



2019 Transportation Improvement Program

Adopted October 11, 2018

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.

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.

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2018 Whatcom Council of Governments Membership

Executive Committee

Bellingham City Council
Mayor of Bellingham
Mayor of Blaine
Mayor of Ferndale

Nooksack City Council
Port of Bellingham
Whatcom County Council
Whatcom County Executive

Council Board (Executive Committee plus)

Bellingham City Council
Birch Bay Water and Sewer District
Lake Whatcom Water & Sewer District
Lummi Indian Business Council Chair
Mayor of Everson
Mayor of Lynden

Mayor of Sumas
The Opportunity Council
Sudden Valley Community Association
Western Washington University
Whatcom County Council
Whatcom Transportation Authority

WTPB Policy Board (Executive Committee plus)

Bellingham Technical College
CTAG Representative
Mayor of Everson
Mayor of Lynden
Mayor of Sumas
Nooksack Indian Tribal Council
TTAG Representative
Western Washington University
Whatcom Community College

Whatcom Transportation
Authority WSDOT Mt. Baker Area
40th District Senator
40th District Representative
40th District Representative
42nd District Senator
42nd District Representative
42nd District Representative

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IN THE MATTER OF ADOPTION OF THE
2019 WHATCOM COUNCIL OF GOVERNMENTS
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution #2018-10-1

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 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 RTPO has the responsibility of annually developing, adopting and amending a Transportation Improvement Program (TIP); and

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

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

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

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

That it approves the scope and content of the 2018 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: 10/10/18

