

Whatcom Council of Governments Annual Report – State Fiscal Year 2013



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This annual report details work completed by the Whatcom Council of Governments (WCOG) between July 1, 2012 and June 30, 2013 in meeting Federal Highway Administration, Federal Transit Administration and Washington State Department of Transportation planning requirements as set forth, respectively, in the United States Code of Federal Regulations and the Revised Code of Washington, under continuing resolutions extending the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), *Moving Ahead for Progress in the 21st Century* (MAP-21) and the *Washington State Growth Management Act of 1990* (GMA), as amended. While WCOG is required to prepare this report in its capacity as the Metropolitan Planning Organization (MPO) for the Whatcom County Metropolitan Planning Area, the report also addresses its responsibilities as the Regional Transportation Planning Organization (RTPO) for the entirety of Whatcom County, since there is significant overlap of MPO and RTPO planning activities.

OVERVIEW

The Whatcom Council of Governments (WCOG) is the designated Metropolitan Planning Organization (MPO) for the Whatcom County Metropolitan Planning Area (MPA), and the Regional Transportation Planning Organization (RTPO) for the entirety of Whatcom County. In December 2012, Governor Christine Gregoire concurred with a WCOG MPO/RTPO Policy Board resolution adjusting the MPA to include the entire Whatcom Metropolitan Statistical Area. This report provides a narrative summary of planning activities within the MPA conducted by WCOG during State Fiscal Year 2013 (SFY 2013), as well as an accounting of associated fiscal activity. This work was authorized and funded by FHWA, FTA and WSDOT and detailed in the WCOG 2013 Unified Planning Work Program (UPWP). The report has been organized to mirror the 2013 UPWP, including the federal planning factors, State transportation goals, work tasks and related accomplishments during SFY 2013.

Budgeted and expended amounts from each funding program are reflected in the Financial Summary at the end of this report (TABLE B: SFY 2013 UPWP Expenditures). For the purposes of comparison, the adopted 2013 budget is also included (TABLE A: SFY 2013 BUDGET).

Federal Planning Factors and State Transportation Policy Goals

Moving Ahead for Progress in the 21st Century (MAP-21) – the current federal transportation authorization – includes the following “planning factors” as codified in CFR 450.306, which were also contained in its predecessor authorization, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU):

- A. Support economic vitality of the metropolitan area
- B. Increase safety of the transportation system
- C. Increase security of the transportation system
- D. Increase accessibility and mobility of people and freight
- E. Protect and enhance the environment
- F. Enhance the integration and connectivity of the transportation system
- G. Promote efficient system management and operation
- H. Emphasize preservation of the existing transportation system

WSDOT SFY 2013 guidance also required WCOG to address the six Transportation Policy Goals as adopted by the Washington State Legislature and incorporate them into WCOG's SFY 2013 UPWP:

- 1. Preservation
- 2. Safety
- 3. Mobility
- 4. Environment
- 5. Stewardship
- 6. Economic Vitality

Comprehensive plan updates for Whatcom County and the seven cities contained within it as mandated by the *Washington State Growth Management Act* (GMA) are due in 2016.

Preliminary work on those updates is currently underway, and WCOG has provided assistance to the jurisdictions. WCOG also contributed to the updates of the modal components of the *Washington Transportation Plan*, which began in SFY 2013.

WORK TASKS

Work tasks identified in the WCOG 2013 UPWP are outlined below and annotated in this report with work completed on each task, along with specific actions and resultant products. How each task addressed the eight federal planning factors and the six State Transportation Policy Goals listed on the previous page is indicated by letters A through H and numbers 1 through 6, respectively.

1. Program Administration (A, H) (1, 5, 6)
2. Unified Planning Work Program (F, G) (3, 4)
3. Public and Stakeholder Participation and Education (A, B, D) (1, 5)
4. Data Acquisition, Analysis and Reporting (A, D, G) (4, 6)
5. Metropolitan/ Regional Transportation Planning (A, B, D, F, H) (1, 2, 3, 4, 5, 6)
6. Transportation Improvement Program (A, B, D, F, H) (1, 2, 3)
7. Intelligent Transportation Systems (B, D, G) (1, 2, 3)
8. Planning Consultation (A, B, F, G, H) (1, 3, 5, 6)

1. Program Administration

During SFY 2013 WCOG staff provided administrative support to manage and coordinate the implementation of the WCOG Unified Planning Work Program. Associated administrative actions included creation of public participation opportunities, budget review, office administration, grant administration, dissemination of records and documents to the public and to member and non-member jurisdictions and satisfactory completion of State and federal audit processes. Appropriate federal and state financial records were kept, organized and externally audited. All the above were accomplished within the guidelines and requirements of pertinent sections of USC, CFR and RCW.

