



whatcom council of governments

WHATCOM COUNCIL OF GOVERNMENTS

2015 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted: October 8, 2014

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

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

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2014 Whatcom Council of Governments Membership

Executive Board

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

Full Council (Executive Board plus)

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

WTPB Policy Board (Executive Board plus)

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

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IN THE MATTER OF ADOPTION OF THE)
2015 WHATCOM COUNCIL OF GOVERNMENTS)
TRANSPORTATION IMPROVEMENT PROGRAM)

Resolution #2014-10-1

WHEREAS, the Whatcom Council of Governments' Whatcom Transportation Policy Board, hereinafter referred to as the POLICY BOARD, is the Metropolitan Planning Organization (MPO) for the Bellingham-Ferndale and unincorporated Whatcom County urbanized area; and

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

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

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

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

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

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

Approves the scope and content of the 2015 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 8, 2014



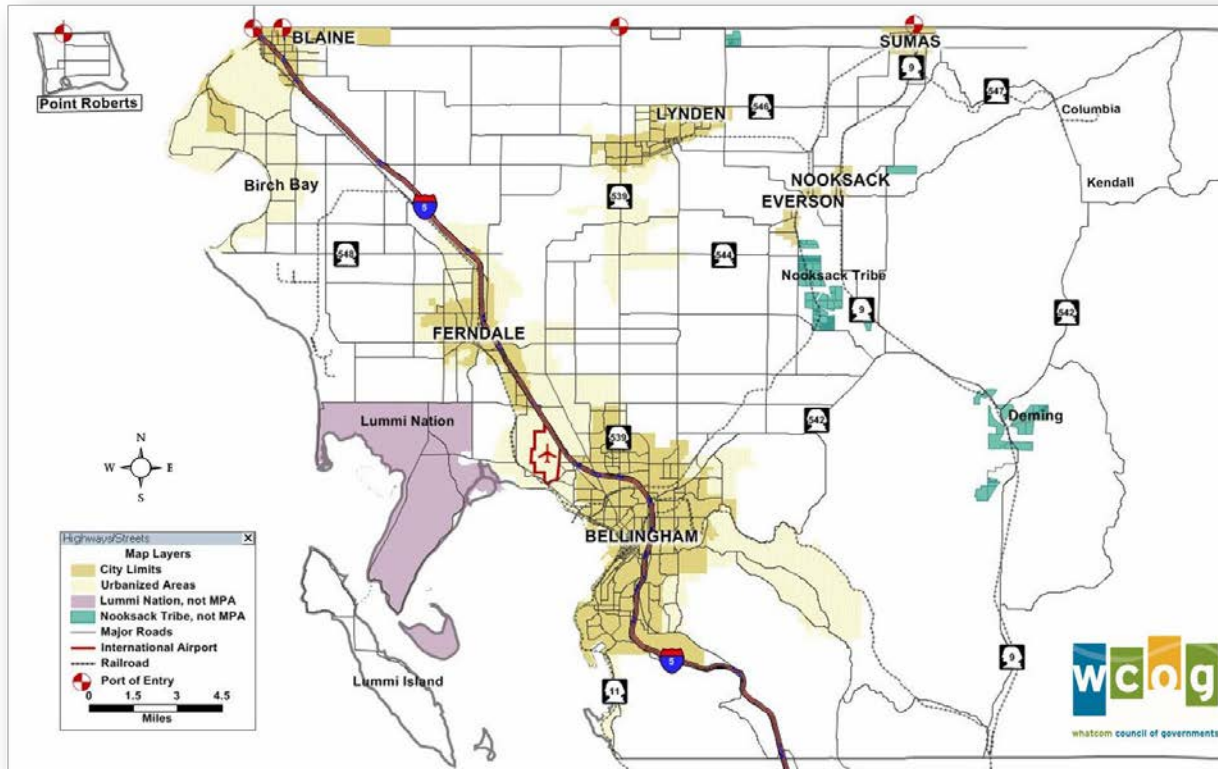
WTPB Chair
Bob Bromley



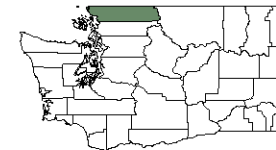
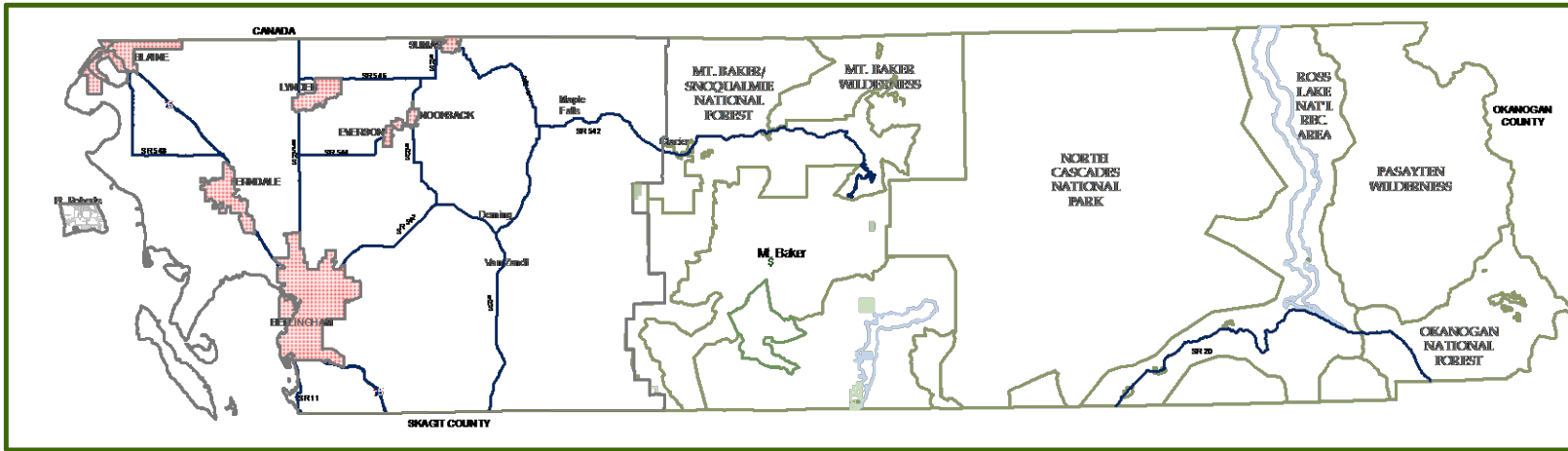
Executive Director
Robert H. Wilson, AICP