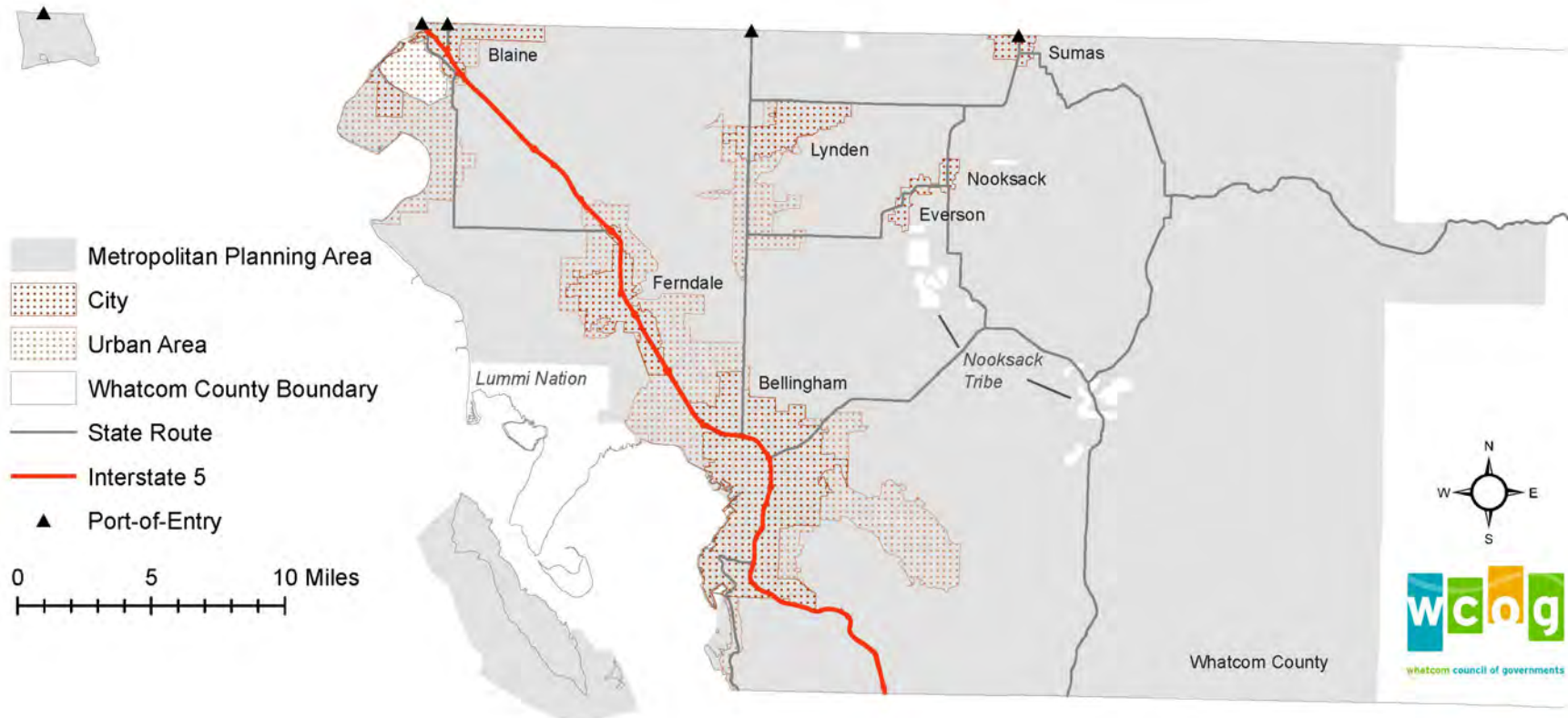
WTPB Chair
Jon Mutchler

Robert H. Wilson
Executive Director
Robert H. Wilson, AICP

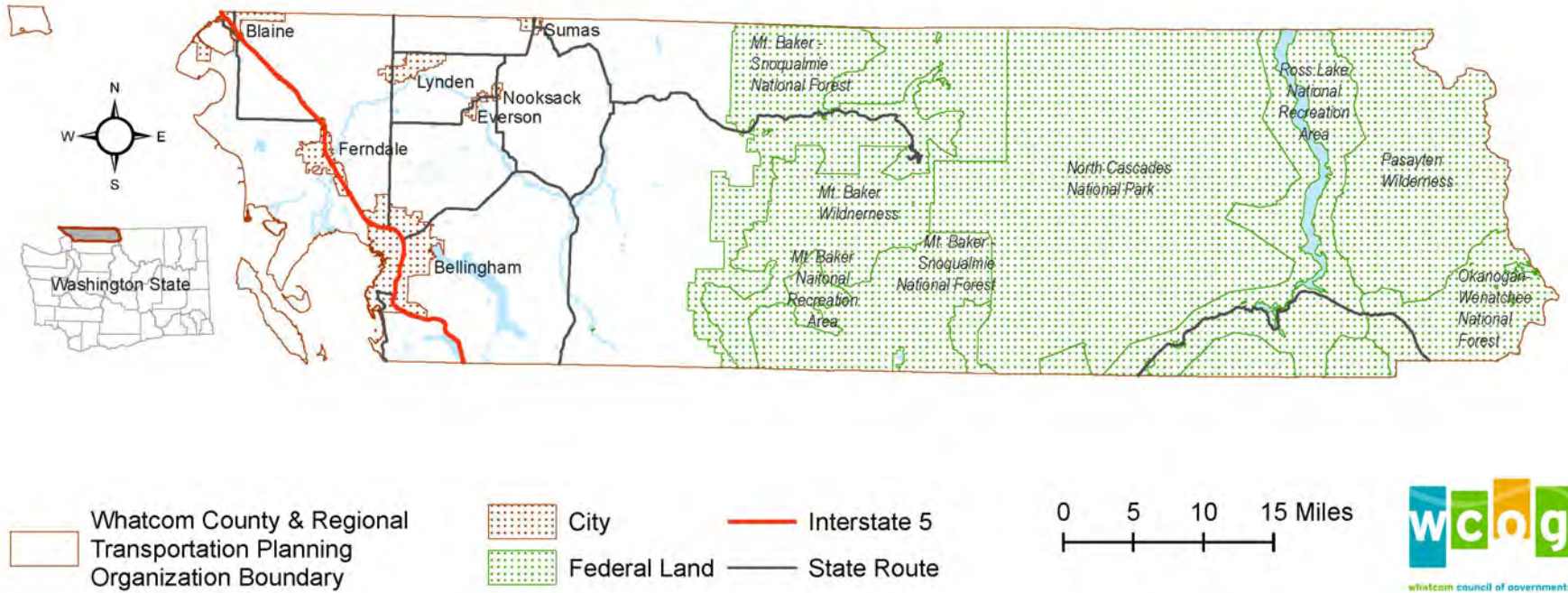
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Whatcom Metropolitan Planning Area

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. 36.70.060, 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 2018 -2019 Unified Planning Work Program](#).