WCOG staff coordinated, facilitated, attended and summarized monthly, quarterly and annual meetings of the WCOG Executive Board, Whatcom Transportation Policy Board, the WCOG Full Council, the Citizens' Transportation Advisory Group (CTAG), the "Farmhouse Gang" and the Transportation Technical Advisory Committee, renamed Technical Transportation Advisory Group (TTAG). Until January 2013, the Deputy Director chaired WSDOT/MPO/RTPO Coordinating Committee meetings. WCOG staff members also participated in transportation-related meetings and events hosted by other agencies and organizations including various divisions of WSDOT, Whatcom Transportation Authority (WTA), multi-county, multi-state, and

international groups focused on transportation as well as the Bellingham-Whatcom Chamber of Commerce, Northwest Economic Council and attended multiple state and federal legislative briefings and other activities.

WCOG continued its leadership role administering the International Mobility and Trade Corridor (IMTC) program to facilitate cooperation and joint planning among U.S. and Canadian border-related transportation interests. The Project Manager led and the Deputy Director attended monthly meetings of IMTC. Several IMTC projects were completed, others begun, and some formulated. The Deputy Director and staff administered the North Sound Connecting Communities coalition, known as "The Farmhouse Gang."

The Whatcom Smart Trips program was administered by dedicated WCOG staff. Meetings were held with Commute Trip Reduction employers and Employee Transportation Coordinators (ETC) staff and the overall program was managed according to pertinent regulations.

The Director and deputy Director set agendas for, and assisted the Chairman in leading, quarterly Policy Board meetings. The Office Manager/Clerk of the Board prepared agendas and meeting summaries for Executive Board and Whatcom Transportation Policy Board meetings, as well as for two semi-annual Full Council meetings. The Senior Transportation Planner attended transportation planning and modeling workshops, and assisted with TTAG meetings. The Finance Manager completed financial management classes. A staff member complete substantial work toward a University of Washington masters degree program in sustainable transportation.

Program Administration SFY 2013 Products

- Annual budget and necessary amendments
- Grant management and reporting
- Payroll and associated documentation
- Appropriate files and records accurately portraying staff work on transportation activities for the fiscal year.
- Appropriate files and records relating to sub-contractors and others providing professional services for WCOG sponsored or managed projects
- Communication with the public, elected officials, and staff of other organizations
- Staff reports, agendas and summaries of regular and special meetings
- Staff trained and well-qualified in current public administration and government financial management
- Technical training for WCOG Staff members including travel demand and micro-modeling
- Organize and properly-noticed meetings of Whatcom Transportation Policy Board, Transportation Technical Advisory Group and Citizen Transportation Advisory Group
- Workplace updates
- A long-vacant Transportation Planner 2 staff position was filled
- A gubernatorial letter of concurrence was requested and received regarding a Policy Board resolution revising the WCOG MPA boundary to include the entire Whatcom MSA

2. Unified Planning Work Program

The WCOG 2014/2015 UPWP was drafted and reviewed by Federal Highway Administration, Federal Transit Administration and Washington State Department of Transportation. Ensuing comments and recommendations for edits were integrated, and the two-year UPWP was adopted by the WCOG Policy Board at their May 15, 2013 meeting.

The WCOG 2013 UPWP was amended three times during the 2013 fiscal year in July, March and June.

In July of 2012, WCOG received notice that the WA State Legislature had set aside FHWA Coordinated Border Infrastructure funds (\$750,000) for multi-year continued support of the International Mobility and Trade Corridor project. IMTC tasks included:

- Convention and facilitation of monthly work sessions focused on coordination of planning and identification of regional border improvement projects;
- Administrative support of IMTC through quantitative and policy research and report writing, website development and maintenance, contract-management, communications support, informational publications, and more;
- Management of transportation data collection and distribution;
- Setup of funding partnerships and cross-border cooperative arrangements;
- Special projects research and analysis for regional policy-makers; and
- Regional representation and participation with the national-level working group between Transport Canada and U.S. Federal Highway Administration.

In March 2013, The UPWP was amended to include participation with WSDOT in completing an I-5 corridor study in the North Bellingham and Ferndale area. The study began with inter-agency consultation and scoping during the remainder of the year, and will continue into the following SFY.

In June 2013 the UPWP was again amended to include WCOG administration of a State budget proviso for the Forward Washington project showcase software, and to include IMTC work in further developing ways to collect border operations data.

Unified Planning Work Program SFY 2013 Products

- Timely amendments of SFY 2013 UPWP
- Development and Policy Board adoption of 2014/2015 UPWP

3. Public and Stakeholder Participation and Education

WCOG staff provided leadership and facilitation for a five county forum (Farm House Gang) focused on transportation alternatives including transit, rail, passenger-only ferry and non-motorized modes. This effort resulted in continuation of inter-county transit between Whatcom and Snohomish Counties, as well as facilitation of public access to information about various modes and providers of transportation in the five-county area.