Whatcom Metropolitan Planning Area

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



Whatcom Regional Transportation Planning Organization (RTPO) Boundary



INTRODUCTION

Background

The Whatcom Council of Governments (WCOG) was established in 1966 as a 16-member intergovernmental agency. Members of the WCOG represent the general-purpose local and special district governments in Whatcom County. The existing WCOG structure was formed under R.C.W. 36.70.060, which authorized creation of regional planning councils.

The principal mission of the WCOG is to provide a forum for the exchange of information and data on a regional basis. To accomplish this mission, WCOG provides local jurisdictions with technical support and coordination in transportation, and census data information services.

This report was prepared as part of the WCOG [SFY 2015 Unified Planning Work Program](#).

Metropolitan Planning Area and Description

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

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

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

Regional Transportation Planning Organization

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

Purpose and Scope of the Transportation Improvement Program

WCOG is required by Federal and State regulations to develop a Transportation Improvement Program (TIP); it must be updated every four years, or more frequently. The TIP is the financial plan that identifies and prioritizes federally funded transportation projects to be carried out in the Whatcom County Metropolitan Planning Area. Projects including Federal funds must appear in the WCOG TIP. Projects in the WCOG TIP are approved by the WCOG Whatcom Transportation Policy Board, Governor, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The projects are then included in the Statewide TIP (STIP). While the TIP is a six-year document, the primary focus is on the first four years (2015 - 2018). All projects in this TIP are consistent with the [Whatcom Transportation Plan](#) adopted June 27, 2012.

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

TIP Legislative Requirements

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

1. Public Law 112-141 Moving Ahead for Progress in the 21st Century Act (MAP-21) SEC.20005, Section 5303.
2. Revised Code of Washington, Title 47, Chapter 47.80.

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

MAP-21 focuses on the first four years of the traditional six-year project lists and required fiscal constraint (projects prioritized in the first four years of the TIP are required to show reasonably available funding sources). Projects in the TIP are prioritized on an annual basis; 2015 is priority one, 2016 is priority two, 2017 projects are priority three and 2018 projects are priority four. The planned but not funding secured projects are shown in the Unfunded section of this TIP.

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

TIP DEVELOPMENT PROCESS

MPO and RTPO Roles in TIP Development

The metropolitan planning requirements of MAP-21 have enhanced the role of the MPO in developing the TIP. WCOG uses a continuous and comprehensive planning process in cooperation with WSDOT and member jurisdictions in the development of the combined Regional and Metropolitan Transportation Plan (MTP) and the combined Regional and Metropolitan TIP. The TIP must be consistent with the Whatcom Transportation Plan. MAP-21 requires the plan to consider land use and alternative transportation modes and their system connectivity. As the MPO, and in cooperation with local jurisdictions, WCOG will prioritize proposed federally funded projects according to their significance and consistency with Whatcom Transportation Plan.

Section 53 of the Growth Management Act states that the transportation system should "function as an interconnected and coordinated system" and that "transportation planning should be coordinated with local comprehensive plans." WCOG assumed the RTPO role to achieve those objectives. RTPOs are required to certify that the transportation chapters of jurisdiction's GMA comprehensive plans are consistent with region's countywide transportation plan. Transportation Improvement Plans are also required to be consistent with the region's countywide transportation plan.

Initial TIP Development

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

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

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

-
- c. The TIP was developed in cooperation with the State.
 - d. The public and interested parties were afforded an opportunity to comment on the TIP in accordance with the WCOG Public Participation Policy.
 - e. The TIP is consistent with the [Whatcom Transportation Plan](#) adopted June 27, 2012.
 - f. The TIP provides for the development of an intermodal transportation system that considers all modes of transportation.
 - g. TIP projects are consistent with Title VI of the Civil Rights Act.
 - h. The TIP includes FTA Title VI Assurances.
4. WCOG will adopt and submit the regional TIP to WSDOT by November 1st.
 5. Final review of the WCOG TIP will be completed by WSDOT with final project selection incorporated into the STIP for the Washington State Governor's approval.
 6. The STIP is submitted to the Federal Highway Administration and the Federal Transit Administration.
 7. After the STIP is approved by the Federal Highway Administration and Federal Transit Administration, the local jurisdiction or agency may proceed with project funding obligation through local agency agreements with WSDOT.

Public Involvement

1. WCOG has adopted a public participation policy including a requirement for a public notice and availability of draft documents fourteen days in advance of a public hearing or meeting where documents will be reviewed or approved. A public notice was published in the local paper of record fourteen days before a special combined MPO/RTPO public hearing on October 8, 2014, where this TIP was reviewed. The notice was published in the Bellingham Herald on September 21, 2014. A copy of the public notice is available at the WCOG.

