



## MEMO

To: Whatcom Transportation Policy Board  
From: Lethal Coe, Senior Planner  
Date: July 10, 2019  
Subject: WCOG 2019 TIP Amendments and Administrative Modifications

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**Amendment 4 (1907)** of the 2019 WCOG Transportation Improvement Program (TIP) includes the following:

1. Remove Bellingham project *Cordata Safe Routes to School Program* that obligated in November, 2018.
2. Remove WSDOT project *SR 9/Acme Vicinity to Mt Baker Highway Vicinity – Weigh-in-Motion Enforcement Area*. This project has been delayed until the 2025-2027 biennium.
3. Amend the Whatcom *Lummi Island Breakwater Replacement Project* to add in the Preliminary Engineering (PE) phase and remove the Construction phase. The PE phase will utilize Ferry Boat Program (FBP) funds at the total amount of \$100,000. Note the Construction phase will be added back in at a future date.
4. Add new Whatcom County *Lummi Island Terminal Preservation Project* to paint and strengthen transfer span and towers at Lummi Island Ferry Terminal. This project is funded through federal Ferry Boat Program for a total cost of \$820,000 and will begin in 2019.
5. Revise TIP document to add 'Transportation Performance Management' language to meet federally required Performance-Based Planning and Programming (PBPP) rules.

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

**REQUESTED MOTION:** Approve Amendment 4 for the Whatcom Council of Governments 2019 Transportation Improvement Program.

Whatcom Council of Governments  
2019 Transportation Improvement Program

**Amendment 4 (1907) Table**

#	Agency	Project Title(s)	Amended Action	Added Funds \$	Total Costs \$	Fed Source
1	Bellingham	<i>Cordata Safe Routes to School Program</i>	Remove Project (Obligated)	-1,720,200	1,951,200	SRTS
2	WSDOT	<i>SR 9/Acme Vicinity to Mt Baker Highway Vicinity – Weigh-in-Motion Enforcement Area</i>	Remove Project (Delayed)	-2,403,672	2,403,672	STP
3	Whatcom	<i>Lummi Island Breakwater Replacement Project</i>	Remove CN Add PE	-1,210,759 +100,000	1,800,000	FBP
4	Whatcom	<i>Lummi Island Terminal Preservation Project</i>	Add new project	820,000	820,000	FBP

**#5 on next page.**

**No Policy Board Action Required**

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Recent **Non-Amendment TIP Activities** - administrative modifications are less substantial project changes and are administered by WCOG staff.

**Administrative Modifications**

Agency	Project	Modification Administered	Total Costs \$	Federal Source
WSDOT	<i>SR 9/Acme Vicinity to Mt Baker Highway Vicinity – Virtual Weigh-in Motion</i>	Revise project title and description	1,017,021	STP

**TIP Amendment #5** - Revise TIP document to add 'Transportation Performance Management' language for Pavement and Bridge, and System Performance and Freight to the regional TIP document. This inclusion completes compliance with the federally required Performance-Based Planning and Programming (PBPP) rules. Note, the WCOG 2019 TIP document currently includes performance management language for Highway Safety Improvement Program (page 8) and Transit Asset Management provided by Whatcom Transportation Authority (page 9).

**Proposed revision to WCOG 2019 TIP document to add the following language:**

### **Pavement and Bridges**

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: maintaining acceptable conditions 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 more fully 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 in and funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. 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.