The Executive Director, Deputy Director, IMTC Project Manager, and other staff members attended and participated as speakers in multiple national and regional transportation conferences this year including those sponsored by FHWA, WSDOT, the BC Province, Transport

Canada and other national, State, regional, and local entities. They also continued to work with Skagit-Island RTPO as well as British Columbia, Canada in coordinating cross-border mobility and opportunities to promote transit and rail connections among adjacent counties and lower-mainland British Columbia.

WCOG staff continued working closely with WTA staff to develop and promote the Smart Trips Program and other aspects of commute trip reduction and transportation demand management in the interest of reduced congestion and pollution, and increased transit use. WCOG staff organized and participated in 83 bicycle education and training events. These Countywide events included over 16,000 participants.

WCOG staff worked with an ad hoc advisory committee to update the WCOG Human Services Plan (Whatcom Employment Access and Coordinated Human-services Transportation plan [EACH]), and with Whatcom County and City of Bellingham staff in complying with the requirements of the Washington State CTR Efficiency Act.

Public Participation in Transportation Programs

Pursuant to WCOG's Public Participation Plan, Public hearings were held for Whatcom Transportation Plan, Transportation Improvement Program and ITS Architecture adoption.

WCOG continued work on updating its website and related pages.

WCOG staff has continued to support and lead the Community Transportation Advisory Group (CTAG). Over the last year, CTAG has been re-organized, through newly-adopted Policy Board By-Laws, to better reflect the perspectives of the overall Whatcom community. Re-named Citizen Transportation Advisory Group (CTAG), members will now be designated by Policy Board member jurisdictions and agencies, including Native American tribes. CTAG contributes substantially to regional transportation planning efforts of the MPO/RTPO.

Through Smart Trip programs, WCOG continues to achieve double digit VMT reduction within the County. Smart Trips programs resulted in 1,300 new participants this year for a total of 3600 active trip logging participants. Since its inception, Smart Trips has attracted over 15,000 participants. This is in addition to Bike and Walk to School day, year-round bicycle education, outreach for women and seniors, and an in-school bicycle education program which was continued through the 2012-2013 school year.

Public and Stakeholder Participation and Education SFY 2013 Products

- Forums for discussion and recommendations on regional transportation issues, including provision of transit services, including Farmhouse Gang, IMTC and CTAG
- Regional public transportation priorities and strategies
- Completed data sets and research related to public transportation and other transportation alternatives
- A transportation demand model
- Continued implementation of an evolving plan to provide cross-border transit and related connections
- A current Human Services plan with associated, current, prioritized project list

4. Data Acquisition, Analysis and Reporting

During the preceding SFY, the Whatcom Regional Transportation Demand Model improvement continued through iterative and cooperative evaluation by WCOG staff, local jurisdictions and the software vendor, Caliper Corp. Work to improve the cross border and truck models also occurred. The model has been used extensively this year in assisting Whatcom County and its cities evaluate transportation alternatives.

Data gathering work was completed to integrate the TransModeler simulation software. This work is preliminary to full calibration and validation of this WCOG micro-simulation model to ultimately provide simulation services to member jurisdictions, and others.

WCOG also provided technical support for and coordinated with member jurisdictions on local and regional transportation issues including substantial assistance with meeting WSDOT and FHWA Transportation Improvement Program (TIP) requirements. Extensive coordination with local jurisdictions was completed in SFY 2013 to afford better travel demand modeling services to the region's transportation interests.

Collaborated with County and cities to prepare to complete travel demand forecasts specifically for updating GMA Comprehensive Plan Transportation Elements. The WCOG Senior Transportation Planner worked with city and County staff in reviewing jurisdiction-specific scenarios for growth, development and anticipated transportation improvements in the 20-year planning period.

The WCOG Senior Transportation Planner worked with British Columbia, Canada colleagues and WCOG IMTC staff toward improving the cross-border commercial vehicle aspects of the bi-national travel demand model. The WCOG travel demand model was used extensively over the last year to assist Whatcom cities and border-related entities in improving County-wide and cross-border travel demand analyses.

WCOG staff attended training classes and multiple webinars related to technical aspects of transportation planning, modeling and Census utilization.
WCOG staff provided travel demand forecasts to member jurisdictions on request.

WCOG Senior Transportation Planner assisted member jurisdictions in coordinating a comprehensive aerial photo project to acquire high-resolution imagery for use in future planning activities.

Data Acquisition, Analysis and Reporting SFY 2013 Products

- Ability to produce higher quality transportation demand forecasts as requested by members and others.
- Conduct of Transportation Technical Advisory Committee meetings
- Properly prepared Metropolitan/Regional Transportation Improvement Programs (TIP)
- Regional Transportation Strategies and priorities
- Assembled new traffic count and turning movement data for future use in completing TransModeler simulation calibration

- Assistance to jurisdictions in preparing information for inclusion metropolitan and regional TIPs
- Communication with member jurisdictions regarding technical aspects of state and federal transportation policies and funding
- High-quality and timely modeling services provided to local and State entities
- Forums for reaching consensus on data-related regional transportation issues among local jurisdictions.