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

2. Significant comments:

WCOG certifies that citizens and interested parties have been provided early and reasonable opportunity to comment on the proposed TIP as required under MAP-21 Section 5303 (j)(1), and WCOG's Public Participation Policy. The WCOG TIP was adopted at a meeting of the WCOG Whatcom Transportation Policy Board (RTPO & MPO) on October 8, 2014. A public notice was published on September 21, 2014 in the Bellingham Herald, advertising availability of the draft WCOG TIP. The projects have also undergone a local public process at the jurisdiction level.

Additional Information

The WCOG TIP covers six years from 2015 through 2020. The first four years of the TIP are fiscally constrained. The TIP project tables show only the first four years of the projects.

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

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

Intermodal/Multimodal Approach

Projects listed in the 2015 TIP provide consideration for alternative transportation modes to the extent possible. WTA provides fixed route and paratransit bus service in Whatcom County. Bicycle, pedestrian and ferry projects in Bellingham, Lynden, and unincorporated Whatcom County address multimodal needs in those communities.

TIP Amendment Process

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

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

1. Formal Amendment

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

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

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

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

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

2. Administrative Modification

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

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

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

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

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

3. Updates Not Requiring STIP Change

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

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

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

Congestion Management

WCOG is not a TMA. TMA provisions of MAP-21 planning requirements are not applicable to the WCOG MPO or RTPO.

Air Quality

WCOG is not an air quality non-attainment area. Air quality requirements of MAP-21 are not applicable to WCOG 2015 TIP.

METROPOLITAN PLANNING AREA
SELF-CERTIFICATION


In accordance with 23 CFR Part 450, §450.334, the Washington State Department of Transportation (WSDOT) and the Whatcom Metropolitan Planning Organization (MPO) for the Whatcom County Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38, and 28 CFR Part 35;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

MPO

Signature
ROBERT H. WILSON
Printed Name

Executive Director
Title
9/22/2014
Date

WSDOT

Signature
Judith S. Lorenzo
Printed Name

Manager, Trans. Planning Office
Title
10/10/14
Date

CONSISTENCY WITH WHATCOM TRANSPORTATION PLAN

The projects contained in the 2015-2018 years of the TIP are consistent with the goals of the [Whatcom Transportation Plan](#) (WTP). WCOG prepares the TIP based on input from local agencies and WSDOT, and all projects are considered for their consistency with the WTP.

FINANCIAL PLAN

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

FUNDING PROGRAMS

FTA Section 5307 Urban Areas

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

Bridge Replacement and Rehabilitation Program (BR)

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

Coordinated Border Infrastructure

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

Ferry Boat Program or Ferry Boat Discretionary

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

Demonstration (DEMO)

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

Highway Safety Improvement Program

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

Interstate System (IM)

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

National Highway Performance Program (NHPP)

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

Surface Transportation Program (STP)

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

Transportation Alternatives Program (TAP)

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

TIP PROJECT AND FINANCIAL TABLES

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

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

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

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

Federal Funding Program Abbreviations

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

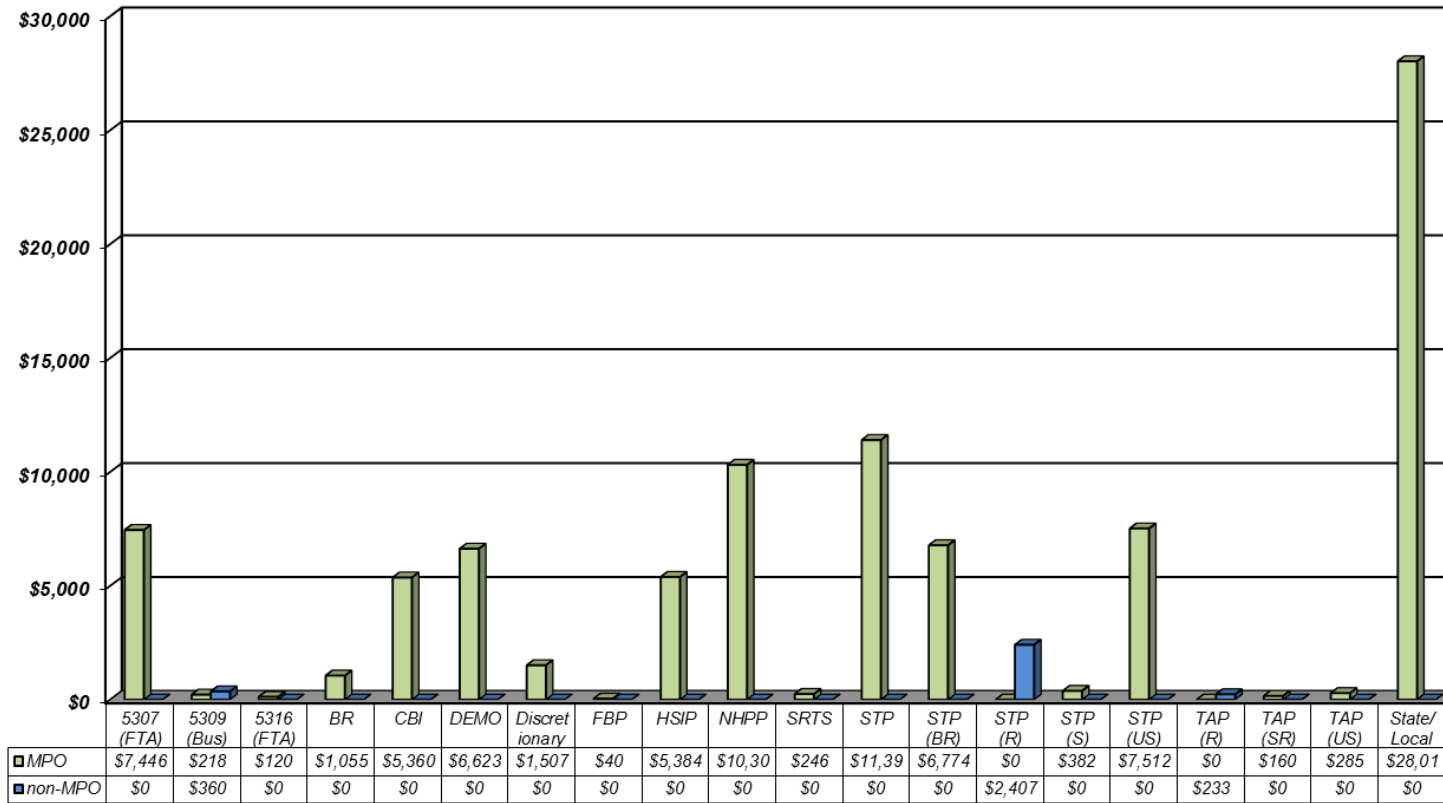
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| 5316 | Federal Transit Administration - Job Access/Reverse Commute Rural |
| 5317 | Federal Transit Administration - New Freedom Program |

