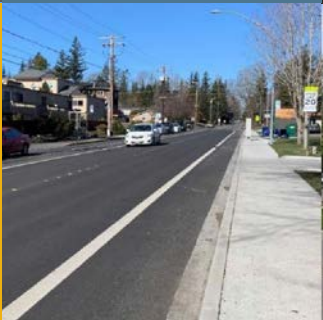
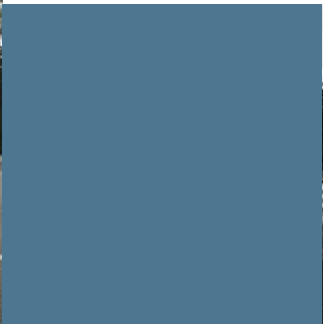
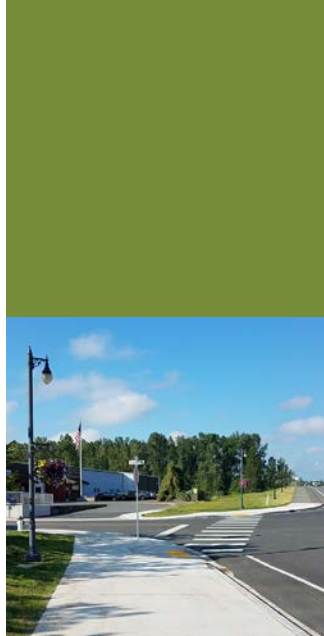


whatcom council of governments

2024

Transportation Improvement Program

Adopted October 11, 2023



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

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

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

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

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

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2023 Whatcom Council of Governments Membership

Executive Committee

Bellingham City Council
Mayor of Bellingham
Mayor of Ferndale
Mayor of Nooksack

Mayor of Lynden
Port of Bellingham
Whatcom County Council
Whatcom County Executive

Council Board (Executive Committee plus)

Bellingham City Council
Lake Whatcom Water & Sewer
District Lummi Indian Business
Council Chair Mayor of Everson
Mayor of Sumas
Mayor of Blaine

Mayor of Ferndale
The Opportunity Council
Sudden Valley Association
Western Washington University
Whatcom County Council
Whatcom Transportation Authority
Whatcom Public Utility District No. 1

WTPB Policy Board (Executive Committee plus)

Bellingham Technical College
Lummi Indian Business Council Chair
Mayor of Everson
Mayor of Blaine
Mayor of Sumas
Nooksack Tribal Council Chair
TTAG Representative
Western Washington University
Whatcom Community College

Whatcom Public Utility District No. 1
Whatcom Transportation Authority
WA State Department of Transportation
40th District Representative
40th District Representative
40th District Senator
42nd District Representative
42nd District Representative
42nd District Senator

Past Project - Lincoln Street Improvements



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

IN THE MATTER OF ADOPTION OF THE
2024 WHATCOM COUNCIL OF GOVERNMENTS
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution #2023-10-1

WHEREAS, the Whatcom Council of Governments' Whatcom Transportation Policy Board, hereinafter referred to as the POLICY BOARD, is the Metropolitan Planning Organization (MPO) for the Bellingham Urban Area; and

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

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

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

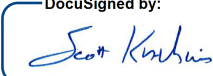
WHEREAS, the POLICY BOARD certifies that all requirements of 23 U.S.C. Section 134 Transportation Planning are met; and

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

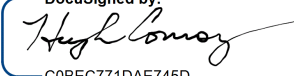
NOW, THEREFORE, BE IT RESOLVED BY THE WHATCOM
TRANSPORTATION POLICY BOARD:

That it approves the scope and content of the 2024 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 11, 2023

DocuSigned by:

558D3A8759594AF...

WTPB Chair
Scott Korthuis

DocuSigned by:

C0BEC771DAE745D...

Director
Hugh Conroy

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

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450, Subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. 23 U.S.C 101 note and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).
12. The MPO uses at least 2.5% of its PL funds on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