5. Metropolitan/ Regional Transportation Planning

WCOG staff worked with local jurisdictions to complete the region's FY 2013-2018 Transportation Improvement Program (TIP) in the WSDOT-prescribed format, combined County and City TIPs into the WCOG Metropolitan and Regional TIP and submitted it to WSDOT for inclusion in the Statewide Transportation Improvement Program (STIP).

WCOG convened monthly Transportation Technical Advisory Committee (TTAG) meetings with activities including TTAG recommendations to the Whatcom Transportation Policy Board regarding regional priorities and project selection methodology. Additionally WCOG continued to provide staff support and leadership for the MPO/RTPO Citizen Transportation Advisory Group (CTAG) providing community input and perspective to both the TTAG and the Whatcom Transportation Policy Board, and working on ways to improve the region's transportation system for the future.

WCOG staff provided mapping and transportation modeling services including travel demand forecasting to State and local organizations, officials and individuals. More specifically, WCOG provided Whatcom County, the City of Bellingham and WSDOT with modeling products and services needed for specific project analyses by staff and consultants of those agencies. Additionally, WCOG completed substantial work transitioning to a more current travel demand model base year (2010).

The SFY 2014/2015 UPWP was completed and adopted by the Whatcom Transportation Policy Board at their May 15, 2013 meeting. Additionally, WCOG completed, adopted and processed amendments to the 2013 Regional and Metropolitan Transportation Improvement Program and UPWP. CTAG, and public hearings held by the Whatcom Transportation Policy Board offer public access to these amendment proceedings. TIP amendment requests were coordinated with local, State and federal agencies. Such requests were advertised, processed, approved and submitted according to State guidelines.

International Mobility and Trade Corridor (IMTC) project activities continued throughout the year with monthly steering committee, and quarterly core group meetings. WCOG staff led the IMTC organization through a review of border infrastructure needs and coordinated international partnerships and project teams to meet those needs. WCOG staff also continued to work with the Western Washington University Border Policy Institute to manage and participate in border-related projects, including continuing participation in design of modifications to the Free And Secure Trade program (FAST Optimization). Phase II of the Cross-Border Circulation Plan was strategized and plans made for data gathering, additional

NEXUS marketing was planned for early FY 2013 and several IMTC objectives were embraced and acted upon by the BC-WA Task Force Executive Committee.

Work to update the WCOG/MPO/RTPO website continued, and the site was kept current with reports, summaries, and agendas of WCOG activities.

As Chairman of the MPO/RTPO/WSDOT Coordinating Committee until January 2013, the Deputy Director worked with members of the committee in ensuring MPO and RTPO responsibilities and imperatives were clearly understood by State Legislators and their staff, and in cooperation with WSDOT organized and conducted Coordinating Committee meetings.

WCOG staff also worked to identify freight mobility shortcomings in infrastructure and policies by identifying needed mobility projects, new initiatives such as feasibility studies for modal shifts and other freight mobility alternatives and future projects. Finally, WCOG has consulted closely with WSDOT by providing data, information and participation in transportation process planning such as for I-5 and SR 539. WCOG has also continued to support multiple RTPO and MPO efforts aimed at an improved transportation system, and system information available through the Forward Washington website/software.

WCOG continued to lead and facilitate the multi-county forum known as the "Farm House Gang," a five-county, grant-funded, effort to better coordinate transportation choices by encouraging implementation of alternatives to the single occupant vehicle. WCOG also continued meeting Commute Trip Reduction responsibilities as well as continuing and expanding the Whatcom Smart Trips program. This is an on-going incentive program to encourage walking, bicycling and transit use.

Freight Mobility

WCOG staff led CTAG and TTAG discussions concerning regional and statewide aspects of freight mobility and provided analyses of cross-border freight flows and commercial vehicle trips to IMTC partners and other interested parties. WCOG participated as a member of a WSDOT State Freight Plan technical committee.

The WCOG IMTC staff worked with regional and cross-border freight interests in identifying impediments to efficient freight flow in the region and worked toward resolution. As a result, policy and infrastructure changes were made at commercial border crossings within the Cascade Gateway.

WCOG staff encouraged local jurisdictions and citizens to consider freight movement and connections in their overall transportation considerations and planning. WCOG staff also worked with the Community Transportation Advisory Group (CTAG) to develop better understanding of the region's freight flow issues.

The WCOG-led IMTC stakeholder group completed and participated in multiple efforts in these areas including cross-border commercial vehicle flow data gathering and analysis in cooperation with border enforcement agencies and Western Washington University's Border Policy Institute.