State Funding Program Abbreviations

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

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

Secured Funding Sources 2015-2018



(Dollars in Thousands)

2014 MPO TIP PROJECTS NOT INCLUDED IN THE 2015 TIP

The following MPO projects were included in the funding secured section of the 2014 WCOG MPO TIP but are not included in the same section of the 2015 TIP. There are various reasons why a project would be dropped from the current TIP. It could be underway, completed, cancelled, on hold, rescheduled to beyond 2018, or not started as of the adoption date of this document but expected to be so before the 2015 TIP takes effect.

| Jurisdiction | Project Name | Description | Total Cost | Status |
|--|--|--|------------|-----------|
| Bellingham | Pedestrian Safety Improvements | Install crossing countdown equipment | \$ 350,000 | Underway |
| | James Street @ Aband Railroad Bridge Replacement | Replacement | 3,219,000 | Underway |
| Lynden | Downtown Arterial Reconstruction | Street Reconstruction | 1,430,000 | Underway |
| WCOG | IMTC Dynamic Border Management | Employ border congestion mitigation strategies | 187,500 | Underway |
| | Whatcom Smart Trips | Implement education and encouragement | 500,000 | Underway |
| Whatcom County | Rural Road Safety Program | | 1,940,000 | Completed |
| WSDOT | Whatcom County BST | Chip seal overlay | 217,536 | Underway |
| | I-5/Nooksack River Bridges | Painting | 4362405 | Underway |
| | SR 11/Tributary to Chuckanut Creek | Fish Passage | 99,554 | On hold |
| | SR 539/Lynden-Aldergrove | Port of Entry Improvements | 8,912,009 | Underway |
| | SR 544/SR 539 to Everson | Rumblestrip Installation | 95,572 | Underway |
| | SR 548/Unnamed Creek to Drayton Harbor | Fish Passage | 1,259,788 | Underway |
| | SR 9/Bowen Rd Vic. To Sumas Ave Vic. | Rumblestrip Installation | 37,939 | Underway |
| | SR 9/Doran Road to SR 542 | Bituminous Surface Treatment | 1,861,004 | Underway |
| | SR 9/George Rd Vicinity | Railroad Crossing Improvements | 316,860 | Underway |
| | SR 548/I-5 to North Star Rd - BST | Chip seal overlay | 73,360 | Underway |
| SR 548/Grandview Rd to Dakota Creek Bridge | Wide edge lanes installation | 89,080 | Underway | |
| WTA | Replace Approx Eleven Paratransit Vehicles | | 1,463,000 | Completed |
| | Replace Approx Twelve Vanpool Vans | | 422,000 | Completed |
| | Replace MDTS | | 225,000 | Completed |
| | 2014 Facilities Infrastructure Improvements | | 150,000 | Completed |
| | Farebox Replacement | | 2,500,000 | Underway |
| Shelter Replacement Project | | 400,000 | Underway | |



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Metropolitan Planning Area Secured Funding Table

