



MEETING OF THE  
WHATCOM TRANSPORTATION POLICY BOARD  
**Wednesday, January 18, 2023, 3:30 p.m.**  
Gordon W. Rogers Conference Room  
314 East Champion Street, Bellingham, Washington

Join using [Zoom](#)  
Or by phone: (253) 215-8782

**AGENDA**

PAGES

- A. CALL TO ORDER – Chairman Korthuis
- B. PUBLIC COMMENT  
Citizens may speak informally to the Board on matters pertinent to its statutory responsibilities and which are not the subject of a public hearing. *Each speaker is allowed a maximum of three minutes.*
- C. ADDITIONS TO THE AGENDA *(if any)*
- D. APPROVAL OF MINUTES\*  
Meeting of October 12, 2022  
3-6
- E. OLD BUSINESS *(if any)*
- F. NEW BUSINESS  
1. Adopt 2023 Safety Targets – Hugh Conroy\*  
2. Allocation of Carbon Reduction Program Funding – Mr. Conroy\*  
3. Approve 2023 Federal Funding Form and Evaluation Criteria – Mr. Conroy\*  
4. Prioritize Consolidated Grant Program Funding Applications – Mr. Conroy\*  
5. Other new business *(if any)*  
7-13  
14-15  
16-29  
30
- G. PUBLIC HEARING  
Transportation Improvement Program (TIP) Amendment No. 2023-01  
1. Staff Presentation – Lethal Coe  
2. Open Public Hearing – Citizens may address the Board on the subject of the hearing *for a maximum of three minutes each*  
3. Close Public Hearing\*  
4. Board Discussion  
5. Vote on Proposed TIP Amendment\*  
31-32
- H. OBLIGATION STATUS UPDATE – Mr. Coe
- I. PLANNING DIRECTOR’S REPORT – Mr. Conroy
- J. BOARD OPEN FORUM
- K. ADJOURN

\* Action item

Persons with disabilities needing a special accommodation for this meeting should contact the WCOG office at (360) 676-6974, at least six (6) days prior to the meeting to receive assistance. Para asistencia en español, por favor enviar un correo electrónico a [espanol@wcog.org](mailto:espanol@wcog.org).



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

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

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

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

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

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

WHATCOM TRANSPORTATION POLICY BOARD  
MINUTES – **DRAFT**  
OCTOBER 12, 2022

IN ATTENDANCE (IN PERSON OR VIA ZOOM):

- MEMBERS     **VOTING: Bellingham:** Seth Fleetwood, Kristina Michele Martens; **Blaine:**  
**Ferndale:** Greg Hansen (2<sup>nd</sup> Vice Chairman); **Lynden:** Scott Korthuis  
(Chairman); **Nooksack:** Kevin Hester; **Sumas:** Bruce Bosch; **WSDOT:** Chris  
Damitio; **Whatcom County:** Satpal Sidhu, Kathy Kershner (alternate for Kaylee  
Galloway); **WTA:** Michael Lilliquist *EX-OFFICIO:* Chris Comeau, City of  
Bellingham; Christine Grant, Public Utility District No. 1
- GUESTS       Todd Citron, Council Board; Jon Hutchings, City of Bellingham; Les Reardanz,  
WTA; Intisar Surur, McBride Public Affairs; Terry Terry, Lummi Island resident
- STAFF         Bob Wilson (Secretary), Ron Cubellis, Hugh Conroy, Melissa Fanucci, Lethal  
Coe

A.     CALL TO ORDER

Secretary Wilson determined that there was a quorum, and Chairman Korthuis called the meeting to order at 3:31 p.m.

B.     PUBLIC COMMENT

None

C.     AGENDA ADDITIONS

None

D.     APPROVAL OF MINUTES OF JULY 13, 2022

**MOTION:** Mr. Fleetwood moved, seconded by Mr. Hansen, to approve the minutes of the meeting of July 13, 2022, as presented.