Metropolitan Planning Area and Description

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

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

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

Regional Transportation Planning Organization

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

Purpose and Scope of the Transportation Improvement Program

WCOG is required by Federal and State regulations to develop a **Transportation Improvement Program (TIP)**; it must be updated every four years, or more frequently. The TIP is the financial plan that identifies and prioritizes federally funded transportation projects to be carried out in the Whatcom County Metropolitan Planning Area. Projects including Federal funds must appear in the WCOG TIP. Projects in the WCOG TIP are approved by the WCOG Whatcom Transportation Policy Board, Governor, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The projects are then included in the Statewide TIP (STIP). **While the TIP is a six-year document, the primary focus is on the first four years: 2019 - 2022.** All projects in this TIP are consistent with the [Whatcom Mobility 2040](#) adopted June 14, 2017.

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

TIP Legislative Requirements

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

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

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

FAST Act focuses on the first four years of the traditional six-year project lists and required fiscal constraint (projects prioritized in the first four years of the TIP are required to show secured funding sources). Projects in the TIP are prioritized on an annual basis as the following;

1. 2019 projects are priority one,
2. 2020 projects are priority two
3. 2021 projects are priority three
4. 2022 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 projects within the metropolitan planning area (MPA), the non-MPO section lists the projects outside the MPA boundary, and the UNFUNDED section lists the countywide, planned, regionally significant projects that do not have secure funding.

TIP DEVELOPMENT PROCESS

MPO and RTPO Roles in TIP Development

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

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

Initial TIP Development

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

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

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

- c. The TIP was developed in cooperation with the State.
 - d. The public and interested parties were afforded an opportunity to comment on the TIP in accordance with the WCOG Public Participation Policy.
 - e. The TIP is consistent with the [Whatcom Mobility 2040](#) adopted June 14, 2017.
 - 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 10, 2018, where this TIP was reviewed. The notice was published in the Bellingham Herald on September 23, 2018. 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 10, 2018. A public notice was published on September 23, 2018 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 2019 - 2024. The first four years from 2019 - 2022 of the TIP are fiscally constrained and programmed in the STIP. The TIP project tables show only the first four years of the projects.

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

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

Intermodal/Multimodal Approach

Projects listed in the 2019 TIP provide consideration for alternative transportation modes to the extent possible. Projects may include bicycle, pedestrian and ferry projects in the region that addresses multimodal needs. WTA provides fixed route and paratransit bus service in Whatcom County.

TIP Amendment Process

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

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

1. Formal Amendment

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

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

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

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

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

2. Administrative Modification

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

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

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

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

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

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

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

3. Updates Not Requiring STIP Change

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

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

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

Congestion Management

WCOG is not a Transportation Management Area (TMA) that serves an urbanized area greater than 200,000. TMA provisions of FAST Act planning requirements are not applicable to the WCOG MPO or RTPO.

Air Quality

WCOG is not an air quality non-attainment area. Air quality requirements of FAST Act are not applicable to WCOG 2019 TIP.

Highway Safety Improvement Program

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

Statewide 2018 Safety Targets

Measure	Rolling five year averages		
	Reported (2012-2016)	2018 target* (2014-2018)	2017 HSIP** (2013-2017)
Number of fatalities	484	415.5	510.0
Fatality rate per 100 million VMT	0.828	0.709	NA***
Number of serious injuries	2086	1788	2092.2
Serious injury rate per 100 million vmt	3.568	3.058	NA***
Number of non-motorized fatalities and non-motorized serious injuries	503	431.5	511.8

* This target was reported in the 2017 HSIP report to FHWA and represent the target five year rolling averages for 2014-2018.