| Agency | Project Title | Project Description | Federal Fund | Federal Funds | State Funds | Local Funds | Total Funds Programmed |
|---------------|---|--|---------------------|----------------------|--------------------|--------------------|-------------------------------|
| Bellingham | Alabama Street Corridor Multimodal Safety Improvements | Corridor roadway configuration feasibility study and construction implementation of chosen alternative. | HSIP | \$1,315,256 | | \$1,075,266 | \$2,390,522 |
| Bellingham | Bloedel Avenue, Phase 2 | Construct new minimum standard arterial connection. | | | | \$1,500,000 | \$1,500,000 |
| Bellingham | Carl Cozier Safe School Routes | The project includes sidewalk, curb, gutter, drainage, curb ramps, crosswalk markings and signage, curb extensions, flashing beacons, bicycle racks, educational materials and events, increased school zone crosswalk and speed emphasis patrols. | TAP(SR) | \$159,600 | | \$17,800 | \$177,400 |
| Bellingham | Granary Avenue and Bloedel Avenue | Granary, a new arterial street beginning at Roeder Ave and extending SW approximately 400 feet to Bloedel Ave, which then will extend south approximately 400 feet. A new signal will be installed at the intersection of Granary and Roeder Avenue. Both streets will include two vehicle lanes, left-turn lane, parking, bike lanes, curb gutters, sidewalks, and utilities. Roeder Bridge may need to be widened to accommodate turning movements from Granary. | DEMO | \$5,918,273 | | | \$5,918,273 |
| Bellingham | Woodstock Intersection Improvements | Revise the intersection layout with Woodstock Way making James Street Road to Woodstock Way the through traffic movement to eliminate site distance hazards. The road will be widened from the existing 31 foot width to a 54 foot width incorporating a two way left turn lane, bicycle lanes, and sidewalks. | STP(US) | \$1,643,848 | \$343,330 | \$148,462 | \$2,135,640 |
| Bellingham | Mahogany - Arctic Ave Arteria | New construction for Mahogany Ave and Arctic Ave multimodal arterial connection. | STP(US) | \$200,000 | \$2,250,000 | \$1,486,672 | \$3,936,672 |
| Bellingham | N. State St. / E. Laurel St. Pedestrian Safety Improvements | Instal sidewalk, curb extensions, ADA ramps, marked crosswalks, and signage. | HSIP | \$300,000 | | | \$300,000 |
| Bellingham | Orchard Drive Extension beneath Interstate 5 | Orchard Drive Extension is a new multi-modal arterial and multi-use trail connection extending from east Birchwood Ave/Squalicum Parkway, under I-5 along the railroad tunnel, to west of James Street. | STP(US) | \$1,000,000 | | \$800,000 | \$1,800,000 |
| Bellingham | Chestnut - Bay at RR | New overlay for the deteriorated bridge deck and replace the damaged expansion joints | STP(BR) | \$2,145,608 | | | \$2,145,608 |
| Blaine | Boblett / SR 543 Intersection and Signalization | Improvements will include: Signalization, channelization, stormwater, non-motorized, ITS border signage, pavement rehabilitation, and right of way acquisition. | STP(US) | \$781,750 | \$122,007 | \$264,993 | \$1,168,750 |
| Blaine | Hughes Ave/Peace Portal Intersection Realignment | Realign the Hughes Ave and Peace Portal Intersection to improve turn radii and lane widths. The project also includes bus pull outs and connecting sidewalks. | STP(US) | \$595,817 | \$92,989 | \$176,534 | \$865,340 |
| Everson | Lincoln Street Improvements, Phase 1 | Reconstruct street to act as a parallel arterial to the State Highway. Adding sidewalks on both sides of the street and a bike lane. | STP(R) | \$703,800 | \$124,000 | \$92,200 | \$920,000 |
| Everson | Lincoln Street Improvements, Phase II | New construction and extension of Lincoln Street from Washington Street to Blair Drive includes sidewalks and a bike lane. | STP(R) | \$688,500 | \$107,454 | \$304,046 | \$1,100,000 |
| Ferndale | Church Road Improvement Project, Main to Heather | This widening/reconstruction project will eliminate the slope that reaches 12% in some places and add sidewalks, bus pullouts and stormwater detention/treatment. Prior: \$863,179 | STP(US) | \$2,037,541 | \$800,000 | \$1,228,980 | \$4,066,521 |
| Lynden | Benson Road | Upgrade to Full City Standard | | | | \$4,350,000 | \$4,350,000 |

Metropolitan Planning Area Secured Funding Table

| Agency | Project Title | Project Description | Federal Fund | Federal Funds | State Funds | Local Funds | Total Funds Programmed |
|----------------|---|---|---------------------|----------------------|--------------------|--------------------|-------------------------------|
| Lynden | Jim Kaemingk Sr. Glenning Street Trail Gap Elimination | Construct multi-modal sidewalk system. | TAP(US) | \$258,185 | | \$40,295 | \$298,480 |
| Lynden | Jim Kaemingk Sr. Trail Extension | The project includes shared use path, sidewalk, curb, gutter, planter strip, speed feedback signs with flashing beacons, and educational materials and events. | SRTS | \$246,300 | | | \$246,300 |
| Lynden | Main Street Corridor Completion | Improve remaining section of Main Street between SR539 and Berthusen Road to full City all-weather arterial standards. | STP(US) | \$8,437 | | \$1,801,317 | \$1,809,754 |
| Lynden | Riverview Road Gap Elimination | New road construction providing southeastern access to downtown Lynden and Historic Business District. | STP(US) | \$1,030,051 | | \$654,049 | \$1,684,100 |
| WCOG | Unified Planning Work Program | Planning and programming responsibilities identified in the WCOG Unified Planning Work Programs (SFYs 2011-2016) | STP(US) | \$214,523 | | \$33,480 | \$248,003 |
| Whatcom County | Birch Bay - Lynden Road / Portal Way | Improve efficiency and safety of the intersection by installation of signalization, channelization, crosswalks, widening the BNSF rail crossing, and correcting the sharp grade difference between the crossing and the intersection. Other improvements include multi-modal shoulders, drainage, and storm water treatment facilities, safety improvements, illumination, and upgrading the BNSF crossing signal system. | STP(R) | \$24,614 | | \$3,842 | \$28,456 |
| Whatcom County | Birch Bay Drive & Pedestrian Facility | This project will construct a soft shore roadway protection berm with a pedestrian pathway and install drainage upgrades. | | | | \$1,550,000 | \$1,550,000 |
| Whatcom County | Hannegan Road / Nooksack River, Bridge No. 252 | Repair original rip rap revetment and embed rip rap toe protection around Pier 2. | BR | \$234,210 | | \$20,000 | \$254,210 |
| Whatcom County | Portal Way / Dakota Creek, Bridge No. 500 | The Bridge will be seismically retrofitted with steel column jackets, restrainer assemblies, new pier diaphragms, girder stops, and an abutment anchor system. | STP(BR) | \$2,925,000 | | \$438,900 | \$3,363,900 |
| Whatcom County | Potter Road / South Fork Nooksack River, Bridge No. 148 | Remove and replace structure with 360 foot long, two-span reinforced concrete girder structure. | BR | \$820,457 | | \$205,114 | \$1,025,571 |
| Whatcom County | Slater Road - Nooksack River, Bridge No. 512 | Remove and repaint existing bridge structure. | STP(BR) | \$1,704,000 | | | \$1,704,000 |
| Whatcom County | Slater Road Intersections | Add left turn lanes on Slater Rd at the Ferndale Rd and Imhoff Rd intersections and widen the connecting roadway between the intersections. | STP(R) | \$990,000 | | \$1,400,000 | \$2,390,000 |
| Whatcom County | Lummi Island Dolphin and Breakwater Replacement | Replace existing timber pile dolphins and breakwater with steel pile supported structures | FBP | \$40,000 | | \$10,000 | \$50,000 |
| Whatcom County | South Pass Road / Saar Creek, Bridge No. 212 | Bridge Replacement | | | | \$775,000 | \$775,000 |
| WTA | Replace Approx six (6) Paratransit Vehicles | Replace Approx six (6) Paratransit Vehicles | 5307 | \$685,580 | | \$140,420 | \$826,000 |
| WTA | Bus Safety Modifications | Additional safety measures for driver seat area | 5307 | \$320,000 | | \$80,000 | \$400,000 |
| WTA | Purchase (approx 2) Mini-sized Vehicles | Purchase approximately two mini-sized vehicles for East County service expansion | 5307 | \$298,800 | | \$61,200 | \$360,000 |
| WTA | Replace (4) Orions with Hybrids | Replace (4) Orions with Hybrids | 5307 | \$2,373,800 | | \$486,200 | \$2,860,000 |