MPO

Hugh Conroy
Signature

Hugh Conroy
Printed Name

Director
Title

September 19, 2023
Date

WSDOT

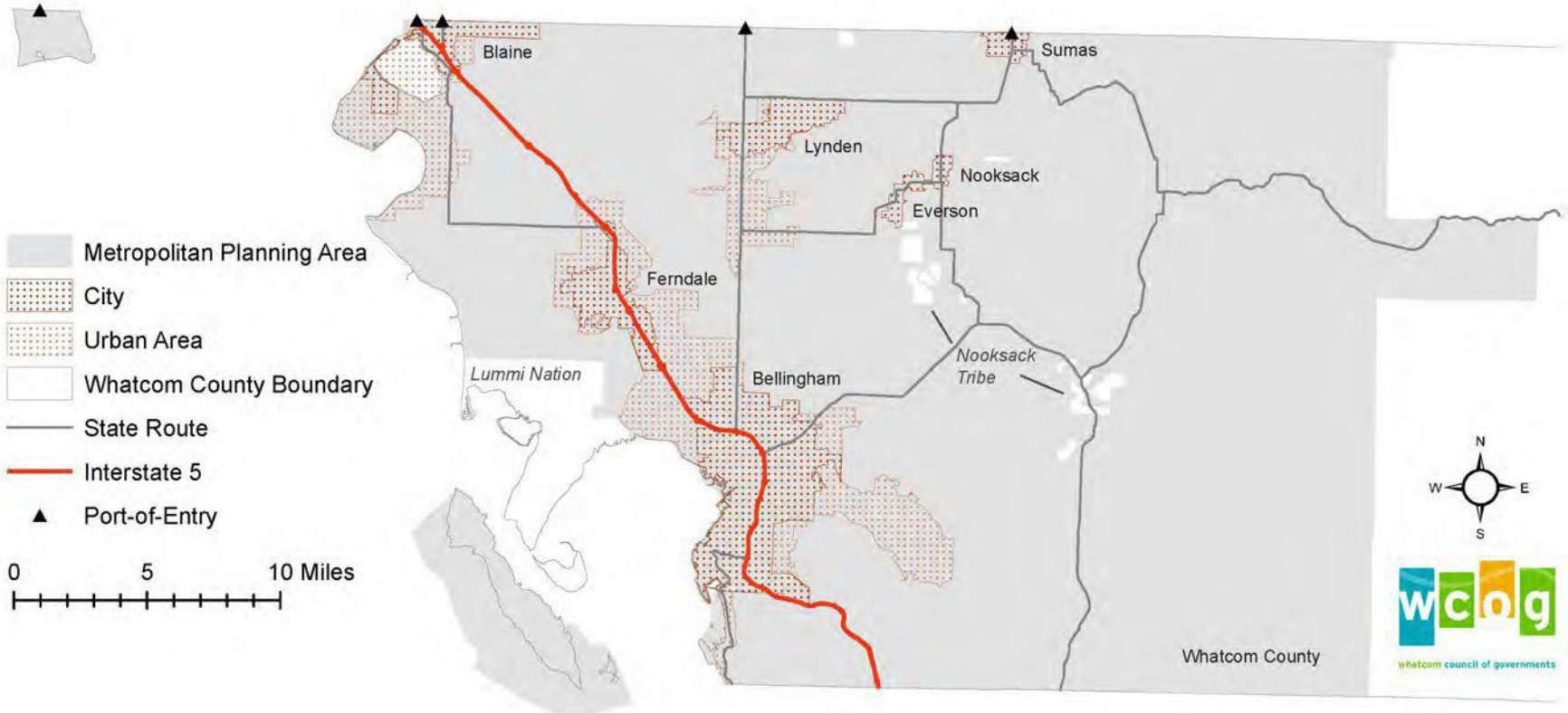
Ryan Clemens
Signature

Ryan Clemens
Printed Name

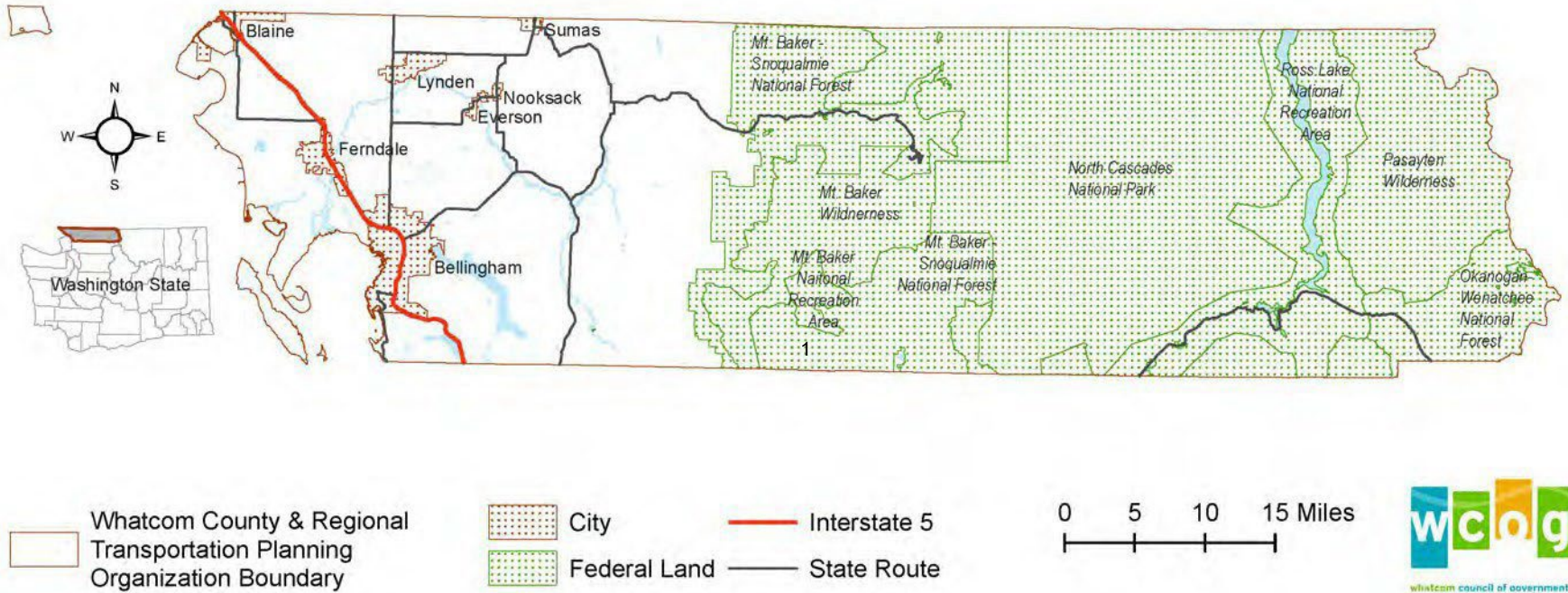
Regional Coordinator
Title

9-20-2023
Date

Whatcom Metropolitan Planning Area



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 [2024 Unified Planning Work Program \(UPWP\)](#).

Metropolitan Planning Area

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

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

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

Regional Transportation Planning Organization

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

Purpose and Scope of the Transportation Improvement Program

WCOG is required by Federal and State regulations to develop a Transportation Improvement Program (TIP); it must be updated every four years, or more frequently. The TIP is the financial plan that identifies and prioritizes federally funded transportation projects to be carried out in the Whatcom County Metropolitan Planning Area. Projects including Federal funds must appear in the WCOG TIP. Projects in the WCOG TIP are approved by the WCOG Whatcom Transportation Policy Board, Governor, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The projects are then included in the Statewide Transportation Improvement Program (STIP). While the TIP is a six-year document, the primary focus is on the first four years: 2024-2027.

WCOG's annual TIP aids in the coordination and cooperation of transportation planning in the region. The TIP also provides the public, elected officials, state and local staff, transit providers, and other interested parties the opportunity to review regional projects for consistency with regional goals and policies. All WCOG-managed federal funded projects were awarded through a scoring process based on regional goals outlined in [Way to Go, Whatcom](#).

TIP Legislative Requirements

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

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

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

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

1. 2024 projects are priority one,
2. 2025 projects are priority two,
3. 2026 projects are priority three,
4. 2027 projects are priority four.

Projects that have not secured funding are shown in the unfunded table (page 26).

