

Whatcom regionally significant system (RSS)

The scope and perspective of regional transportation planning is different than that of individual jurisdictions, the state, tribes, ports, and other large institutions. This section of Whatcom Mobility 2040 describes our metropolitan planning area’s regionally significant system (RSS) – existing and envisioned facilities, services, and programs that are of regional interest and impact. The RSS includes both publically and privately owned and operated components. RSS components work together to serve demand for personal travel and freight transportation.

Facilities and related services

As detailed below, regionally significant facilities include roads, portions of roads and other dedicated facilities for bicycle and pedestrian travel, rail roads, marine terminals, transit facilities, airports, and other built assets including border inspection stations, parking, and electric vehicle charging stations. Listed elements under each facility type also include public and private services that operate on those facilities.

Roads

1. Roads classified as *principal arterials* or *minor arterials* per [the Federal Highway Administration functional classification system](#).
2. All state roads.
3. Roads serving intermodal facilities¹. Examples of intermodal facilities include:

a. Amtrak station	f. Port terminal
b. Airport	g. Public transit station
c. Ferry terminal	h. Truck/pipeline terminal
d. Intercity bus terminal	i. Truck/rail facility
e. Multipurpose passenger facility	
4. Roads serving major activity centers

Rationale: Arterial roads (included in the RSS above), by definition serve travel to and from activity centers. Some activity centers may not be sufficiently connected to an arterial road and thus justify inclusion of a non-arterial road in the RSS.

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|----------------------------------|-----------------------------------|
| a. Regional hospitals | e. Industrial centers |
| b. Large schools | f. Employment centers |
| c. Emergency management centers. | g. Recreation and tourism centers |
| d. Shopping centers | |
5. Washington State Freight and Goods Transportation System (FGTS) routes T-1 through T-4.
 6. Roads that support facilities that generate or attract significant freight-truck shipments and/or deliveries.

Rationale: Most routes between concentrations of freight trip-ends are served by roads included in the RSS by virtue of criteria listed above (FGTS, state roads, functionally classified arterials). This criterion allows inclusion of some additional roads because the type and/or volume of traffic they serve advances regional transportation goals.

7. Freight carriers (private for hire, company fleet, solid waste utilities, etc.).
8. Vanpool programs.

¹ List of intermodal facilities adopted from FHWA National Highway System guidance.

- 9. Ride services (taxis, ride share, etc.)
- 10. Car share services (e.g. ZipCar, peer-to-peer, etc.)
- 11. Vehicle rentals

Bicycle

- 12. Bike routes and facilities (trails, etc.) serving regional connections or intermodal facilities.

Examples of regional bike *routes* include:

- a. The Bay-to-Baker Trail route.
- b. The Coast Millennium Trail route
- c. The Nooksack Loop
- d. Regional sections of the U.S. bike route system

Examples of bike facilities that serve RSS intermodal facilities include:

- a. Dedicated trail serving a park & ride/transit hub
- b. Bike share station collocated with a transit facility

- 13. Bike share and bike rental services.

Pedestrian

- 14. Sidewalks that are part of RSS roads.
- 15. Pedestrian (non-motorized routes) serving regional connections or intermodal facilities.
- 16. Non-motorized regional trails as listed in the Bicycle section above.

Rail

- 17. Rail roads (tracks and related facilities)
- 18. Passenger rail stations
- 19. Freight rail carrier services (e.g. BNSF, CN)

Marine

- 20. Alaska Marine Highway
- 21. Public ferry boats and auto & passenger ferry terminals
- 22. Marine cargo terminals and services

Transit

- 23. Public transit routes, built amenities (pullouts, shelters, etc.), services.
 - a. WTA (and partners on intercounty services)
 - b. Lummi Transit
 - c. Private scheduled route operators (Greyhound, Bolt Bus, Bellair Airporter, Quik, etc.)
 - d. Amtrak Cascades intercity rail service
 - e. School district – buses
- 24. Bus stations (WTA & stations used and or operated by private transit companies e.g. BellAir Airporter, Greyhound, Bolt Bus, QuikShuttle)

Air

- 25. Bellingham International Airport
- 26. Lynden airport
- 27. Air carriers – passenger (eg. Alaska, Horizon, Allegiant, San Juan, others)
- 28. Air freight carriers – (e.g. Fed Ex)

Other facilities

- 29. Intermodal (listed above with item 3)



30. U.S. and Canadian federal border inspection stations.
31. Passenger vehicle parking facilities located at:
 - a. Employment centers
 - b. Institutional centers (schools, hospitals)
 - c. Retail and service centers
 - d. Intermodal connections (rail, ferry, transit, park and rides, etc.)
32. Park-and-rides
33. Truck parking facilities (public and private facilities where large freight trucks can park for driver rest).
34. Electric vehicle charging stations.

Programs

35. Safety
 - a. Target Zero
 - b. Whatcom Unified Emergency Management
36. Transportation demand management (TDM)
 - a. Whatcom Smart Trips Program
 - b. Washington State's Commute Trip Reduction program
37. Transportation system management (TSM) and operations programs and strategies (including intelligent transportation systems – ITS)
38. Transportation system planning
 - c. MPO/RTPO planning as described in WCOG's unified planning work program (UPWP)
 - d. The International Mobility and Trade Corridor Program (IMTC) – cross-border regional planning.
 - e. North Sound Connecting Communities (NSCC) Program