



Meeting of the Whatcom Transportation Policy Board

Wednesday, October 11, 2023, 3:30 p.m.

Gordon W. Rogers Conference Room

314 East Champion Street, Bellingham, Washington

Join using Zoom <https://us06web.zoom.us/j/84855668403>

Or phone: (253) 215-8782

Agenda

Pages

- A. Call to Order**
- B. Public Comment**
Citizens may speak informally to the Board on matters pertinent to its statutory responsibilities and which are not the subject of a public hearing. *Each speaker is allowed a maximum of three minutes.*
- C. Additions to the Agenda (if any)**
- 3-5 **D. Approval of the Minutes -- Meeting of July 12, 2023.***
- E. Old Business (if any)**
- F. New Business**
 - 1. Current outlook for preservation (state of good repair) for state highways. WSDOT - Chris Damitio.
- 6-7 **G. Public Hearing 1: Amendment #5 (23-10) of the WCOG 2023 Transportation Improvement Program (TIP)**
 - 1. Staff Presentation - Lethal Coe
 - 2. Open Public Hearing - Members of the public may address the Board about the subject of the hearing for a maximum of three minutes each.
 - 3. Close Public Hearing*
 - 4. Board Discussion
 - 5. Vote on Proposed TIP amendment*
- 8-44 **H. Public Hearing 2: WCOG 2024 Transportation Improvement Program (TIP)**
 - 1. Staff Presentation - Lethal Coe
 - 2. Open Public Hearing - Members of the public may address the Board about the subject of the hearing for a maximum of three minutes each.
 - 3. Close Public Hearing*
 - 4. Board Discussion
 - 5. Vote on Proposed TIP*
- I. Obligation Status Update - Lethal Coe**
- J. Director's Report - Hugh Conroy**
- K. Correspondence (if any)**
- L. Board Open Forum**



Notice to the Public Regarding Title VI of the Civil Rights Act of 1964

WCOG hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WCOG receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WCOG. Any such complaint must be in writing and filed with the WCOG Title VI Coordinator within one-hundred eighty (180) days following the date of the alleged discriminatory occurrence. Title VI Discrimination Complaint Forms may be obtained from the WCOG at no cost and are available on WCOG's website.

Aviso al Público Sobre Título VI de la Ley de Derechos Civiles de 1964

Por medio de la presente, el WCOG notifica de manera pública que la política del organismo es garantizar el pleno cumplimiento del Título VI de la Ley de Derechos Civiles de 1964, la Ley de Recuperación de Derechos Civiles de 1987, el Decreto Presidencial 12898 sobre Justicia Ambiental, el Decreto Presidencial 13166 sobre Dominio Limitado del Idioma Inglés, así como los estatutos y reglamentos relacionados en todos los programas y actividades. De acuerdo con lo estipulado en el Título VI, ningún individuo de los Estados Unidos de América deberá, con fundamento en su raza, color, sexo o nacionalidad, ser excluido de participar en, que se le nieguen los beneficios de, o ser víctima de discriminación en virtud de cualquier programa o actividad por el cual el WCOG reciba fondos federales.

Toda persona que se considere agraviada por una práctica discriminatoria e ilícita en virtud del Título VI tiene derecho a presentar una denuncia formal ante el WCOG. Cualquier denuncia de este tipo debe presentarse por escrito ante el coordinador del Título VI del WCOG en un periodo de 180 días naturales a partir de la fecha de la presunta discriminación. El WCOG pone a disposición del público los formularios de denuncia del Título VI de manera gratuita en su página web.

Whatcom Transportation Policy Board
Minutes – **DRAFT**
July 12, 2023

In Attendance (In-person or via Zoom)

Members *Voting:* **Bellingham**, Seth Fleetwood; **Everson**; John Perry; **Ferndale**: Greg Hansen (2nd Vice Chair); **Lynden**: Scott Korthuis (Chair); **Nooksack**: Kevin Hester; **Sumas**: Bruce Bosch; **WSDOT**: Chris Damitio; **Whatcom County**: Kaylee Galloway; *Ex Officio*: none.