TIP DEVELOPMENT PROCESS

MPO and RTPO Roles in TIP Development

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

Under the Washington Growth Management Act (RCW 36.70A.020), the transportation planning requires the "encouragement of efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans." WCOG assumed the RTPO role to achieve regional objectives. RTPOs are required to certify that the transportation chapters of jurisdiction's GMA comprehensive plans are consistent with regional transportation plan. Regional transportation improvement programs are required to be consistent with the regional transportation plans. (WAC 468-86-160)

TIP Development Stages

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

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

1. Preparation and submission to WSDOT of local six-year programs.
2. Submission of six-year road programs to MPO/RTPO.
3. Project review and prioritization by WCOG ensuring that:
 - a. All projects scheduled for federal funding are included in the TIP.
 - b. All projects are fiscally constrained by showing a four-year implementation schedule and funding source by program.
 - c. The TIP was developed in cooperation with local jurisdictions, agencies and WSDOT.
 - d. The public and interested parties were afforded an opportunity to comment on the TIP in accordance with the [WCOG Public Participation Plan](#).

- e. The TIP is consistent with [Way To Go, Whatcom](#).
 - f. The TIP provides for the development of an intermodal transportation system that considers all modes of transportation.
 - g. TIP projects are consistent with Title VI of the Civil Rights Act.
 - h. The TIP includes FTA Title VI Assurances.
4. WCOG will adopt and submit the regional TIP to WSDOT by November 1st.
 5. Final review of the WCOG TIP will be completed by WSDOT with final project selection incorporated into the STIP for the Washington State Governor's approval.
 6. The STIP is submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
 7. After the STIP is approved by the FHWA and FTA, the local jurisdiction or agency may proceed with project funding obligation through local agency agreements in coordination with WSDOT.

Public Involvement

WCOG's adopted public participation policy includes a requirement for a public notice and availability of draft documents 14 days in advance of a public hearing or meeting where documents will be reviewed or approved. For the WCOG MPO/RTPO public hearing on October 11, 2023, public notice was published in the Bellingham Herald on Sunday, September 24th, and posted in the Cascadia Daily News civic agenda page for the week of October 5-11, and on the WCOG website. A copy of the public notice is available at the WCOG.

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

Significant comments: WCOG certifies that citizens and interested parties have been provided early and reasonable opportunity to comment on the proposed TIP as required under FAST Act Section 5303 (j)(1) and the WCOG [Public Participation Plan](#).

Additional Information

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

Consideration for all types of transportation (multimodal)

Projects listed in the 2024 TIP were developed from a multimodal approach that includes consideration for modes other than automobile travel, commonly referred to as alternative modes, that includes bicycle and rolling, pedestrian, ride-sharing, and fixed route and paratransit bus services that provided by WTA. The approach to accommodate planning efforts towards a complete multimodal transportation system is the second highest [regional goal](#).

TIP Amendment Process

Federal requirements stipulate significant changes to the TIP require an amendment to the original document, which then triggers an amendment to the STIP. This is important because a jurisdiction cannot proceed with a project for which it has been awarded federal money until the TIP and STIP is formally amended and approved by the federal agencies, even though the jurisdiction has been awarded money for the project.

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

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

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

1. A formal amendment is triggered by the following conditions
 - a. Adding a new project
 - b. Removing (deleting) a project
 - c. Changes to a project's current total STIP programmed amount by more than 30% (or any amount greater than \$3 million).
 - d. Major project scope changes
 - e. Adding a future phase
 - f. Adding federal funds to a project currently programmed in the TIP/STIP that does not have federal funds (federalizing a project).

2. Administrative modifications – does not require Whatcom Transportation Policy Board approval and are updated monthly by WSDOT, thus total process time typically reduced to under two months.
 - a. Revision to lead agency
 - b. Adding prior phase not previously authorized
 - c. Changes to a project’s current total STIP programmed funding amount by less than 30% (or any amount less than \$3 million).
 - d. Minor changes or errors in project information
3. Updates not requiring STIP change – the local agency, WCOG and WSDOT will coordinate to verify no STIP action is necessary.
 - a. Moving a project within the four years of the STIP.
 - b. Changes to federal funding source
 - c. Federal funding authorized for current programmed projects in the STIP without consideration for phase split
 - d. All adjustments in a project’s funding authorization for award of a contract

SPECIAL REGIONAL CONSIDERATION AREAS

Environmental Justice

Environmental Justice (EJ) is the practice of identifying and addressing disproportionately high adverse effects of transportation investments on minority groups and low-income communities to help ensure equitable distribution of both benefits and burdens. WCOG effectively accounts for EJ under the regional goals and is a scoring factor in the regional surface transportation block grant program’s project application and selection process.

Further information regarding EJ can be found under [Way To Go, Whatcom](#) (6.7.1).

Congestion Management

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

Air Quality

WCOG is not an air quality non-attainment area. Air quality requirements of IJJA-BIL are not applicable to WCOG 2024 TIP.

Projects not included in the 2024 TIP

The following projects were programmed in the 2023 TIP but are not programmed for the 2024 TIP for reasons that include: construction underway, phase underway, completed, cancellation, delay or transit purchase.