Metropolitan Planning Area Secured Funding Table

| Agency | Project Title | Project Description | Federal Fund | Federal Funds | State Funds | Local Funds | Total Funds Programmed |
|---------------|---|---|---------------------|----------------------|--------------------|--------------------|-------------------------------|
| WTA | Replace Aging Fleet DVRs | Replace fleet's aging digital voice recorders | 5307 | \$328,000 | | \$82,000 | \$410,000 |
| WTA | Smart Bus Applications-APTS | Smart Bus Applications-APTS | 5307 | \$3,200,000 | | \$800,000 | \$4,000,000 |
| WTA | Trapeze Driver/Dispatch Web Tool | Trapeze Driver/Dispatch Web Tool | 5307 | \$120,000 | | \$30,000 | \$150,000 |
| WTA | Upgrade Radio System | Upgrade Radio System | 5307 | \$240,000 | | \$60,000 | \$300,000 |
| WSDOT - NW | I-5 NB/Nulle Rd to Samish Highway Vic - NB Paving | This project will resurface I-5 from MP 243.34 to MP 246.04 to preserve the roadway, using an estimated depth of 0.15' HMA. In addition, the project will restore minor safety items. | CBI | \$2,304,615 | \$50,844 | | \$2,355,459 |
| WSDOT - NW | I-5/NB Nooksack River to Blaine - Paving | Overlay the northbound lanes of I-5 from MP 263.22 to MP 273.86 with 0.15" of HMA. Mill and fill the ramps at the Portal Way, SR 548/Grandview, and Birch Bay-Lynden Road and Peace Portal Drive interchanges with 0.15" of HMA. | CBI, NHPP | \$7,331,050 | \$161,814 | | \$7,492,864 |
| WSDOT - NW | I-5/SB Nulle Road to Iowa St Vic. - Paving | This project will resurface I-5 Southbound from MP 243.47 to MP 246.04 to preserve the roadway, using an estimated depth of 0.15' HMA. In addition, the project will restore minor safety items. | CBI | \$2,481,862 | \$55,343 | | \$2,537,205 |
| WSDOT - NW | Northwest Region Basic Safety | To address regionwide structurally deficient safety features which need to be adjusted or replaced to sustain safety for the traveling public. Potential improvements may include guardrail, guardrail terminals, bridge end protection, concrete barrier where needed. This project is in WCOG, SMPO, RTPO, and PSRC. The total shown is for WCOG only. | STP | \$394,352 | \$8,048 | | \$402,400 |
| WSDOT - NW | SR 539/I-5 to Kellogg Road - Paving | Resurfaces deteriorating asphalt pavement (due to rutting, cracking, and normal wear) with an asphalt overlay. Extends the service life of the existing pavement. | NHPP | \$3,548,009 | \$78,544 | | \$3,626,553 |
| WSDOT - NW | SR 542/Anderson Creek Culvert | This project will replace the existing fish ladder, double box culvert, and causeway with a new 3-span bridge. Installation of grade control structures and alterations to the streams vertical profile will be required. Some additional channel reshaping will also be needed to facilitate an increase of the 100 year flood plain. Storm water Treatment facilities will be constructed onsite for new impervious surfaces. | STP | \$6,179,962 | \$187,200 | | \$6,367,162 |
| WSDOT - NW | SR 542/Hedrick Creek - Fish Barrier | Remove existing fish passage barrier and replace with a fish-passable structure. | STP | \$4,716,936 | \$96,264 | | \$4,813,200 |
| WSDOT - NW | SR 542/SR 547 - Intersection Improvement | This project will construct intersection improvements to reduce the risk of collisions at this intersection. Illumination will be provided. | Discretionary | \$1,506,985 | \$255,015 | | \$1,762,000 |
| WSDOT - NW | SR 548/Unnamed Creek to Drayton Harbor - Fish Passage | Remove the existing fish passage barrier and replace it with a fish passable structure. | STP | \$80,556 | \$1,644 | | \$82,200 |
| WSDOT - NW | SR 9/Tawes Creek - Fish Passage | Remove the existing fish passage barrier and replace it with a fish passable structure. | STP | \$25,378 | \$518 | | \$25,896 |
| WSDOT - NW | SR 9/Van Zandt - Railroad Crossing Improvements | This project will coordinate with the railroad to install an advanced warning system to alert motorists of approaching trains on SR 9 at MP 77.38. Required safety work will be performed as needed. | STP(S) | \$381,729 | \$7,791 | | \$389,520 |