By working with International Mobility and Trade Corridor stakeholders, including FHWA, Transport Canada and WSDOT, WCOG has taken a leadership role in developing a cross border ITS and communication protocol known as the Border Information Flow Architecture (BIFA). This has been funded by both federal entities and WSDOT. Approximately 75% of this work was completed during SFY 2013.

Through participation in the IMTC forum, Washington State Freight and Rail Plan Advisory Groups and participation in Transportation Research Board activities, WCOG has had an active role in advocating for increased focus on freight mobility, and generating freight-related data.

Management and Operations

Over the last year, IMTC discerned a need for substantial additional data, and efforts were made to identify improved sources, including border travel statistics and data-collection methodologies. This work was acknowledged and supported by WSDOT's WA-BC Joint Transportation Executive Committee.

WCOG staff members met with border and regional stakeholders including CBP, CBSA and trucking associations to improve border-crossing and county thru-put efficiency for people and goods. Several infrastructure and policy revisions improved commercial vehicle flow rates. Additional sources of freight data were identified.

Security and Safety including Facility Safety in the Transportation Planning Process

WCOG has, through partnerships with regional and federal partners including enforcement agencies, identified and helped implement security related improvements in the border environment. This has been done by encouraging system users to take advantage of existing trusted traveler programs, such as NEXUS and FAST. Much of this work was focused on the four Cascade Gateway border crossings. Project prioritization criteria were amended to encourage additional emphasis on safety.

Activities at both Technical Advisory Committee and Policy Board meetings have included amendment of project selection criteria to encourage additional emphasis on safety considerations as part of planning and project prioritization.

Transportation Project Funding

WCOG identified imperatives and funding sources for long- and short-range regional and border-related transportation projects and programs. Vehicle miles traveled have been reduced in Whatcom County, for example, as a result of one such program: Smart Trips. Additionally, WCOG has identified projects of regional significance for which funds have been obtained through a variety of sources. Over the 2013 fiscal year, WCOG has worked closely with WSDOT and local-jurisdiction staff to focus on and increase the region's project delivery rate.

WCOG has worked with its local members to seek funding for their projects from programs, grants and other non-traditional sources including State and federal sources. WCOG has

identified and helped to obtain funds for projects including human services and bicycle education programs. WCOG has been a recipient of funds for these purposes, for programs such as Whatcom Smart Trips.

Non-Motorized and Public Transportation

Through administration of the Farmhouse Gang and Whatcom Smart Trips, WCOG staff continued coordination with adjacent county and city staff in working toward more complete and connected bicycle and pedestrian systems. Whatcom Bike Month activities included Bike and Walk to Work day, a Summer Rides promotion and many bicycle skills courses for children. The Human Services Plan was updated.

WCOG staff continued to lead and administer the five-county, so-called Farmhouse Gang coalition which has as its mission, better non-motorized and public transportation access. As a result of the last year's activities, Whatcom, Skagit and Island Transit organizations were able to continue inter-county transit connections from Bellingham to Everett. WCOG works closely with Whatcom Transportation Authority in promoting transit use and connectivity.

WCOG completed local bicycle education programs (Bike Rodeo, Bike Month, Bike to Work and School Day and young rider education programs). WCOG worked closely with WTA as strong partners in the Smart Trips programs managed by WCOG staff.

WCOG has continued work to find resources for implementing the priorities set out in the Employment Access and Coordinated Human-services (EACH) plan, which was updated over the last State fiscal year. WCOG has also worked with the Human Services program (EACH) advisory committee as well as the Transportation Technical Committee (TTAG) in implementing identified projects, including bicycle and pedestrian mobility. WCOG published the 2013 EACH Needs Assessment, offering insight and data not previously available. This step helps the Whatcom community understand the extent of transportation barriers faced by people with special needs.

Coordination with Others

WCOG staff worked closely with WSDOT staff, Transportation Commission staff and local jurisdictions in striving for consistency among State, Regional and local transportation goals as set forth in respective Transportation Plans. This work included substantial participation as a working member of the Washington Transportation Plan Technical Advisory Group, facilitation of the "Farmhouse Gang" and leadership and cooperation with other MPO/RTPOs.

Many local elected officials are members of the Whatcom Transportation Policy Board (WTPB), including nine State representatives. Meetings of the WTPB offered substantial opportunities for such consultations over the last year. CTAG membership includes Planning Directors to provide technical oversight for the group.

Relationships between WCOG MPO/RTPO staff and WSDOT regional representatives continued to strengthen over the last year. WCOG continues to work in close cooperation and partnership

with WTA over the last 12 months through the Smart Trips program and the transit advisory portion of CTAG. FTA and FHWA relationships and communication continue to be strong.

The International Mobility and Trade Corridor Program (IMTC) updated its list of project priorities for 2013 by coordinating input from regional transportation agencies, regional management of federal inspection agencies, and industry associations from both sides of the United States – Canada border.