| Agency | Project Name | Description | Total Cost* | Status |
|-----------------------|--|---|-------------|----------------|
| Bellingham | Telegraph Rd Multimodal Safety Improvements | Reconstruct road to add sidewalks, bike lanes, center turn lane, and pedestrian crossing for transit stop access | 7,707 | Underway |
| | Parkview ES Safe Routes To School Improvements | Pedestrian improvements including sidewalk, ADA ramps, enhanced marked crosswalks, bicycle improvements and wayfinding | 2,370 | Underway |
| | James/Bakerview Intersection Reconstruction | Reconstruct intersection to a multimodal roundabout. *This project has been defederalized and will advance using only local COB funding. | 4,070 | Underway |
| | James St / Whatcom Creek Bridge | Remove and replace bridge | 7,003 | Underway |
| | Meador Ave / Whatcom Creek Bridge | Remove and replace bridge | 6,868 | Underway |
| Blaine | Boblett St Traffic Channelization and Corridor Improvements | Construct roundabout to include channelization and multimodal improvements | 3,587 | Underway |
| Lummi Nation | Elevate Slater Rd | Elevation of Slater Roadways in areas of frequent flooding, including access to Lummi Nation Reservation | 2,350 | Phase Underway |
| | Mackenzie Rd Sidewalk Safety Project | Install pedestrian lighting at crossings, speed feedback signs, and sidewalks with curb and buffer separation | 773 | Underway |
| WCOG | UPWP - 2024 | Planning and programming responsibilities for WCOG 2024 State fiscal year | 348 | Completed |
| Whatcom County | E. Smith and Hannegan Rd Intersection Improvements | Reconstruct intersection to a roundabout and improve multimodal access | 5,350 | Underway |
| | Lummi Island Ferry System Modernization and Preservation | A 34-car hybrid diesel-electric vessel, terminal modifications and operational improvements | 3,987 | Phase Underway |
| | North Lake Samish Drive Bridge No. 107 Replacement | Replace existing bridge with new bridge | 13,522 | Underway |
| WSDOT | SR 9/Acme Vicinity to Mt Baker Highway Vicinity - Virtual Weigh-In-Motion Enforcement Area | The project will construct a Virtual Weigh-in-Motion Enforcement Area location. | 2,814 | Phase Underway |
| | NWR Breakaway Cable Terminal Replacement 21-23 | The BCTs will be replaced with guardrail terminals meeting current standards | 53 | Underway |
| | SR 539/Bay-Lyn Dr to International Boundary - Corridor Improvements | Constructing a four-lane divided highway will improve mobility, reduce the risk of collisions, and facilitate freight movement across the international border. | 40,000 | Phase Underway |
| | SR 20/Tributary to Thornton Creek - Culvert Replacement | The project will replace the existing 2 feet in diameter corrugated metal culvert with a larger culvert | 1,017 | Phase Underway |
| | Concrete Roadway Preservation Whatcom Council of Governments | Replace existing concrete with a thicker concrete and steel bars at the joints. | 1,144 | Completed |
| | SR 539/Duffner Ditch - Fish Passage | Remove the existing fish passage barrier and replace it with a fish passable structure. | 4,165 | Underway |
| | SR 548/Bell Road Intersection Improvements | This project will improve traffic operations by installing a traffic signal and corresponding channelization | 2,585 | On hold |
| | SR 548/Alderson Road Vicinity - Culvert Replacement | The culvert will be replaced with a new culvert that will convey water properly. | 2,106 | Underway |
| | SR 542/Squalicum Creek to Bellingham Bay - Fish Passage | Remove the existing fish passage barrier and replace it with a fish passable structure. | 15,849 | Underway |
| WTA | Replace Paratransit Mini Buses | Program to replace paratransit mini buses | 2,480 | Purchased |

*Listed in thousands. Total cost refers to all phases that have been programmed.

Total Projects Cost \$120,071

PERFORMANCE MANAGEMENT

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

Highway Safety Improvement Program

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

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

On January 18, 2023, the WCOG Transportation Policy Board adopted the statewide Highway Safety Improvement Program (HSIP) targets as reported to the Federal Highway Administration (FHWA) in coordination with WSDOT and thus agrees to plan and program projects so that they contribute towards the accomplishment of that HSIP target.

Pavement and Bridge Condition

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

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

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

System Performance and Freight

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

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

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

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

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and funded

through National Highway Freight Program (NHFP). Those NHFP investments would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network.

Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

Transit Asset Management

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

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

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

Public Transportation Safety

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

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

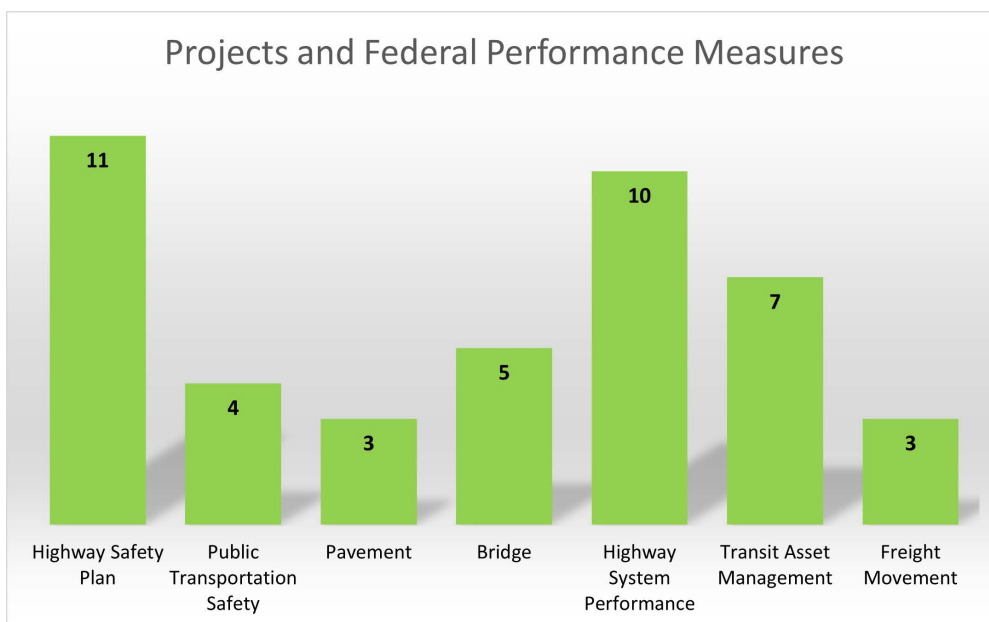
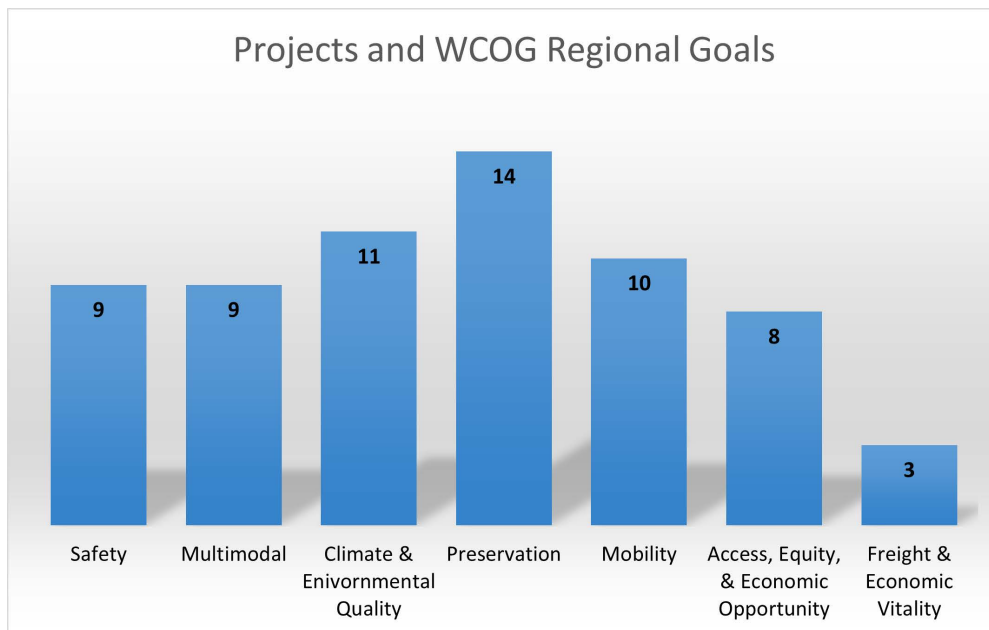
Link Regional Goals and Federal Performance

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

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

Projects to advance Regional Goals and Federal Performance Measures

The following graphs display the number of 2024 - 2029 TIP projects programmed towards advancing regional goals and federal performance measure targets. Projects are assigned to a goal and performance measure based on several considerations including: primary objective, federal/state program, or the project's highest cumulative scores per WCOG STBG and TA process. Note that projects may likely impact other regional goals and performance measures.