Metropolitan Planning Area Secured Funding Table

| Agency | Project Title | Project Description | Federal Fund | Federal Funds | State Funds | Local Funds | Total Funds Programmed |
|---------------|----------------------------------|---|---------------------|----------------------|--------------------|--------------------|-------------------------------|
| WSDOT-RAIL | Blaine - Customs Facility Siding | Currently, passenger trains experience delays on the tracks south of Blaine. This project provides additional rail line capacity to accommodate customs and security needs, while also reducing congestion for freight and passenger trains. This will provide faster, more reliable Amtrak Cascades service. Prior: PE \$3,300,400 RW \$1,000 (Fed) CN \$1,000 (Fed) | STP(S) | \$4,472,591 | \$2,999,733 | | \$7,472,324 |
| | | | | \$66,975,975 | \$7,742,538 | \$20,116,770 | \$94,835,283 |

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WHATCOM COUNCIL OF GOVERNMENTS
 2015 Transportation Improvement Program
 MPO Financial Feasibility Summary
 Anticipated Federal Funding* & Programmed Expenditures (in Thousands)

| | Funding Type | Year | Carry-over Previous Yr. | Anticipated Allocation | Available Revenue | Programmed Totals | Remaining Funds |
|----------------------------|----------------|------|----------------------------|---------------------------|----------------------|----------------------|--------------------|
| WCOG-Managed Federal Funds | STP (R) & (US) | 2015 | \$0 | \$2,666 | \$2,666 | \$2,514 | \$152 |
| | STP (R) & (US) | 2016 | \$152 | \$2,666 | \$2,818 | \$2,021 | \$797 |
| | STP (R) & (US) | 2017 | \$797 | \$2,666 | \$3,463 | \$2,663 | \$800 |
| | STP (R) & (US) | 2018 | \$800 | \$2,666 | \$3,466 | \$2,721 | \$745 ** |
| | Subtotals | | \$1,749 | \$10,664 | \$12,413 | \$9,919 | |
| | TAP (US) | 2015 | \$272 | \$246 | \$518 | \$258 | \$260 |
| | TAP (US) | 2016 | \$260 | \$246 | \$506 | \$0 | \$506 |
| | TAP (US) | 2017 | \$506 | \$246 | \$752 | \$0 | \$752 |
| | TAP (US) | 2018 | \$752 | \$246 | \$998 | \$0 | \$998 ** |
| | Subtotals | | \$1,790 | \$984 | \$2,774 | \$258 | |
| Subtotals | | | \$3,539 | \$11,648 | \$15,187 | \$10,177 | \$1,743 |

| | | | | | | | |
|-----------------------------|---------------|-------|----------|----------|----------|----------|---------|
| State-Managed Federal Funds | 5307 | 2015 | \$7,446 | \$0 | \$7,446 | \$7,446 | \$0 |
| | 5316 | 2015 | \$120 | \$0 | \$120 | \$120 | \$0 |
| | Bridge | 2016 | \$1,055 | \$0 | \$1,055 | \$1,055 | \$0 |
| | CBI | 2015 | \$5,360 | \$0 | \$5,360 | \$3,234 | \$2,126 |
| | | 2016 | \$2,126 | \$0 | \$2,126 | \$2,126 | \$0 |
| | Demonstration | 2015 | \$5,918 | \$0 | \$5,918 | \$5,918 | \$0 |
| | Discretionary | 2015 | \$1,507 | \$0 | \$1,507 | \$1,507 | \$0 |
| | HSIP | 2015 | \$1,582 | \$3,802 | \$5,384 | \$5,384 | \$0 |
| | NHPP | 2016 | \$0 | \$6,757 | \$6,757 | \$6,757 | \$0 |
| | | 2017 | \$0 | \$289 | \$289 | \$289 | \$0 |
| | | 2018 | \$0 | \$3,259 | \$3,259 | \$3,259 | \$0 |
| | SRTS | 2015 | \$246 | \$0 | \$246 | \$246 | \$0 |
| | STP | 2015 | \$0 | \$6,680 | \$6,680 | \$6,680 | \$0 |
| | | 2016 | \$0 | \$4,717 | \$4,717 | \$4,717 | \$0 |
| | STP(BR) | 2015 | \$1,512 | \$5,263 | \$6,775 | \$6,775 | \$0 |
| | STP(S) | 2015 | \$382 | \$0 | \$382 | \$382 | \$0 |
| TAP(SR) | 2015 | \$159 | \$0 | \$159 | \$159 | \$0 | |
| Subtotals | | | \$27,413 | \$30,767 | \$58,180 | \$56,054 | |

| | | | | | |
|---|----------|----------|----------|----------|---------|
| Total Federal Funds (WCOG-Managed & WSDOT-Managed): | \$25,559 | \$42,415 | \$67,974 | \$66,231 | \$1,743 |
| Total Local and Other Funds: | \$0 | \$20,428 | \$20,428 | \$20,428 | \$0 |
| Total WSDOT State Funds: | \$0 | \$7,743 | \$7,743 | \$7,743 | \$0 |
| Grand Totals | \$25,559 | \$70,586 | \$96,145 | \$94,402 | \$1,743 |

* The funding represented in this table has been found to satisfy WCOG's financial constraint requirement, which consists of funding found to be secured or reasonably expected to be available. The latter includes funding scheduled but not yet appropriated.

