to Pac Hwy	Reconstruction	16,000
	Bennett Dr, Marine Dr. to West Bakerview Rd.	Rehabilitation	2,500
	Horton Rd Connector, Northwest Dr to Aldrich Rd	Construction Phase	15,000
	Lincoln Rd - II, Harborview Rd to SR 548	Reconstruction	5,000
	Marine Drive, McAlpine Rd to Alderwood Ave	Reconstruction	5,000
	Marine Drive II, Alderwood Ave to Bridge No 172	Reconstruction	5,000
	West Badger Road, Sunrise Road to Markworth Road	Reconstruction	5,000
	Lakeway Drive Corridor Improvements	Reconstruction	2,500
	WTA	Replace (approx 11) Paratransit mini buses	
Replace (approx 3) full-size hybrid buses			2,625
Replace (approx. 4) full-size hybrid buses			3,605
Replace (approx. 4) full-size hybrid buses			3,929
Replace (approx. 6) paratransit mini buses			954
Replace (approx. 6) vanpool vans			242
	Replace 6 vanpool vans		201

Unfunded Projects (listed in thousands)

Agency	Project Title	Project Type	Total Cost
	Replace (approx. 7) vanpool vans		325
	Replace 7 vanpool vans		237
	Replace 7 vanpool vans		245
	Replace 3 support vehicles		185
	Replace 4 support vehicles		155
WSDOT - NW	SR 9/Tawes Creek - Fish Passage	Construction	1,816
	SR 9/Two Tributaries to Tawes Creek - Fish Passage	Construction	3,693
	SR 548/Kickerville Rd - Intersection Improvements	Right-of-Way	125
Total			\$133,462