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

Others **Port of Bellingham**, Don Goldberg; **Whatcom Transportation Authority**, Les Reardanz; **Washington State Department of Transportation**, Justin Resnick

A. Call to Order

 Melissa Fanucci determined that there was a quorum, and Chair Korthuis called the meeting to order at 3:31 p.m.

B. Public Comment

 None

C. Agenda Additions

 None

D. Approval of Minutes of May 10, 2023

Motion: Kevin Hester moved, second by Bruce Bosch, to approve the minutes of the meeting of May 10, 2023, as presented.

Motion Passed

E. Old Business

 None

F. New business

1. Considering approval of the Whatcom Transportation Technical Advisory Group's (TTAG) recommended allocation of FFY '27-'29 federal Surface Transportation Block Grant (STBG) funding.

 Lethal Coe reviewed WCOG and TTAG's process of evaluating and scoring funding proposals and the resulting project-award list from the TTAG. Coe answered questions from the members.

Motion: Greg Hansen moved, seconded by Bruce Bosch, to approve allocation of FFY 2027-2029 regional STBG and TA program funds as recommended by the Whatcom TTAG.

Motion Passes

2. Certification of upcoming City of Ferndale amendment to the transportation element of its 2016 comprehensive plan.

Lethal Coe reviewed WCOG’s Regional Transportation Planning Organization (RTPO) responsibility for certifying local comprehensive plan transportation elements and also, per WCOG’s adopted certification process, recertifying interim amendments to transportation elements. Referring to the memo in the packet, Coe reviewed the changes Ferndale is making and WCOG staff assessment that the transportation element is still consistent with the regional plan and conforming to Washington Growth Management Act requirements.

Motion: Greg Hansen moved, seconded by Bruce Bosch, to certify the pending amendment of the City of Ferndale’s Comprehensive Plan transportation element..

Motion Passed

Kaylee Galloway requested a meeting with WCOG staff or arrangement of time on a future meeting agenda to review the RTPO comprehensive plan certification process. Scott Korthuis agreed that this would be a good idea.

3. City of Bellingham request to transfer previously awarded STBG funds to another project.

Lethal Coe reviewed the memo in the packet, explaining Bellingham’s decision to defederalize the *James/Bakerview Intersection Improvements* project and transfer the STBG funds previously awarded to this project to the *Telegraph Rd Multimodal Improvements* project.

Motion: Seth Fleetwood moved, seconded by Kevin Hester, to approve the transfer of regional STBG funds for the City of Bellingham as requested.

Motion Passed

Public hearing

Amendment No. 23-05 to the 2023 Transportation Improvement Program (TIP)

Mr. Coe described the proposed amendment to the 2023 TIP:

Add Whatcom County’s project Lummi Island Ferry System Modernization & Preservation that was awarded by Moving Ahead Washington to replace the ferry vessel with a new hybrid diesel-electric vessel as well as modify the terminal and improve

operations. The total project cost is estimated at just over \$50 million. The preliminary engineering phase will begin in 2023.

Public Hearing Opened at 3:46

No public comment was offered.

Public Hearing Closed at 3:47 P.M. by unanimous consent.

Motion: Seth Fleetwood moved, second by Greg Hansen, to approve Amendment No. 23-05 to the 2023 WCOG TIP, as presented.

Motion Passes

H. Obligations Status Update

Mr. Coe briefed the Board on the region's current progress toward meeting its Federal Fiscal Year 2023 obligation target.

I. Director's Report

Hugh Conroy announced the recent hire of Libby Chenault as Education Coordinator for the Smart Trips Program. Conroy asked Chris Damitio to introduce Justin Resnick, the WSDOT Mount Baker Area's new Planning & Engineering Services Manager (replacing Todd Carlson who retired at the end of June). Conroy briefed the board on recent transportation planning activities.

J. Board Open Forum

K. Adjournment

There being no further business, the meeting adjourned at 3:59 p.m.