** Available for Rural projects and future Metropolitan projects

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Funding Secured Non-MPO Projects

| Agency | Project Title | Project Description | Federal Fund | Federal Funds | State Funds | Local Funds | Total |
|--------------|-------------------------------------|--|--------------|---------------|-------------|-------------|-----------|
| Lummi Nation | Lummi Transit Bus Wash Facility | Construction of an automatic self operated bus wash system with above ground water recovery system, housed in a prefabricated building with concrete | 5309(Bus) | \$218,000 | | \$142,058 | \$360,058 |
| Lummi Nation | Gooseberry Point Pedestrian Project | Install pedestrian facilities including separated shoulders and sidewalks or raised pathways. | TAP (R) | \$233,390 | | \$16,610 | \$250,000 |
| | | | | \$451,390 | \$0 | \$158,668 | \$610,058 |

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Unfunded Projects

| Agency | Project Title | Project Description | Project Cost |
|----------------|--|----------------------------|---------------------|
| Bellingham | Boulevard Park to Cornwall Park Overwater Pedestrian Walkway | Construction | \$2,500,000 |
| | James Street Multimodal Improvements | Construction | \$7,500,000 |
| | North James Street Multimodal Arterial Connection | Construction | \$3,000,000 |
| | James/Bakerview Intersection - Safety Improvements | Construction | \$3,925,000 |
| | Northwest Ave / W. Bakerview Rd - Safety Improvements | Construction | \$250,000 |
| | Orchard Drive Extension and Bay to Baker Trail | Construction | \$11,000,000 |
| | West Horton Road Multimodal - Corridor Improvements Phase 1 | Construction | \$4,000,000 |
| Blaine | Bell Road at Peace Portal Intersection Improvements | PE, Construction | \$720,000 |
| | Hughes Avenue Reconstruction | Construction | \$2,200,000 |
| | I-5 Exit 274 Interchange Environmental Review and Design | PE, Construction | \$50,000,000 |
| | Peace Portal Drive Sidewalk Gap Elimination | Construction | \$130,000 |
| Everson | BNRR R/W - Trail/Utility Corridor | Right-of-Way | \$279,000 |
| | SR544 S. Everson Sidewalk Improvements | Construction | \$1,726,000 |
| Ferndale | Main Street - Barrett Rd to east CL | Reconstruction | \$3,410,000 |
| | Thornton Railroad Overcrossing w/Connector to 2nd Ave Roundabout | Construction | \$20,600,000 |
| | Thornton Road - Church to Maureen | Construction | \$775,000 |
| | Thornton Road - Vista to Malloy | Construction | \$1,578,500 |
| | Washington & Vista Intersection Improvements | Construction | \$1,740,500 |
| Lynden | Bradley Road - Vinup Road to Line Road | Construction | \$3,450,000 |
| | Line Road - Bradley Road to Badger Road | Construction | \$3,100,000 |
| Nooksack City | E. Madison Resurface | Construction | \$243,000 |
| Nooksack Tribe | Mission Road Pedestrian Project | Construction | \$764,000 |
| Sumas | Sumas Ave - Front Street to Garfield Street | Construction | \$2,150,000 |
| Whatcom County | East Smith & Hannegan Road | Preliminary Engineering | \$50,000 |
| | East Smith Road - Everson Goshen to Mt. Baker Highway | Construction | \$1,875,000 |

Unfunded Projects

| Agency | Project Title | Project Description | Project Cost |
|---------------|---|----------------------------|----------------------|
| | Hannegan Road - Van Wyck to Hemmi | Pavement Rehabilitation | \$1,875,000 |
| | Jackson Road / Terrell Creek Bridge No. 81 | Replacement | \$650,000 |
| | Lake Whatcom Blvd - Cable to Strawberry Point | PE, ROW, Construction | \$6,000,000 |
| | Marine Drive / Little Squalicum Bridge No. 1 | Rehabilitation | \$250,000 |
| | Slater Road & Northwest Drive | Construction | \$4,000,000 |
| | Horton Rd Connector, Northwest Dr to Aldrich Rd | Construction | \$15,000,000 |
| | Lincoln Rd - II, Harborview Rd to SR 548 | Reconstruction | \$5,000,000 |
| | Marine Drive, McAlpine Rd to Alderwood Ave | Reconstruction | \$5,000,000 |
| | Marine Drive II, Alderwood Ave to Bridge No 172 | Reconstruction | \$5,000,000 |
| | Lummi Island Dolphin and Breakwater Replacement | Construction | \$1,700,000 |
| | Birch Bay Drive & Pedestrian Facility | Construction | \$9,127,000 |
| WTA | Replace (approx 6) Vanpool Vans | | \$242,000 |
| | Replace (approx 3) low-floor Buses with Hybrids | | \$2,214,000 |
| | Replace (approx 6) Paratransit Vehicles | | \$855,000 |
| | Replace (approx 7) Paratransit Vehicles | | \$1,033,000 |
| | Replace (approx 7) Paratransit Vehicles | | \$1,069,000 |
| | Replace (approx 7) full-size hybrid Buses | | \$5,563,217 |
| | Replace (approx 13) Paratransit Vehicles | | \$1,638,000 |
| | Replace (approx 8) Vanpool Vans | | \$292,320 |
| | Replace (approx 3) low-floor Buses with Hybrids | | \$2,443,842 |
| WSDOT - NW | SR 542/High Creek - Fish Passage | Construction | \$2,444,764 |
| | SR 9/Tawes Creek - Fish Passage | Construction | \$1,673,402 |
| | SR 548/Unnamed Creek to Drayton Harbor - Fish Passage | Construction | \$870,768 |
| | | | \$115,812,313 |