** This is the five year rolling average values that will be reported in the August HSIP report for 2018.

*** Statewide VMT values for the HPMS submittal will only be available during June 2018.

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

On January 17, 2018, the WCOG Transportation Policy Board adopted the statewide Highway Safety Improvement Program (HSIP) targets as reported to the Federal Highway Administration (FHWA) in coordination with WSDOT and thus agrees to plan and program projects so that they contribute towards the accomplishment of that HSIP target.

Transit Asset Management

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

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

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

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

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

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

MPO

Robert Wilson

Signature

ROBERT H. WILSON

Printed Name

EXECUTIVE DIRECTOR

Title

8/17/18

Date

WSDOT

Clifford L. Hall

Signature

Clifford L. Hall

Printed Name

Regional Coordinator

Title

9/27/18

Date

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CONSISTENCY WITH REGIONAL LONG-RANGE TRANSPORTATION PLAN

The projects contained in the 2019-2024 years of the TIP are consistent with the goals of [Whatcom Mobility 2040](#). WCOG prepares the TIP based on input from local agencies and WSDOT, and all projects are considered for their consistency with Whatcom Mobility 2040.

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

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

Coordinated Border Infrastructure

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

Ferry Boat Program or Ferry Boat Discretionary (FBP)

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

Highway Safety Improvement Program (HSIP)

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

Safe Routes to School (SRTS)

The Safe Routes to School program was established to address the need for children to safely walk and bike to and from school. SRTS funds the development and improvement of facilities connecting neighborhoods to their respective schools, as well as educational and promotional programs to encourage children and parents to walk and bike. Since MAP-21 and current FAST Act, projects eligible for federal SRTS program funding can be pursued under Transportation Alternatives program and Highway Safety Improvement Program.

National Highway Performance Program (NHPP)

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

Surface Transportation Program (STP) or Surface Transportation Block Grant (STBG)

The FAST Act STBG replaces the SAFETEA-LU's STP grant program that is used on any road (including NHS routes) that is not classified as a local or minor rural collector on the Federal-Aid highway system. Note that projects programed in the TIP and STIP still use the STP acronym. Bridge projects on any public road and transit capital projects are eligible to utilize STP funds.

Transportation Alternatives (TA)

Created by MAP-21, TA program (set-aside of Surface Transportation Block Grant program) funds transportation alternatives programs and projects including federally funded pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and improved mobility, community improvement activities, and environmental remediation; recreational trail projects; and safe routes to school projects.

TIP PROJECTS AND FINANCIAL TABLES

The project and financial tables of the 2019 TIP are arranged in three tabs, MPO, non-MPO and Unfunded.