With funding from FHWA, WSDOT, BC Ministry of Transportation and Infrastructure (MOTI), and WWU's Border Policy Research Institute (BPRI), WCOG partnered with BPRI to plan a regional cross-border passenger intercept survey for July 2013. WCOG and Canada Border Services Agency worked with WSDOT to perform a validation of border wait-time systems at Pacific Highway using a successful methodology that ultimately enabled improvements to the system.

The IMTC coalition, through WCOG, requested and was awarded assistance under FHWA's Strategic Highway Research Program (SHRP2) initiative -- *Improving travel-time reliability through innovative operations and management*. Work has continued to improve and include additional data sources into the regional border data warehouse: CascadeGatewayData.com. This work will allow existing weigh-in-motion loop detectors on I-5 near the border to export useful cross-border commercial vehicle classifications.

WCOG's experience with border wait-time data and developing an internet-based data warehouses resulted in a request from Transport Canada and US FHWA to manage the development of a similar warehouse for the U.S.-Canada border. This project commenced in July, 2012 and will continue into early 2014.

In collaboration with WSDOT, WCOG continually tracked obligation of major projects that included Federal funding and/or were part of the regional system.

WCOG assisted and supported Whatcom County, Bellingham, Blaine, Ferndale, Lynden and Sumas in applying for Federal Highway Functional Classification requests and amendments.

Metropolitan/ Regional Transportation Planning SFY 2013 Products

- Well-managed TTAG, Transportation Policy Board activities, and decision-making processes, open to, and encouraging public participation
- Forums for discussion of regional transportation issues among local/regional/State/federal entities, and for increasing cooperation, including IMTC, Farmhouse Gang and State modal plan committees.
- Appropriate, effective and well-organized public meetings
- Policy Board-approved TIP
- Amended Whatcom Transportation Plan
- Efficient use of RTP and MPO funding
- Completed data sets and research related to freight mobility
- Continued participation of the citizen advisory group (CTAG)
- Inter-county transit services sustained through Farmhouse Gang activities

- Improved performance and accuracy of the transportation demand model
- On-going Smart Trips incentive-based transportation demand management and commute trip reduction program.
- Conduct of Transportation Technical Advisory Group (TTAG) meetings
- Properly prepared Metropolitan/Regional Transportation Improvement Programs (TIP)
- Regional Transportation Strategies and priorities

6. Transportation Improvement Program

WCOG began working with city and County Transportation staff in developing Transportation Improvement Programs in July 2013, after adoption by respective city councils. In September, work with Whatcom County was completed. Guidance and assistance was provided to all jurisdictions ensuring proper information was portrayed in the TIP for future insertion in the Statewide Transportation Improvement Program (STIP).

Transportation Improvement Program SFY 2013 Products

- Multiple TIP amendments throughout year
- Accurate, complete and Policy Board-adopted 2013 TIP

7. Intelligent Transportation Systems

Complete update and upgrade of the WCOG Regional ITS Architecture
WCOG staff worked with an ITS sub-committee of the Technical Transportation Advisory Committee in updating the regions ITS Architecture to acknowledge BIFA work.

WCOG encouraged Whatcom Transportation Authority (WTA) to implement additional ITS technologies.

The Whatcom region ITS architecture has been used to guide ITS projects and program implementation in the region. WCOG staff began working with federal partners (FHWA and Transport Canada) on protocols for data-based information flow and exchange over the last year. By continuing and expanding partnerships with regional and national partners, WCOG has encouraged implementation of ITS technology in the region.

Discussion with TTAG members to emphasize the importance and cost saving benefits associated with applying ITS technology wherever possible, were continued.

WCOG staff recommended and supported WTA's consideration of increased ITS application for operations, safety and security as part of project planning.

By participating in WSDOT-organized committees and work groups, WCOG staff has strongly encouraged and provided guidance on including ITS technologies for State owned and operated facilities.

An ITS section, developed in partnership with an ad hoc ITS TTAG sub-committee was added to the Whatcom Transportation Plan during SFY 2013.

Intelligent Transportation Systems SFY 2013 Product

An updated, more easily understood ITS Architecture integrated into the Whatcom Transportation Plan.

8. Planning Consultation

Using funding obtained from local and State sources, and in consultation with the Whatcom Transportation Authority, WCOG has continued to operate a TDM program aimed at reducing reliance on autos. Smart Trips, a web-based, incentive oriented program encouraging travel by foot, bicycle and public transportation. Whatcom Smart Trips has become a popular and successful program.

While cities and counties did not complete Comp Plan updates, the WCOG Senior Transportation Planner consulted closely with jurisdictional staff in ensuring the Whatcom travel demand model accurately portrays anticipated land use scenarios.

WCOG staff consulted regularly with Whatcom County and its cities in preparing for Comprehensive Plan updates due in 2016. These consultations will enable seamless and important modeling forecasts concurrent with the plan updates.