Hugh Conroy
Secretary

Approval scheduled for October 11, 2023



MEMORANDUM

To: Whatcom Transportation Policy Board
From: Lethal Coe, Principal Planner
Date: October 4, 2023
Subject: WCOG 2023 TIP Amendment

Amendment #5 (23-10) of the WCOG 2023 Transportation Improvement Program (TIP) includes the following:

1. Remove WSDOT project *SR 548/Bell Road - Intersection Improvements* funded through WA legislation (Motor Vehicle Account) and regionally-managed Surface Transportation Block Grant (STBG) funds. The \$2.2 million of WA (23-25) funding dedicated to this project is being moved to Blaine’s *Bell Rd-BNSF Railway Grade Separation* project. Also, the remaining regional STBG funds that have not been expended for preliminary engineering phase of this project will be de-obligated.
2. Add City of Blaine project *Bell Rd-BNSF Railway Grade Separation* that was awarded federal RAISE (Rebuilding America Infrastructure with Sustainability and Equity) funding to replace the at-grade crossing intersection with a grade-separated facility that will include active transportation pathways. The \$9.5 million of RAISE funds and \$2.2 million of WA 2023-25 Budget funds will finance the preliminary engineering (PE) and right-of-way (RW). PE is scheduled to begin in early 2024.
3. Add the agreed to planning project (GCB 2565 & 3509) between WCOG and the Washington State Department of Transportation (WSDOT): *Whatcom Council of Governments IMTC 17-19, 19-21 & 21-23 & 23-25* to provide transportation planning work. This project will add \$200,000 through the Surface Transportation Block Grant program.
4. Amend WSDOT project *SR 542/Unnamed Tributaries to High & Mitchell Creeks – Fish Passage* to add federal STBG to the preliminary engineering phase that includes an updated cost estimate and is scheduled for obligation in 2023. The amendment also includes updates to the cost estimates for right-of-way (ROW) and construction phases (CN), and title and termini. The project’s total cost estimate is adjusted to \$19 million.

Formal TIP Amendments require review and resolution from the Policy Board to amend the current TIP and make federal funding accessible.

Suggested Policy Board Action:

Approve Amendment #5 of the Whatcom Council of Governments 2023 Transportation Improvement Program.

WCOG TIP Amendment #5 (23-10) Table

#	Agency	Project Title	Amended TIP Action	Added Funds	Total Cost	Source
1	WSDOT	<i>SR 548/Bell Rd Intersection Improvements</i>	Remove project to pave the way for Blaine's recent RAISE funded larger scope	-1,985,000	2.85 mil	MVA
2	Blaine	<i>Bell Rd-BNSF Railway Grade Separation</i>	Add new project to fund PE and RW phases	11,700,000	85 mil	RAISE
3	WSDOT-WCOG	<i>Whatcom Council of Governments IMTC 17-19, 19-21, 21-23 & 23-25</i>	Add new project	200,001	200,001	STBG
4	WSDOT	<i>SR 542/Unnamed Tributaries to High & Mitchell Creeks – Fish Passage</i>	Amend current project	-4,674,048	19,065,753	STBG

Recent or Upcoming Administrative Modifications - Administrative modifications are less substantial project changes and are administered by WCOG staff. [No Policy Board Action Required for the following Administrative Modifications](#)

Agency	Project	Modification Administered	Total Costs	Source



MEMO

To: Whatcom Transportation Policy Board
From: Lethal Coe, Senior Planner
Date: October 2, 2023
Subject: WCOG 2024 Transportation Improvement Program (TIP)

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

The draft **WCOG 2024 – 2029 TIP** is enclosed with this packet for your review. The draft can also be accessed online at <https://wcog.org/tip/>.

The WCOG TIP has been prepared using member city, county, tribal nation, transit and state six-year transportation or capital improvement programs. Transportation projects in the regional TIP are primarily funded through federal transportation programs and state transportation programs that impact the regional significant system (can be found at <https://waytogowhatcom.org/system/>). Also included are the regional Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) programs awarded through the WCOG Policy Board. The 2024-2029 program contains 39 securely funded projects, or project phases, with a total estimated program of over \$187 million dollars.