CONSISTENCY WITH REGIONAL LONG-RANGE TRANSPORTATION PLAN

The projects contained in the 2024 - 2029 years of the TIP are consistent with the goals of [Way to Go, Whatcom](#). WCOG prepares the TIP based on input from local agencies and WSDOT, and all projects are considered for their consistency with the WCOG transportation plans.

Financial Plan

This TIP is based on, and therefore consistent with, the region's [Way to Go, Whatcom](#) as required under Title 23 CFR Part 450. The plan contains the financial assumptions, revenue and expenditures forecasts, and fiscal constraints that account for TIP implementation. The funding sources chart for the full six-year program can be found on **page 17** and the fiscally constrained feasibility table for the first four years (2024 - 2027) can be found on **page 25**. Project expenditures are listed in year of expenditure amounts as determined by the individual agencies.

Federal Funding Programs

The following programs currently support the regional projects contained in the WCOG 2023 TIP. There are additional federal programs and grant opportunities, most notably from the recent [Infrastructure Investment and Jobs Act](#), that may also award regional projects and be accounted for at a later date in the WCOG TIP.

FTA Section 5307 Urban Areas

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

Bridge Replacement and Rehabilitation Program

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

Cordinated Border Infrastructure

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

Highway Safety Improvement Program (HSIP)

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

National Highway Performance Program (NHPP)

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

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

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

Safe Routes to School (SRTS)

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

Surface Transportation Block Grant (STBG)

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

Transportation Alternatives (TA)

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

Western Federal Lands (WFL)

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

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

TIP PROJECTS AND FINANCIAL TABLES

The project and financial tables of the 2023 TIP are arranged in three tabs, MPO, non-MPO and Unfunded.

The MPO section includes the funding secured four-year Metropolitan projects with a Financial Feasibility report. The non-MPO section includes the funding secured four-year non-MPO projects (outside the MPO boundary). Lastly, the Unfunded section includes the planned but not funding secured six-year MPO and non-MPO projects.

The following abbreviations are used throughout the project tables:

Federal Funding Program Abbreviation

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

State Funding Program Abbreviations

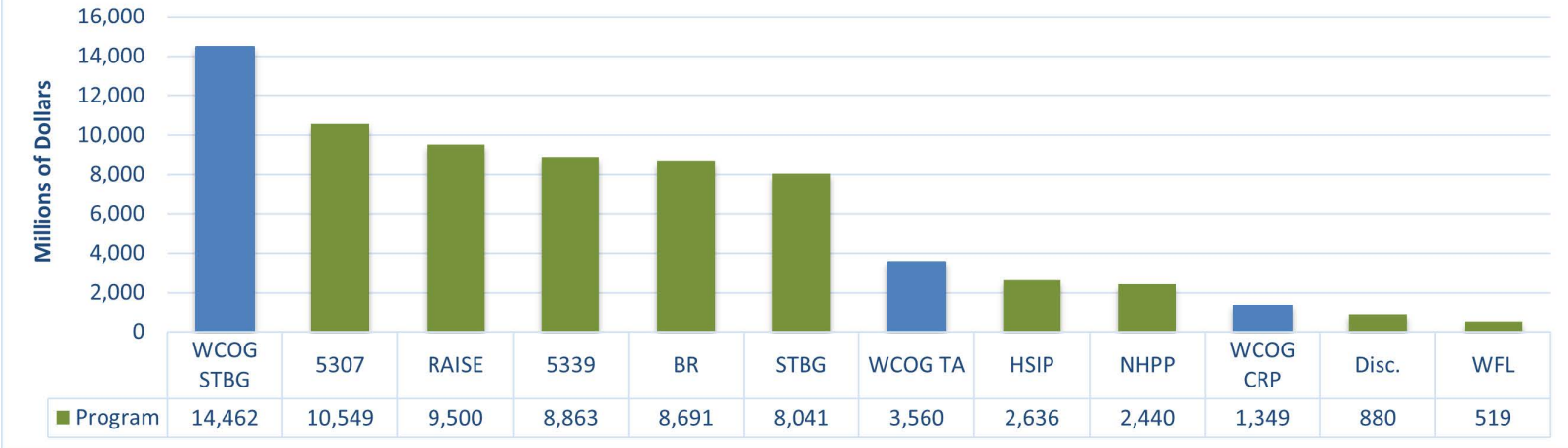
| | |
|-------|---|
| CSRV | Coronavirus State Recovery Fund |
| CRAB | County Road Administration Board |
| CWA | Connecting Washington Account |
| FMSIB | Freight Mobility Strategic Investment Board |
| MVA | Motor Vehicle Account |
| OTHER | Any other state fund source not listed |
| WSDOT | WA State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

Past Project - Hannegan Road / Ten Mile Creek Bridge

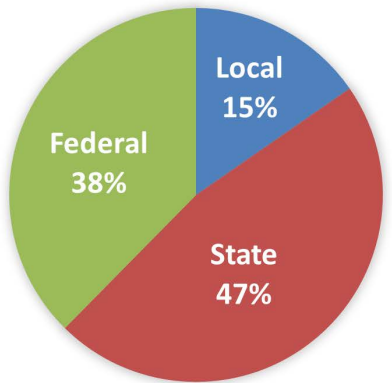


Completed in 2019, this Whatcom County bridge project replaced a failing bridge with a new expanded bridge.