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

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

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

Federal Funding Program Abbreviations

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

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

State Funding Program Abbreviations

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

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

2018 TIP PROJECTS NOT INCLUDED IN THE 2019 TIP

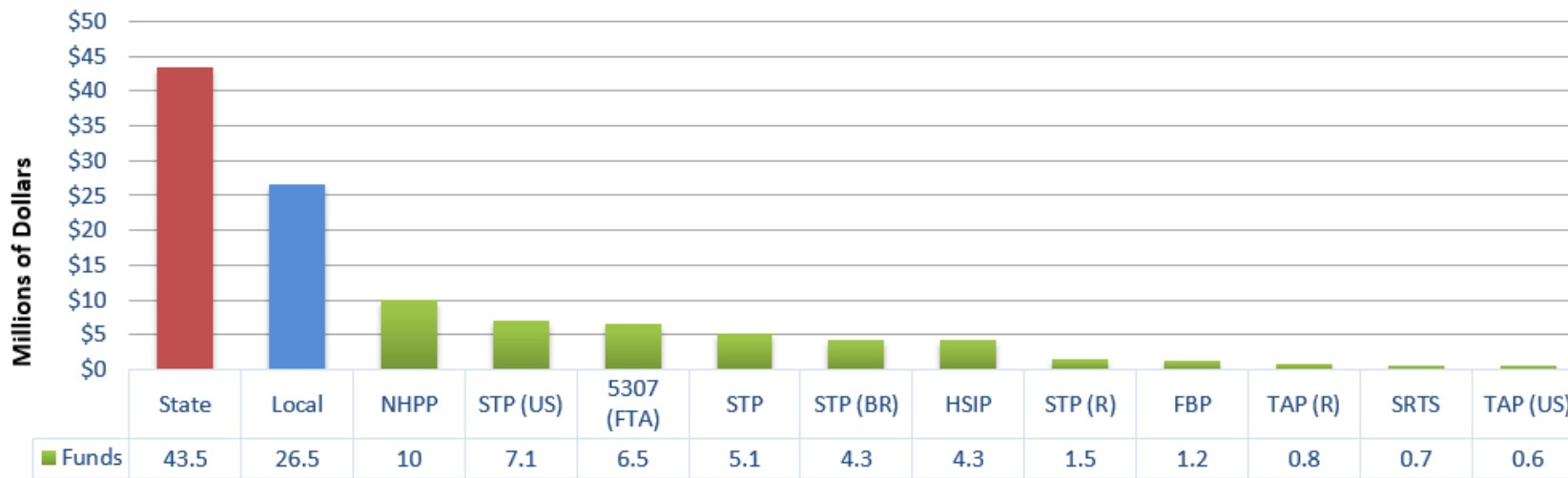
The following MPO projects were included in the funding secured section of the previous WCOG 2018 TIP but are not included in the same section of the 2019 TIP. Projects were removed for various reasons including: underway, completed, cancelled, on hold, rescheduled beyond 2024, purchased (WTA), or not started as of the adoption date of this document but expected to start before 2019 TIP takes effect.

Jurisdiction	Project Name	Description	Total Cost*	Status
Bellingham	Mahogany Ave Arterial	Construct a new multimodal roadway	\$7,388	Underway
Blaine	Hughes Ave Reconstruction	Widen, pedestrian access improvements, and upgrade to truck standards	2,119	Underway
Lummi	Gooseberry Point Pedestrian Project	Install pedestrian facilities	3,424	Underway
Lynden	Riverview Rd Gap Elimination	New road construction	3,002	Underway
	Jim Kaemingk Sr. Trail Extension	Construct pedestrian pathway and	1,009	Underway
WCOG	IMTC Passenger Vehicle Survey	Survey 10K vehicle drivers at Cascade borders	132	Underway
Whatcom County	Roberts Road/Anderson Creek Bridge No. 249 Replacement Project	Remove and replace bridge	2,026	Completed
	Hannegan Road/Ten Mile Creek Bridge No. 236 Replacement Project	Remove and replace bridge	1,730	Underway
WSDOT	SR 542/SR 9 East Junction Intersection Improvements	Install single lane roundabout	1,541	Completed
	SR 548/Kickerville Rd - Intersection Improvements	Install single lane roundabout	870	Underway
WTA	Replace paratransit min-buses	Replace approximately 6 buses	750	Purchased
Total Projects Cost			\$23,991	

*Listed in thousands.

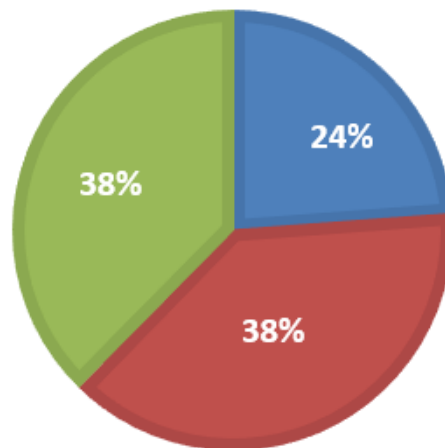
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MPO Secured Funding Sources 2019 - 2024



MPO Funding by Level of Government

■ Local ■ State ■ Federal



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Metropolitan Planning Area Secured Funding Table for 2019-2024 (listed in thousands)