**MOTION PASSED**

E.     PUBLIC HEARING NO. 1

Amend *Way to Go, Whatcom*

Mr. Conroy described the following proposed amendments to the metropolitan and regional transportation plan (M/RTP) to the Board:

- Requested updates to terminology (e.g., active transportation)
- Requested transportation system category changes (e.g., school buses not transit)

- Consolidation of WCOG program discussions in one section.
- Reorganization of header hierarchy in Section 6 – Strategies
- Inclusion of mobility strategy that was accidentally deleted from previous PDF version of the plan (was in the primary, web-based plan document).
- Addition of a “cross-border transportation resiliency” strategy.
- Project List: Two changes to completion-year estimates and two wording changes to WSDOT safety projects.
- Use of verbatim FHWA definitions for maintenance and preservation in Section 8 – Finance.
- Wording changes to reflect that Move Ahead Washington was passed.

**PUBLIC HEARING OPENED AT 3:38 P.M.**

Chairman Korthuis asked if any members of the public were participating via the Zoom link and wanted to offer comments, to which there was no response.

**PUBLIC HEARING CLOSED AT 3:38 P.M. BY UNANIMOUS CONSENT**

**MOTION:** Ms. Martens moved, seconded by Ms. Kershner, to approve the amendments to *Way to Go, Whatcom*, the adopted M/RTP, as presented.

**MOTION PASSED**

F. PUBLIC HEARING NO. 2

Adopt WCOG Human Services Transportation Plan (HSTP)

Ms. Fanucci explained why WCOG prepares an HSTP and described the draft to the Board.

**PUBLIC HEARING OPENED AT 3:41 P.M.**

Chairman Korthuis asked if any members of the public were participating via the Zoom link and wanted to offer comments, to which there was no response.

**PUBLIC HEARING CLOSED AT 3:41 P.M. BY UNANIMOUS CONSENT**

**MOTION:** Mr. Fleetwood moved, seconded by Mr. Hansen, to approve the WCOG Human Services Transportation Plan, as presented.

**MOTION PASSED**

G. PUBLIC HEARING NO. 3

Amendment No. 22-10 to the 2022 WCOG Transportation Improvement Program (TIP)

Mr. Coe described the proposed amendment to the TIP:

1. Amend the Whatcom Transportation Authority program *Replace Fixed Route Buses* to increase the total estimated cost from \$5,153,204 to \$10,427,004, change the federal funding source to the recently awarded Federal Transit Administration 5339 grant, and change the bus replacements from diesel to electric. The acquisition is scheduled for late 2022 or early 2023.
2. Amend the Washington State Department of Transportation (WSDOT) project *SR 542/Unnamed Tributaries to Ahigh, Mitchell & Nooksack Creeks – Fish Passage* to increase the phase funding for preliminary engineering, right-of-way, and construction to a total project cost increase of \$6,566,210. The project is funded through the statewide Connecting Washington Account and Coronavirus State Recovery Fund. Construction is planned for 2023.
3. Amend WSDOT project *NWR Breakaway Cable Terminal Replacement 21-23* to increase construction funding by \$1,395,729 through the federal Highway Safety Improvement Program. This project will remove and replace guardrails to meet current standards.
4. Add new WSDOT project *SR 542/Cornell Creek – Bridge Deck Overlay* that will repair and resurface existing bridge deck to extend the life of the bridge. This project is being funded through federal statewide Surface Transportation Block Grant program funds. Construction is planned to begin in 2024.

**PUBLIC HEARING OPENED AT 3:48 P.M.**

Chairman Korthuis asked if any members of the public were participating via the Zoom link and wanted to offer comments, to which there was no response.

**PUBLIC HEARING CLOSED AT 3:48 P.M. BY UNANIMOUS CONSENT**

**MOTION:** Mr. Fleetwood moved, seconded by Mr. Lilliquist, to approve Amendment No. 22-10 to the 2022 WCOG TIP, as presented.

**MOTION PASSED**

H. PUBLIC HEARING NO. 4

Adopt 2023 WCOG Transportation Improvement Program

Mr. Coe described the proposed 2023 TIP to the Board.

**PUBLIC HEARING OPENED AT 3:52 P.M.**

Chairman Korthuis asked if any members of the public were participating via the Zoom link and wanted to offer comments, to which there was no response.