MPO Federal Funds Secured 2024 - 2029



Funding Share by Level of Government



Metropolitan Planning Area Secured Funding Table for 2024 - 2029 (listed in thousands)

| Project Title | Description | Agency | Regional Goal(s) | Federal Performance Measure | Program (Federal and/or State) | Funding | | | Total Program | Total Estimated Cost* |
|---|---|------------|---|--|--------------------------------|---------|-------|-------|---------------|-----------------------|
| | | | | | | Federal | State | Local | | |
| Meridian-Birchwood Roundabout Phase 1 | Connect Squalicum Parkway to Birchwood Ave by regrading and merging the two parallel roadways approximately 500 feet west of Guide Meridian. Construct non-motorized connections along the merged corridor. Decommission Squalicum/Meridian traffic signal. | Bellingham | Safety; Multimodal; Mobility; Freight & Economic Vitality | Highway System Performance, Highway Safety Plan | STBG (UM), CRP (UM) | 3,636 | | 3,364 | 7,000 | 7,000 |
| Meridian-Birchwood Roundabout Phase 2 | Reconstruct intersection to install a dual-lane multimodal roundabout and construct a greenway trail to Cornwall Park. | Bellingham | Safety; Multimodal; Mobility; Freight & Economic Vitality | Highway System Performance, Highway Safety Plan | STBG (UM), TA (UM) | 2,050 | | 4,950 | 7,000 | 7,000 |
| Bell Road-BNSF Railway Grade Separation | This project will replace the at-grade crossing of BNSF's Bellingham Subdivision main line with Bell Road (State Route 548). The replacement will be a grade-separated facility that integrates I-5 ramp realignment, including replacement of the SR 548 Dakota Creek Bridge, construction of a dedicated multiuse path parallel to Bell Rd. | Blaine | Safety; Multimodal; Access, Equity, & Economic Opportunity; Freight & Economic Vitality | Safety; Highway System Performance; Freight Movement | RAISE, MMA | 9,500 | 2,200 | | 11,700 | 85,300 |
| SR544 S. Everson Sidewalk Improvements | Fill in missing segments of sidewalk along SR 544 from approximately Robinson Street to Everson Road. | Everson | Multimodal; Access, equity and economic opportunity | Highway Safety Plan | TA (R), CRP (R) | 2,243 | 408 | 169 | 2,819 | 4,474 |
| Blair Drive Improvements (Lincoln St Improvements, Phase 3) | Reconstruct roadway to include sidewalks, curb and gutter, on-street parking, and a bike lane. | Everson | Multimodal, Preservation | Highway System Performance | STBG (R) | 1,470 | | 376,5 | 1,470 | 2,086 |

Metropolitan Planning Area Secured Funding Table for 2024 - 2029 (listed in thousands)

| Project Title | Description | Agency | Regional Goal(s) | Federal Performance Measure | Program (Federal and/or State) | Funding | | | Total Program | Total Estimated Cost* |
|---|---|----------------|---|-----------------------------|--------------------------------|---------|-------|-------|---------------|-----------------------|
| | | | | | | Federal | State | Local | | |
| Main Street, Barrett Road to Old Settler Drive | Reconstruct roadway to include bike and pedestrian improvements and bus pullouts. | Ferndale | Safety; Multimodal; Access, equity and economic opportunity | Safety | STBG (UM), CRP (UM) | 1,386 | | 3,360 | 4,745 | 5,235 |
| Benson Road Improvements, Sunrise Dr to Badger Rd | Reconstruct roadway to current standards including the addition of bike and pedestrian facilities. | Lynden | Preservation | Highway System Performance | STBG (US), CRP (US) | 2,921 | | 2,345 | 5,266 | 5,864 |
| Bradley Road Safe Routes Pedestrian Improvements | Construct the final three-quarters of a mile of bike lane and ADA-compliant sidewalks/pathway to Lynden High School. | Lynden | | | MAW | | 3,000 | | 3,000 | 3,000 |
| Liberty St Sidewalk Gap Removal Project | Fill gaps in pedestrian travel routes by replacing non-ADA sidewalk and ramps and installing sidewalk where none currently exist. | Lynden | | | TA (US) | 470 | | 266 | 736 | 736 |
| Sumas Ave Reconstruction | Reconstruct road to include bike lanes, on-street parking, and sidewalks with ADA sidewalk ramps at intersections. | Sumas | | | STBG (R) | 1,375 | | 3,765 | 5,140 | 5,140 |
| UPWP - SFY 2025 | Planning and Programming identified in the Unified Planning Work Program. | WCOG | | | STBG (UM) | 217 | | 34 | 251 | 251 |
| Goshen Road/Anderson Creek Bridge No. 248 Replacement | Replace existing bridge with a new prestressed concrete girder bridge. | Whatcom County | Preservation | Bridge | STP (BR) | 4,575 | | 50 | 4,625 | 5,075 |
| Birch Bay Lynden Road & Blaine Road Intersection Improvements | Reconstruct stop control intersection with a roundabout to improve level of service and safety. | Whatcom County | Mobility; Access, Equity, & Economic Opportunity | Highway System Performance | STBG (USS), HSIP | 1,922 | | 2,178 | 4,100 | 4,850 |

Metropolitan Planning Area Secured Funding Table for 2024 - 2029 (listed in thousands)

| Project Title | Description | Agency | Regional Goal(s) | Federal Performance Measure | Program (Federal and/or State) | Funding | | | Total Program | Total Estimated Cost* |
|---|---|----------------|---|-----------------------------|--------------------------------|---------|-------|-------|---------------|-----------------------|
| | | | | | | Federal | State | Local | | |
| Marine Drive II | Reconstruct to add pedestrian and bicycle facilities | Whatcom County | Multimodal | Safety | STBG (UM), TA (UM), CRP (UM) | 936 | | 3,614 | 4,550 | 4,550 |
| Birch Bay Lynden Rd/Kickerville Rd Intersection Safety Improvements | Add left turn lanes on Birch Bay Lynden Rd and add intersection lighting. | Whatcom County | Safety, Mobility | Highway System Performance | HSIP | 940 | | 385 | 1,325 | 1,325 |
| Fish Passage Restoration Portfolio Development | Site assessment and preliminary analysis of fish barrier culverts throughout Whatcom County | Whatcom County | Climate & Environmental Quality | n/a | Discretionary | 880 | | 220 | 1,100 | 1,100 |
| Jackson Rd/Terrell Creek Bridge No. 81 Replacement | Replace existing bridge with a new prestressed concrete girder bridge. | Whatcom County | Preservation | Bridge | BR | 4,116 | | 25 | 4,141 | 4,740 |
| Lakeway Dr - COB to Cable St Pavement Rehabilitation | Channelization and pavement markings to narrow travel lanes, delineate bike lanes and turn lanes, rehabilitate the pavement, install missing segments of sidewalks and retrofit existing pedestrian facilities with ADA compliant curb ramps and driveways. | Whatcom County | Preservation; Safety; Multimodal System | Pavement | STBG (UM) | 1,500 | | 750 | 2,250 | 2,250 |
| I-5/Squalicum Creek to SR 539 - Bridge Deck Overlays | The project will rehabilitate Bridges 5/820E, 5/822E and 5/822W on I-5 by removing the existing asphalt, reapplying a waterproofing membrane (deck seal), and repaving the bridge decks with HMA. | WSDOT | Preservation | Bridge | NHPP, MVA | 1,050 | 28 | | 1,078 | 1,078 |
| SR 546/Benson Road - Intersection Improvements | Installing a compact single lane roundabout at this location will improve mobility and reduce the risk of collisions. | WSDOT | Safety | Safety | HSIP, MVA | 696 | 30 | | 726 | 726 |