Agency	Project Title	Project Description	Fed Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
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	10,000	1,114	11,864	13,409
Bellingham	West Horton Road, Phase I	Construct new minor arterial roadway. Including bike lanes, separated boardwalk path, and illumination.	STP(US)	1,400		2,933	4,333	5,412
Bellingham	Cordata Safe Routes to School Program	The project includes bike lane, sidewalk, planter strip, curb, gutter, boardwalk stream crossing, street lights, education encouragement, walking school bus and enforcement.	SRTS	675		1,045	1,720	1,951
Bellingham	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)			160	160	15,000
Bellingham	F Street Crossing	Improvements include four quadrant gates, pedestrian and bicycle improvements and travel lane channelization.	HSIP	690		40	730	730
Bellingham	State-Ellis Bridge Replacement	Remove and replace existing bridge with new flaired two-span pre-stressed concrete slab bridge.	STP(BR)	2,995		468	3,463	3,961
Bellingham	Telegraph Road Multimodal Safety Improvements	Reconstruct road to add sidewalks, bike lanes, and center turn lane, curb, gutter, storm water, and pedestrian crossing for transit stop access.	STP(US)	1,650		4,130	5,780	5,780
Blaine	Boblett St Traffic Channelization and Corridor Improvements	Improvements will include: Channelization, ROW acquisition, non-motorized, sidewalk replacement, storm drainage, roundabout construction.	STP(US)	1,210		239	1,449	1,631
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)	334		52	386	2,492
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)	116		18	134	1,772
Everson	SR544 S. Everson Sidewalk Improvements	Fill in missing segments of sidewalk along SR 544 from approximately Robinson Street to Everson Road.	TA(Ru)	837	497	785	2,119	2,252
Ferndale	Thornton Street Overpass	Construct elevated crossing over BNSF railway to connect Malloy Ave to Portal Way / Second Ave Roundabout.			1,600		1,600	33,345
Lynden	Main Street Corridor Completion	Improve remaining section of Main Street between SR539 and Berthusen Road to full City all-weather arterial standards.	STP(US)	8		1,802	1,810	2,108

Metroplitan Planning Area Secured Funding Table for 2019-2024 (listed in thousands)

Agency	Project Title	Project Description	Fed Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
Port of Bellingham	Harris Ave Crossing	Construct railroad pedestrian/bike crossings surfaces on both sides of Harris Ave and relocate entrance to Marine Park to allow installation of non-mountable center medians. Upgrade railroad system signals and signage.	HSIP	256	0	98	354	463
WCOG	UPWP - SFYs 2018 & 2019	Planning and Programming	STP(US)	3		1	4	4
WCOG	UPWP - SFYs 2020 & 2021	Planning and Programming	STP(US)	261		41	302	302
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.	STBG(US) TAP (U)	1,160		5,260	6,420	8,243
Whatcom County	Guardrail Safety Program	Install guardrail at various sites countywide.	HSIP	810			810	920
Whatcom County	Lummi Island Breakwater Replacement	Replace existing timber pile breakwater with steel pile supported structures	FBP	1,211		539	1,750	1,800
Whatcom County	West Badger Rd / Bertrand Creek Bridge No. 50 Replacement Project	Replace existing bridge with new bridge structure	STP(BR)	1,255		1,895	3,150	3,369
Whatcom County	E. Smith & Hannegan Road Intersection Improvements	Reconstruct intersection to include: left turn lanes, lengthen Hannegan Road channelization, increase turn radii for truck traffic, and stormwater management.	STBG(Ru)	1,000		2,700	3,700	3,700
Whatcom County	Marine Drive Reconstruction	Reconstruct to add pedestrian and bicycle facilities	STBG (US) / TA (US)	1,510		1,516	3,026	3,026
WSDOT	SR 20/Cascade Rd Vic to Goodell Creek Campground - Rumblestrip	Install centerline rumblestrips	HSIP	159	3		162	197
WSDOT	SR 20/Lillian Creek to Granite Creek - Rumblestrip Installation	Install centerline rumblestrips	HSIP	705	14		719	872
WSDOT	SR 20/Newhalem to Lillian Creek - Rumblestrip Installation	Install centerline rumblestrips	HSIP	1,586	32		1,618	1,929
WSDOT	SR 539/Bay-Lyn Dr to SR 546 - ADA Compliance	Improve pedestrian safety by upgrading to ADA compliant sidewalks	NHPP	1,365	32		1,397	1,397
WSDOT	SR 539/Telegraph Road to Westerly Road - ADA Compliance	Improve pedestrian safety by upgrading to ADA compliant sidewalks	NHPP	461	11		472	472
WSDOT	SR 542/Dewey Rd Vic - Culvert Replacement	Replace existing culvert with 18" culvert	STP	201	4		205	331
WSDOT	SR 542/Glacier Creek Bridge CED - Replace Bridge	Replace existing bridge with longer structure that includes fish passable stream below bridge.	STP	1,767	131		1,898	36,707