Formal adoption of the regional TIP requires a public hearing scheduled to take place at the October 11th Policy Board meeting. The public hearing advertisement has been posted in the WCOG newspaper of record (Bellingham Herald), as well as the Cascadia Daily and on the WCOG website - <https://wcog.org/public-notices/>.

Suggested Policy Board Action:

Approve the Whatcom Council of Governments 2024 Transportation Improvement Program.

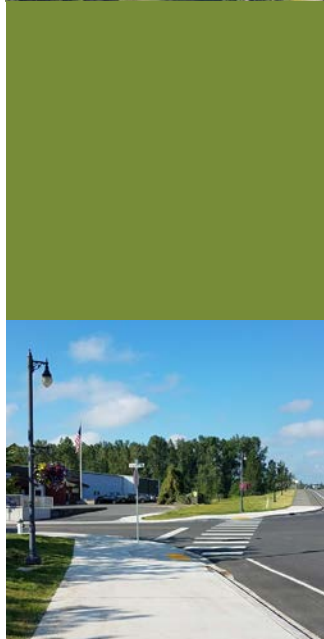


whatcom council of governments

2024

Transportation Improvement Program

Draft October 2, 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
TRANSPORTATIONIMPROVEMENTPROGRAM

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:_____

WTPB Chair
Scott Korhuis

Executive 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

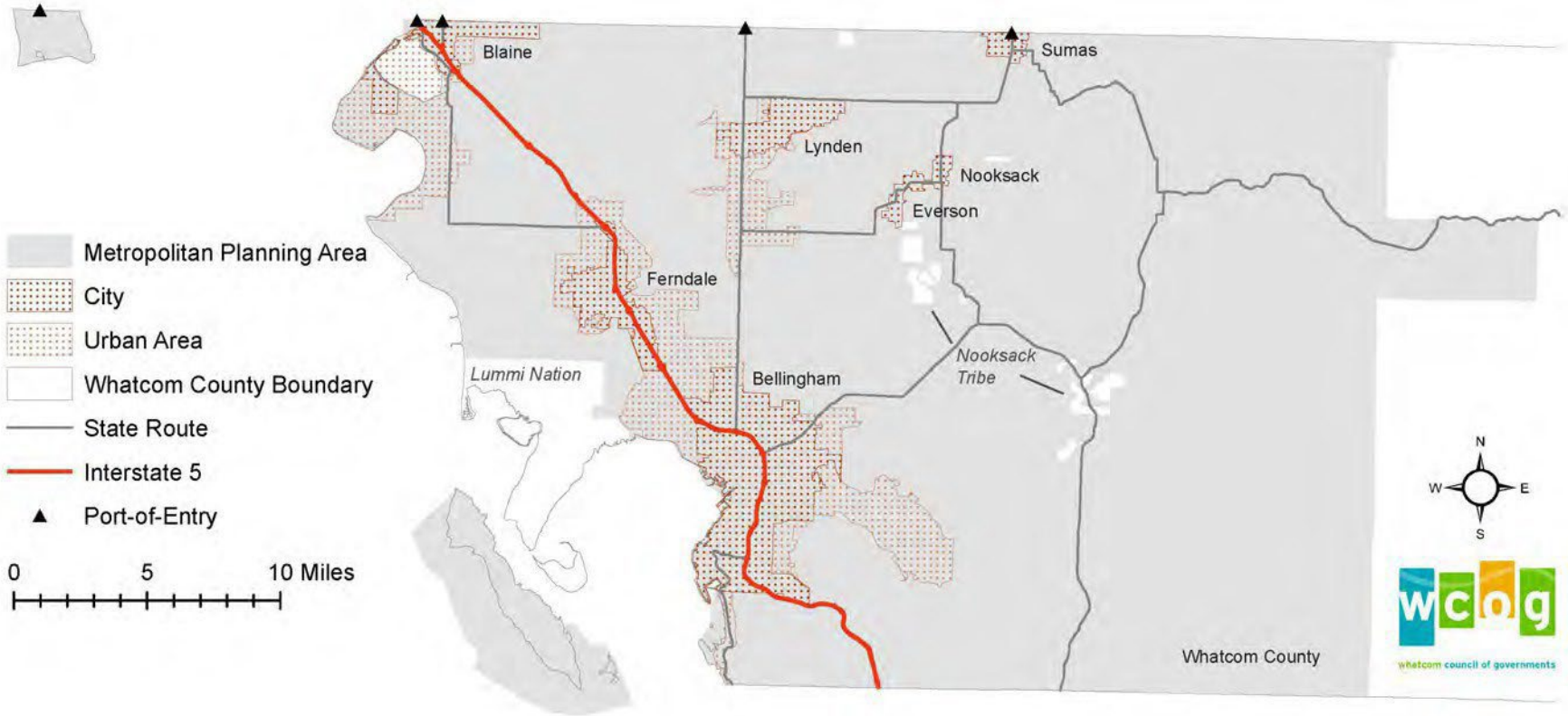
Ryan Clemens
Signature

Ryan Clemens
Printed Name

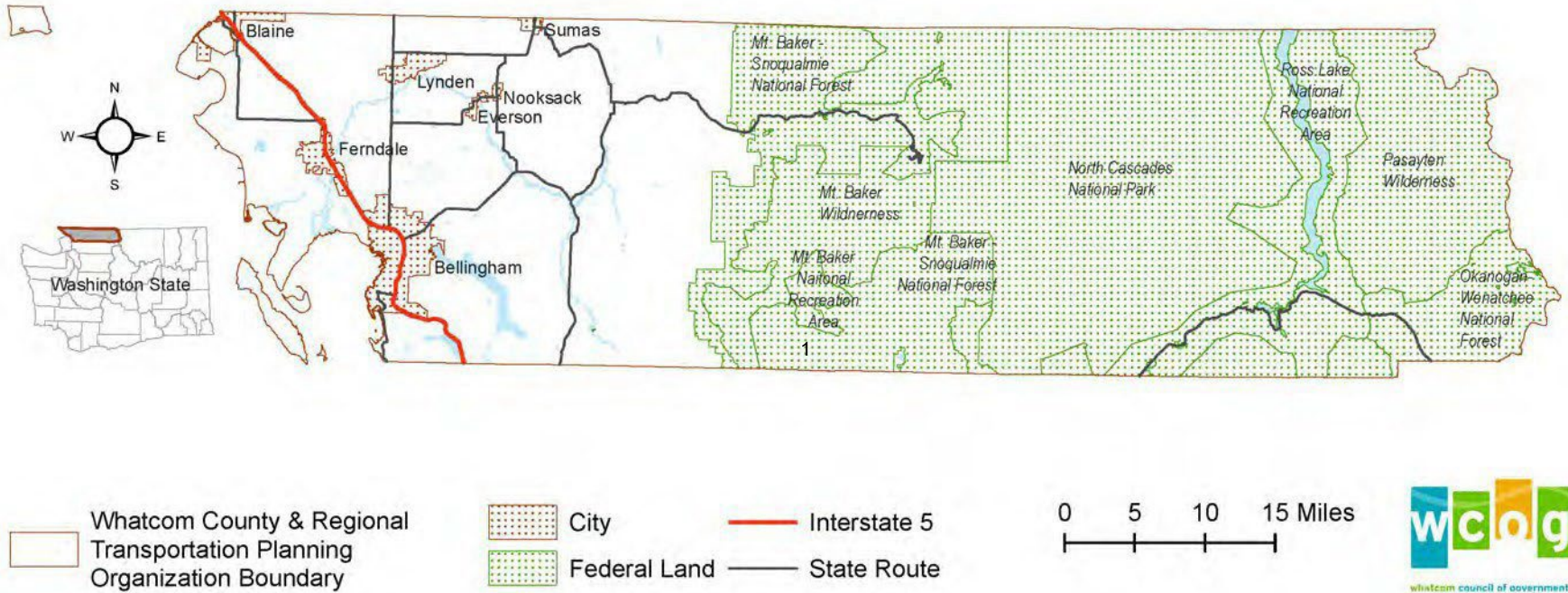
Regional Coordinator
Title

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 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