Metropolitan Planning Area Secured Funding Table for 2024 - 2029 (listed in thousands)

| Project Title | Description | Agency | Regional Goal(s) | Federal Performance Measure | Program (Federal and/or State) | Funding | | | Total Program | Total Estimated Cost* |
|---|--|--------|---|-----------------------------|--------------------------------|---------|--------|-------|---------------|-----------------------|
| | | | | | | Federal | State | Local | | |
| Asphalt/Chip Seal Preservation Whatcom Council of Governments | Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity of the roadway and extend the service life of the pavement. | WSDOT | Preservation | Pavement | NHPP, STBG, MVA | 3,380 | 5,472 | | 8,852 | 8,852 |
| I-5/Slater Road Interchange - Roundabout | This project will replace the existing I-5 Southbound roundabout as well as create a shared used path from the roundabout to Rural Avenue to the west and to the east side of the existing bridge. | WSDOT | Mobility | Highway System Performance | CWA | | 3,557 | | 3,557 | 5,690 |
| SR 539/Telegraph Road to Westerly Road - ADA Compliance | This project will improve pedestrian safety by upgrading ADA sidewalk ramps within the project limits. | WSDOT | Access, equity and economic opportunity | Safety | NHPP, MVA | 802 | 16 | | 818 | 1,009 |
| SR 542/Bagley Creek Bridge - Bridge Scour | The footing for the bridge has been exposed due to erosion to the point of forming a void beneath one of the footings. Filling the void and placing riprap around the exposed footings will protect the bridge from further erosion. | WSDOT | Preservation | Bridge | STP, WFL, MVA | 546 | 169 | | 715 | 867 |
| SR 546/Unnamed Tributary to Fishtrap Creek - Fish Passage | Remove the existing fish passage barrier and replace it with a fish passable structure. | WSDOT | Climate & Environmental Quality | n/a | MAW | | 7,407 | | 7,407 | 8,479 |
| SR 542/Unnamed Tributaries to High, Mitchell & Nooksack Creeks - Fish Passage | Remove the existing fish passage barrier and replace it with a fish passable structure. | WSDOT | Climate & Environmental Quality | n/a | CSRF, CWA, MVA, STBG | 6,102 | 12,701 | | 12,701 | 19,066 |
| I-5/Tributaries to Friday, Lake & Chuckanut Creeks - Fish Passage | Remove the existing fish passage barrier and replace it with a fish passable structure. | WSDOT | Climate & Environmental Quality | n/a | CSRF, MVA | | 348 | | 348 | 61,144 |

Metropolitan Planning Area Secured Funding Table for 2024 - 2029 (listed in thousands)

| Project Title | Description | Agency | Regional Goal(s) | Federal Performance Measure | Program (Federal and/or State) | Funding | | | Total Program | Total Estimated Cost* |
|---|--|--------|---|-----------------------------|--------------------------------|---------|--------|-------|---------------|-----------------------|
| | | | | | | Federal | State | Local | | |
| SR 542/Cornell Creek - Bridge Deck Overlay | Repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge. | WSDOT | Preservation | Bridge | STBG, MVA | 925 | 21 | | 945 | 945 |
| I-5/Baker Creek & Spring Creek - Fish Passage | Remove the existing fish passage barrier and replace it with a fish passable structure. | WSDOT | Climate & Environmental Quality | n/a | CSRF, CWA, MVA | | 34,283 | | 34,283 | 37,361 |
| SR 539/Baker Creek - Fish Passage | Remove the existing fish passage barrier and replace it with a fish passable structure. | WSDOT | Climate & Environmental Quality | n/a | CSRF, CWA, MVA | | 19,859 | | 19,859 | 22,380 |
| Replace Rideshare Vehicles | Replace approximately 14 rideshare vehicles | WTA | Preservation | Transit Asset Management | WSDOT | | 557 | 139 | 696 | 696 |
| Midway Facility Construction | Design and build a new Route Maintenance building located on the "Midway Lot", on the campus of WTA's Maintenance, Administration, and Operations Base (MOAB). | WTA | Preservation | Transit Asset Management | WSDOT | | 1,300 | 325 | 1,625 | 1,625 |
| Midway Lot Electric Bus Backup Generator | Build a back-up power source for electric buses, to keep them charged during power outages. | WTA | Preservation; Climate & Environmental Quality | Transit Asset Management | WSDOT | | 640 | 160 | 800 | 800 |
| Automatic Passenger Counters (APCs) | Retrofit Fixed Route fleet with Automatic Passenger Counters. | WTA | Access, equity and economic opportunity | Transit Asset Management | WSDOT | | 640 | 160 | 800 | 800 |
| Replace Paratransit Mini Buses | Program to replace five paratransit mini buses | WTA | Preservation | Transit Asset Management | 5307 | 904 | | 160 | 1,064 | 1,064 |
| Replace Fixed Route Buses | Program to replace fixed route buses with approximately eleven hybrid buses | WTA | Preservation; Climate change & Environment | Transit Asset Management | 5307 | 9,645 | | 1,702 | 11,347 | 11,347 |