Metroplitan Planning Area Secured Funding Table for 2019-2024 (listed in thousands)

Agency	Project Title	Project Description	Fed Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
WSDOT	SR 542/I-5 to Hannegan Road Vicinity - ADA Compliance	Improve pedestrian safety by upgrading ADA sidewalk ramps within the project limits.	STP / CBI	1,026	21		1,047	1,262
WSDOT	SR 9/Tawes Creek - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure. Project is funded through WA Connecting Washington Account funds.			1,713		1,713	2,650
WSDOT	SR 9/Two Tributaries to Tawes Creek - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure. Project is funded through WA Connecting Washington Account funds.			1,986		1,986	2,931
WSDOT	Asphalt/Chip Seal Preservation Whatcom Council of Governments	Roadway resurfacing	STP / NHPP	7,562	168		7,727	7,727
WSDOT	I-5/Northbound On-Ramp at Bakerview - Improvements	Construct northbound on-ramp on east side of I-5. Project is funded through WA Connecting Washington Account funds.			6,151		6,151	10,000
WSDOT	NWR Breakaway Cable Terminal Replacement - Interstate 17-19	Remove and replace guardrail terminals to meet current standards.	HSIP	133	3		136	151
WSDOT	NWR Breakaway Cable Terminal Replacement-Non-Interstate 17-19	Remove and replace guardrail terminals to meet current standards.	HSIP	10			10	12
WSDOT	I-5/Slater Road Interchange - Improvements	Inchange improvements. Project is funded through WA Connecting Washington Account funds.			21,100		21,100	21,100
WSDOT	I-5/Tributary to California Creek - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure.	NHPP	3,109	63		3,173	3,812
WTA	Replace diesel buses	Replacing approximately 14 diesel buses.	5307	6,496		1,624	8,120	8,120
Totals				42,711	43,529	26,460	112,698	211,340

*Total project costs estimates include all phases and both planned and funding secured.

Funding Secured Non-MPO Projects (listed in thousands)

Agency	Project Title	Project Description	Fed Fund Type	Federal Funds	State Funds	Local Funds	Total Funds	Total Project Cost*
Lummi Nation	Lummi Shore Drive Sidewalk	Construct a side path for pedestrians and bicyclists. Project includes illumination, swale, and	State - Bike/Ped		615	455	1,070	1,070
Totals				\$0	\$615	\$455	\$1,070	\$1,070

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

WCOG 2019-2022 TIP Feasibility Table

Anticipated Federal Funding & Programmed Expenditures (in Thousands)

	Funding Type	Year	Starting Balance	Annual Allocation	Total Available	Total Program	Remaining Balance
WCOG-Managed Federal Funds	STBG (US & R)	2019	-\$2,602	\$2,611	\$9	\$3	\$6
		2020		2,611	2,617	2,082	535
		2021		2,611	3,146	2,840	306
		2022		2,611	2,917	2,347	570
	TA (US & R)	2019	666	227	893	269	624
		2020		227	851	620	231
		2021		227	458	0	458
		2022		227	685	568	117
State-Managed Federal Funds	CBI	2019		396	396	396	0
	FBP	2019		1,211	1,211	1,211	0
	HSIP	2019		4,349	4,349	4,349	0
	NHPP	2019		3,427	3,427	3,427	0
		2020		475	475	475	0
		2021		2,961	2,961	2,961	0
		2022		3,159	3,159	3,159	0
	SRTS	2018		675	675	675	0
STP	2019		3,306	3,306	3,306	0	
STP(BR)	2019		4,250	4,250	4,250	0	
Other Federal	5307 (FTA)	2019		6,496	6,496	6,496	0