*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

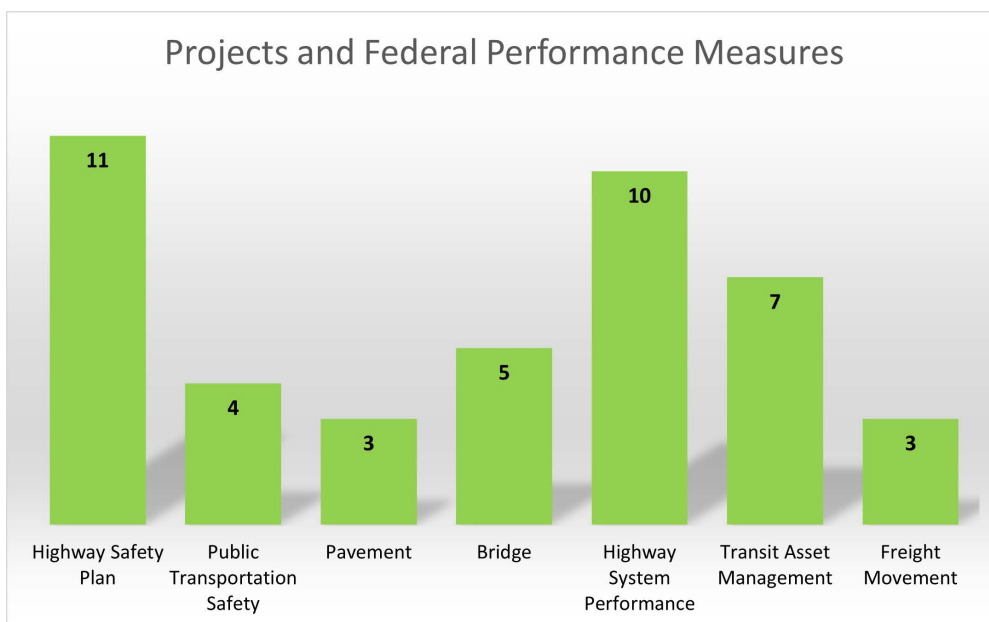
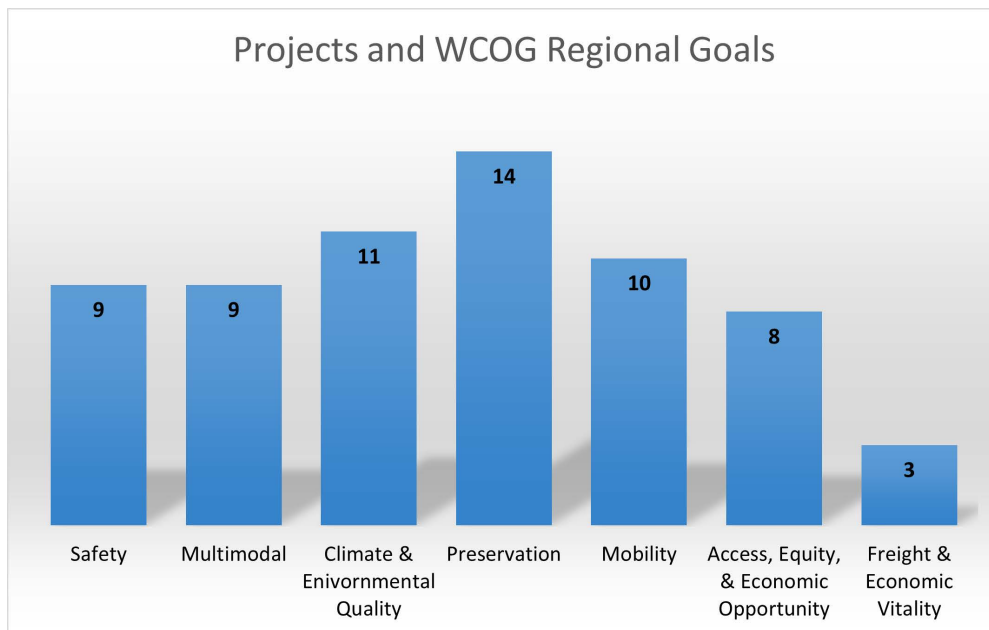
Link Regional Goals and Federal Performance