WCOG staff consulted extensively with the WSDOT planning office and the Mount Baker Area sub-region on UPWP development, Policy Board by-laws, TIP amendment and Whatcom Transportation Plan amendment. Policy Board members including representatives from Whatcom's two Native American tribes; Lummi Nation and Nooksack Tribe also participated extensively in these consultations.

Planning Consultation SFY 2013 Products

- Transportation planning support for regional projects
- Transportation alternatives and information for tourists and commuters
- A properly funded, organized and staffed cross-border stakeholder coalition for border mobility improvements and data (IMTC)
- Better informed travelers, enhanced safety and reduced congestion in border communities
- Integration of ITS technologies to enhance speed and efficiency for the flows of commercial vehicles crossing the Whatcom region's border with British Columbia, Canada
- An effective TDM program not limited to commuters
- Well-coordinated transportation programs and plans

For clarity, the following definitions apply to the sections of TABLE A and TABLE B titled "Other activities contributing to accomplishment of MPO/RTPO requirements":

The Farmhouse Gang (FHG) – the working name for the North Sound Connecting Communities coalition – brings together transportation planners, transit providers, elected officials and interested citizens and groups to coordinate multi-modal transportation throughout the five-county region (Island, San Juan, Skagit, Whatcom and the northern portion of Snohomish). WCOG is

under a year-to-year contract with the Skagit Council of Governments to provide administration for the Coalition, funding for which coming from the balance of a federal High Priority Project grant

The International Mobility and Trade Corridor (IMTC) project is a coalition of stakeholders with interest in cross-border mobility. Activities center on collaboration, consultation and cooperation on projects aimed at improving information flow, data availability, research and cross-border mobility. The work is relative to coordinating and consulting with adjacent jurisdictions and agencies. Funds come through WSDOT from the U.S. Coordinated Border Infrastructure program and other Federal and State grants.

The Employment Access and Coordinated Human Services (EACH) program meets requirements for RTPOs to develop and update Human Services plans. Funding is dedicated and comes through WSDOT from Federal Sources.

West Coast Corridor Coalition (WCCC) is a multi-state coalition intended to coordinate cross cutting transportation issues. WCOG's role is that of member and current administrator of funds previously awarded. Approximately \$16,000 remains. There are pending grant applications, but it is unknown at this time if there will be an award, or not. Administrating agency of any such additional funds is not known at this time.

Border Information Flow Architecture (BIFA) is a program for coordinating ITS and other data-based public sector enterprises along and across the U.S. Canada border. It is a project funded from both FHWA and Transport Canada sources. The primary BIFA function for WCOG over the next SFY will be border data gathering and management.

Whatcom Smart Trips (WST) is a travel demand program including multiple mechanisms, such as Neighborhood Smart Trips, School Smart Trips, EverybodyBIKE, and Smart Trips Employer Partners, acting to educate the traveling public and encourage safe use of modes other than the single occupant vehicle. The program is funded with grants from State and Federal sources.

MPO, RTPO and Transit refer to the baseline Metropolitan Planning Organization, Regional Transportation Planning Organization and Transit work along with associated programmatic funds including PL, FTA and required local match.