	Total Available	Total Program
Federal Funds	\$42,281	\$39,434
State & Local Funds	69,066	69,066
All Funds	111,347	108,500

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Unfunded Regional Projects (listed in thousands)

Agency	Project	Type	Cost Estimate
Bellingham	James Street Multimodal Improvements	Construction	7,000
	North James Street Multimodal Arterial Connection	Construction	3,600
	James / Bakerview Intersection Safety Improvements	Construction	3,805
	W Horton Rd Extension, Phase 2	Construction Phase	12,260
Blaine	I-5 Exit 274 Interchange	Interchange Construction	31,000
	Peace Portal Drive Sidewalk, Tail, and Gap Elimination	Construction	1,150
	Semiahoo Spit Ped Path Safety Improvements	Construction	825
	Marine Dr Phase 3 - LPWRF to Public Pier	Construction	3,000
	Peace Portal/Bell Rd Channelization and Signalization	Intersection Rehabilitation	750
	Mitchell Ave/H St Signalization	Intersection Rehabilitation	500
Everson	BNRR R/W - Trail/Utility Corridor	Right-of-Way	300
Ferndale	Main Street - Barrett Rd to east CL	Reconstruction	3,410
	Thornton Road - Church to Maureen	Construction	1,150
	Thornton Road - Vista to Malloy	Construction	1,580
	Washington & Vista Intersection Improvements	Construction	1,740
	Main and LaBounty Roundabout	Construction	3,400
	Portal Way Pedestrian and Bike Improvements	Reconstruction	125
Lummi	Lummi Nation Kwina/Marine Dr./Lummi Shore Intersection	Reconstruction	4,500
Lynden	Bradley Road - Vinup Road to Line Road	Reconstruction	3,450
	Benson Road - Benson Lane to Badger Road	Reconstruction	4,350
	Line Road - Bradley Road to Badger Road	Reconstruction	2,500
	SR-546 Intersection with city arterials	Intersection Rehabilitation	500
Sumas	Sumas Ave - Front Street to Garfield Street	Construction	2,150
WCOG	Unified Planning Work Program	Planning	310
Whatcom County	Jackson Road / Terrell Creek Bridge No. 81	Replacement	650
	Marine Drive / Little Squalicum Bridge No. 1	Rehabilitation	250

Unfunded Regional Projects (listed in thousands)

Agency	Project	Type	Cost Estimate
Whatcom County	Slater Road & Northwest Drive	Intersection Rehabilitation	250
	Slater Road, Interchange to Pac Hwy	Reconstruction	16,000
	Slater Road, Northwest Drive to Aldrich	New Roadway	20,000
	Slater Road and Haxton Way Intersection	Intersection Rehabilitation	250
	Smith Rd & Northwest Drive	Intersection Rehabilitation	250
	Lincoln Rd - II, Harborview Rd to SR 548	Reconstruction	5,000
	Lakeway Drive Corridor Improvements	Safety and multimodal	500
	Marine Drive II, Alderwood Ave to Bridge No 172	Reconstruction	5,000
	Mt Baker Chamber Welcome Center Project	Construction	1,500
	Kendall Trail	Pathway Construction	6,500
WTA	BELLINGHAM TRANSIT STATION CONSTRUCTION	Construction	1,425
	REPLACE PARATRANSIT MINI BUSES	Purchase	4,504
	REPLACE FULL-SIZE DIESEL BUSES	Purchase	27,569
	REPLACE VANPOOL VANS	Purchase	607
	ELECTRIC BUS LEASE AND INFRASTRUCTURE INSTALLATION	Purchase	1,380
		TOTAL	\$184,990