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

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

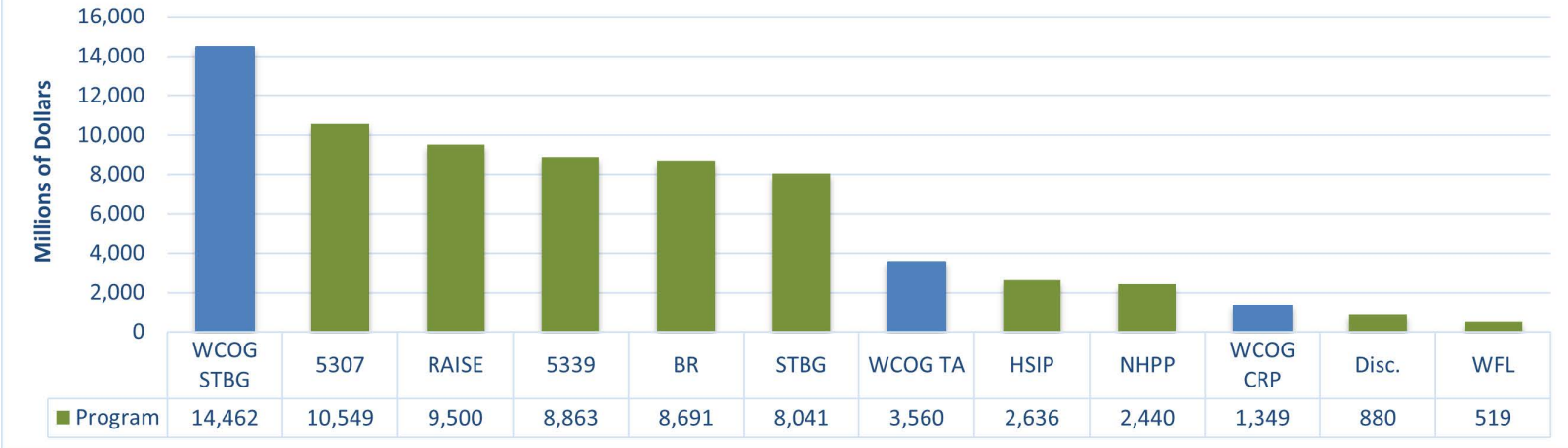
CSRV	Coronavirus State Recovery Fund
CRAB	County Road Administration Board
CWA	Connecting Washington Account
FMSIB	Freight Mobility Strategic Investment Board
MVA	Motor Vehicle Account
OTHER	Any other state fund source not listed
WSDOT	WA State Department of Transportation

Past Project - Hannegan Road / Ten Mile Creek Bridge

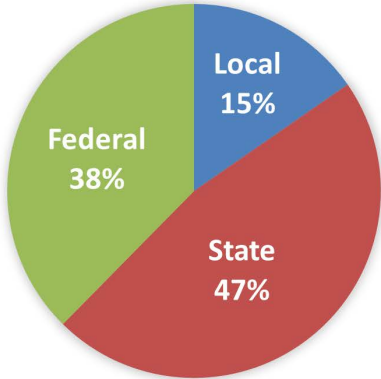


Completed in 2019, this Whatcom County bridge project replaced a failing bridge with a new expanded bridge.

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 Squaticum 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 Squaticum/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