TABLE A: SFY 2013 UPWP Budget

Program	Task	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7	Task 8	Totals by Funding Source
	Funding Source	Program Administration	Unified Planning Work Program	Public and Stakeholder Participation and Education	Data Acquisition, Analysis and Reporting	Metropolitan Transportation Plan	Transportation Improvement Program	Intelligent Transportation Systems	Planning Consultation	
Whatcom Regional Transportation Planning Organization (RTPO)	FHWA STP-R	\$10,000	\$5,000	\$20,000	\$20,000	\$30,000	\$5,000	\$5,000	\$5,000	\$100,000
	WSDOT-RTPO	8,800	4,400	17,600	17,600	26,400	4,400	4,400	4,400	\$88,000
	Local Match	1,561	780	3,121	3,121	4,682	780	780	780	\$15,605
RTPO Totals		\$20,361	\$10,180	\$40,721	\$40,721	\$61,082	\$10,180	\$10,180	\$10,180	\$203,605
Whatcom Metropolitan Planning Organization (MPO) Core Functions	FHWA-PL	\$14,800	\$7,400	\$29,600	\$29,600	\$44,400	\$7,400	\$7,400	\$7,400	\$148,000
	FTA-5303	4,200	2,100	8,400	8,400	12,600	2,100	2,100	2,100	\$42,000
	Local Match	3,360	1,680	6,720	6,720	10,080	1,680	1,680	1,680	\$33,600
MPO Core Function Totals		\$22,360	\$11,180	\$44,720	\$44,720	\$67,080	\$11,180	\$11,180	\$11,180	\$223,600
Other activities contributing to accomplishment of MPO/RTPO requirements										
BIFA	Canadian	0	0	0	0	0	0	25,000	0	\$25,000
FHG	FHWA - HPP	24,000	0	0	0	0	0	0	0	\$24,000
IMTC	FHWA - CBI	30,000	0	135,000	135,000	0	0	25,000	0	\$325,000
IMTC	FHWA-Discretionary	0	0	0	0	0	0	350,000	0	\$350,000
EACH	FTA-5317	0	0	122,400	14,400	0	0	0	9,000	\$145,800
Statewide RTPO Project Framework	WA State Motor Vehicle Account	38,000	0	76,000	76,000	0	0	0	0	\$190,000
WST	FHWA STP-E	0	0	10,000	0	0	0	0	0	\$10,000
WST	Private Sector	0	0	11,000	0	0	0	0	0	\$11,000
WST	USDOT-OST	-	0	8,000	17,000	0	0	0	0	\$25,000
WST	WSDOT - Public Transportation	32,000	0	225,000	93,000	0	0	0	0	\$350,000
WCCC	WSDOT - Other	1,000	0	0	0	0	0	0	0	\$1,000
WCCC	Other Non-Federal Funds	0	0	4,000	0	0	0	0	0	\$4,000
	Local Match	0	0	30,600	3,600	0	0	0	0	\$34,200
Other Activity Totals		\$125,000	\$0	\$622,000	\$339,000	\$0	\$0	\$400,000	\$9,000	\$1,495,000
MPO Total		\$147,360	\$11,180	\$666,720	\$383,720	\$67,080	\$11,180	\$411,180	\$20,180	\$1,718,600
Totals by Task		\$167,721	\$21,360	\$707,441	\$424,441	\$128,162	\$21,360	\$421,360	\$30,360	\$1,922,205

TABLE B: SFY 2013 UPWP Expenditures

Program	Task	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7	Task 8	Totals by Funding Source
	Funding Source	Program Administration	Unified Planning Work Program	Public and Stakeholder Participation and Education	Data Acquisition, Analysis and Reporting	Metropolitan Transportation Plan	Transportation Improvement Program	Intelligent Transportation Systems	Planning Consultation	
Whatcom Regional Transportation Planning Organization (RTPO)	FHWA STP-R	\$68	\$0	\$205	\$67,741	\$60,946	\$1,711	\$0	\$3,034	\$133,706
	WSDOT-RTPO	7,927	0	182	27,214	44,363	5,786	0	0	\$85,471
	Local Match	11	0	32	10,572	9,512	267	0	473	\$20,867
RTPO Totals		\$8,006	\$0	\$419	\$105,527	\$114,821	\$7,764	\$0	\$3,507	\$240,044
Whatcom Metropolitan Planning Organization (MPO) Core Functions	FHWA-PL	\$6,746	\$0	\$0	\$94,770	\$93,335	\$9,061	\$0	\$14,120	\$218,032
	FTA-5303	7,980	0	277	23,846	39,431	3,885	0	4,892	\$80,311
	Local Match	1,988	160	197	16,173	18,083	1,907	160	2,726	\$41,394
MPO Core Function Totals		\$16,714	\$160	\$474	\$134,789	\$150,849	\$14,854	\$160	\$21,738	\$339,737
Other activities contributing to accomplishment of MPO/RTPO requirements										
BIFA	Canadian	0	0	0	0	0	0	58,885	0	\$58,885
FHG	FHWA - HPP	26,587	0	0	0	0	0	0	0	\$26,587
IMTC	FHWA - CBI	0	0	27,288	52,288	108,100	0	0	0	\$187,675
IMTC	FHWA-Discretionary	0	0	0	10,783	0	0	58,885	0	\$69,668
EACH	FTA-5317	0	0	220,236	-	0	0	0	0	\$220,236
Statewide RTPO Project Framework	WA State Motor Vehicle Account	10,000	0	55,500	124,500	0	0	0	0	\$190,000
WST	FHWA STP-E	0	0	16,902	0	0	0	0	0	\$16,902
WST	Private Sector	0	0	7,032	0	0	0	0	0	\$7,032
WST	USDOT-OST	3,684	0	73,346	19,567	0	0	0	0	\$96,596
WST	WSDOT - Public Transportation	8,997	0	324,336	60,983	0	0	0	0	\$394,316
WCCC	USDOT-MARAD	0	0	0	13,000	0	0	0	0	\$13,000
	Local Match	0	0	32,265	0	0	0	0	0	\$32,265
Other Activity Totals		\$49,268	\$0	\$756,904	\$281,120	\$108,100	\$0	\$117,770	\$0	\$1,313,162
MPO Total		\$65,982	\$160	\$757,378	\$415,908	\$258,949	\$14,854	\$117,930	\$21,738	\$1,652,899
Totals by Task		\$73,988	\$160	\$757,797	\$521,436	\$373,770	\$22,617	\$117,930	\$25,245	\$1,892,943