Metropolitan Planning Area Secured Funding Table for 2024 - 2029 (listed in thousands)

| Project Title | Description | Agency | Regional Goal(s) | Federal Performance Measure | Program (Federal and/or State) | Funding | | | Total Program | Total Estimated Cost* |
|---------------------------|--|--------|--|-----------------------------|-----------------------------------|---------------|---------------|---------------|----------------|-----------------------|
| | | | | | | Federal | State | Local | | |
| Replace Fixed Route Buses | Replace approximately eight fixed route buses with electric buses. | WTA | Preservation; Climate change & Environment | Transit Asset Management | 5339 | 8,863 | | 1,537 | 10,400 | 10,400 |
| Totals | | | | | | 73,048 | 92,433 | 29,657 | 187,036 | 344,302 |

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

Funding Secured Non-MPO Projects (listed in thousands)

| Project Title | Description | Agency | Regional Goal | Federal Performance Measure | Program (Federal and/or State) | 2024 - 2029 Program Funding | | | | Total Estimated Cost* | |
|---------------|-------------|--------|---------------|-----------------------------|-----------------------------------|-----------------------------|-------|-------|---------------|-----------------------|--|
| | | | | | | Federal | State | Local | Total Program | | |
| No Projects | | | | | | | | | | | |
| | | | | | | Totals | | | | | |

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

WCOG 2024-2027 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 (Rural, Urban Small and Urban Medium) | 2024 | -\$907 | \$3,372 | \$2,465 | \$252 | \$2,213 | |
| | | 2025 | | 2,979 | 5,192 | 1,864 | 3,328 | |
| | | 2026 | | 2,979 | 6,307 | 5,480 | 827 | |
| | | 2027 | | 2,979 | 3,807 | 35 | 3,772 | |
| | TA (Rural, Urban Small and Urban Medium) | 2024 | 1,416 | 541 | 1,957 | 43 | 1,913 | |
| | | 2025 | | 439 | 2,352 | 1,790 | 562 | |
| | | 2026 | | 439 | 1,001 | 250 | 751 | |
| | | 2027 | | 439 | 1,189 | 698 | 491 | |
| | CRP (Rural, Urban Small and Urban Medium) | 2024 | -\$399 | 597 | 198 | 0 | 198 | |
| | | 2025 | | 484 | 682 | 574 | 108 | |
| | | 2026 | | 484 | 592 | 514 | 78 | |
| | WCOG Totals | | | 110 | 15,731 | 15,841 | 11,500 | 4,341 |
| | | Funding Type | Year | Starting Balance | Annual Allocation | Total Available | Total Program | Remaining Balance |
| State-Managed Federal Funds | BR | 2025 | | \$4,575 | \$4,575 | \$4,575 | \$0 | |
| | | 2027 | | 4,116 | 4,116 | 4,116 | 0 | |
| | HSIP | 2024 | | 255 | 255 | 255 | 0 | |
| | | 2025 | | 560 | 560 | 560 | 0 | |
| | | 2026 | | 1,821 | 1,821 | 1,821 | 0 | |
| | NHPP | 2025 | | 81 | 81 | 81 | 0 | |
| | | 2026 | | 2,359 | 2,359 | 2,359 | 0 | |
| | STBG | 2024 | | 7,953 | 7,953 | 7,953 | 0 | |
| | | 2026 | | 88 | 88 | 88 | 0 | |
| | WFL | 2024 | | 519 | 519 | 519 | 0 | |
| Discretionary | 2024 | | 880 | 880 | 880 | 0 | | |
| Other Federal | 5307 (FTA) | 2024 | | 10,549 | 10,549 | 10,549 | 0 | |
| | 5339 (FTA) | 2024 | | 8,863 | 8,863 | 8,863 | 0 | |
| | RAISE | 2024 | | 9,500 | 9,500 | 9,500 | 0 | |
| State and Other Totals | | | n/a | 52,119 | 52,119 | 52,119 | 0 | |

| | Total Available | Total Program |
|--------------------------------|-----------------|-----------------|
| Federal Funds | \$67,959 | \$63,618 |
| State & Local Funds | 110,909 | 110,909 |
| All Funds | 176,868 | 172,527 |

Unfunded Projects (listed in thousands)

| Agency | Project | Type | Cost Estimate |
|-----------------------|--|-----------------------------|----------------------|
| Bellingham | James Street Multimodal Improvements; Segments 1, 2, 3 & 4 | Reconstruction | 14,100 |
| | North James Street Multimodal Arterial Connection | Construction | 3,600 |
| | Lincoln St Multimodal Safety Improvements | Reconstruction | 2,200 |
| Blaine | Hughes Ave Pedestrian Improvements | Reconstruction | 720 |
| | Marine Dr Phase 3 - Lighthouse Point Water Rec. to Public Pier | Construction | 3,000 |
| | H St Sidewalk and Road Reconstruction | Reconstruction | 3,350 |
| Everson | BNRR R/W - Trail/Utility Corridor | Right-of-Way | 300 |
| Ferndale | Thornton Road - Church to Maureen | Construction | 1,150 |
| | Portal Way Corridor Pedestrian and Bike Improvements | Design | 125 |
| Lummi | Lummi Shore Rd Pedestrian Safety Improvements | Reconstruction | 1,850 |
| | Lummi Nation Kwina/Marine Dr./Lummi Shore Intersection | Reconstruction | 4,500 |
| Lynden | Line Road - Aaron to Badger Road | Reconstruction | 1,550 |
| | Pepin Parkway Arterial | Construction | 5,290 |
| | SR-546 Intersection with city arterials | Intersection Reconstruction | 500 |
| Nooksack Tribe | Mt Baker Hwy - Mitchell Rd to Marshall Hill Rd | Corridor reconstruction | 5,000 |
| Sumas | Sumas Ave - Front Street to Garfield Street | Construction | 2,150 |
| WCOG | Unfunded priority programs and projects in the UPWP | Planning | 450 |
| Whatcom County | Marine Drive / Little Squalicum Bridge No. 1 | Rehabilitation | 250 |
| | Smith Rd and Northwest Dr | Intersection Reconstruction | 350 |
| | Lincoln Rd - II, Harborview Rd to SR 548 | Reconstruction | 5,000 |
| | Everson Goshen Rd & E Smith Rd | Construction | 1,500 |
| WTA | Replace Paratransit Mini Buses (2025 - 2029) | Purchase | 7,000 |
| | Replace Vanpool Vans (2025 - 2029) | Purchase | 2,050 |
| | Replace Fixed Route Buses (2025 - 2029) | Purchase | 27,750 |
| | | TOTAL | \$93,735 |