**PUBLIC HEARING CLOSED AT 3:52 P.M. BY UNANIMOUS CONSENT**

**MOTION:** Ms. Kershner moved, seconded by Mr. Hansen, to approve the 2023 WCOG Transportation Improvement Program, as presented.

**MOTION PASSED**

I. NEW BUSINESS

WCOG Obligation Authority Management Policy

Mr. Coe explained the rationale behind the proposed policy and answered questions posed by the representatives.

**MOTION:** Mr. Hansen moved, seconded by Mr. Sidhu, to approve the WCOG Obligation Authority Management Policy, as presented.

**MOTION PASSED**

J. OLD BUSINESS

None

K. OBLIGATION STATUS UPDATE

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

L. PLANNING DIRECTOR'S REPORT

Mr. Conroy briefed the Board on recent transportation planning activities.

M. BOARD OPEN FORUM

No comments were offered for the good of the order.

N. ADJOURNMENT

There being no further business, the meeting adjourned at 4:17 p.m.

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Robert H. Wilson, AICP  
Secretary

Approval scheduled for December 14, 2022



whatcom council of governments

## Memo

**To:** Whatcom Transportation Policy Board (WTPB)  
**Date:** January 10, 2023  
**From:** Hugh Conroy, Director of Planning *HC*  
**Subject:** Resolution to adopt Washington State’s 2022 HSIP safety performance targets

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### Introduction

States and metropolitan planning organizations (MPOs) are entering the fourth year of planning under requirements updated in 2012 (as part of that year’s multi-year transportation appropriations act, Moving Ahead for Progress in the 21<sup>st</sup> Century, or MAP-21). MAP-21, among many other things, requires identification of performance measures and targets for safety.

Under these rules, states shall measure transportation safety performance using five USDOT-defined measures – permutations of crash statistics on all public roads reported by severity (fatal, serious injury) and expressed as five-year rolling averages of counts and rates-per-vehicle-miles-traveled. States and MPOs must then establish targets for improvement in terms of the five measures. **MPOs must establish targets either by 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the state DOT target or 2) by developing and tracking their own target.**

Unlike other MAP-21 performance measures and targets, safety targets must be re-approved annually by states and MPOs – states by August 31 prior to the target year and MPOs by February 27 of the target year.

### Preparation and coordination

Through the MPO-WSDOT Coordinating Committee, Washington State MPOs agreed to adopt Washington State’s commitment to Target Zero in February 2016.

WSDOT also updates a document that details the state’s target-setting and performance tracking process: Target Zero, crash data, reporting schedules, periodic revisions, and possible penalties to the state for underperformance. **This document, “Transportation Performance Management & Safety,”** which also lists the updated targets for 2023, is attached.

### Additional notes

WSDOT has developed statewide calculations of the five USDOT metrics and is also providing these metrics for each MPO’s planning area (excerpt of Whatcom County’s proportion of the state targets is attached). These data are provided to inform regional planning and programing, not as assigned sub-targets for MPOs. The only performance targets to be tracked by USDOT are the *statewide* targets. Related to the above point, Washington MPOs are not exposed to penalties under this approach.

Target Zero (zero fatalities by 2030) is a hard target to meet but has been adopted by the state to continuously promote reductions of serious crashes. Targets must be revisited annually and there are processes established to adjust them.

### Suggested motion

“In accordance with USDOT’s safety performance rules, the Whatcom Council of Governments Transportation Policy Board approves Resolution 23-01-1 (attached), adopting Washington’s 2023 Highway Safety Improvement Program (HSIP) targets and thus agrees to plan and program projects so that they contribute toward the accomplishment of the targets.”



**WHATCOM TRANSPORTATION POLICY BOARD  
RESOLUTION NO. 23-01-1**

**ADOPTING STATEWIDE SAFETY PERFORMANCE TARGETS**

**WHEREAS** the 2012 federal transportation act, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) established a performance management framework for state departments of transportation and metropolitan planning organizations such as the Whatcom Council of Governments, and

**WHEREAS**, in accordance with 23 CFR §490 and 23 CFR §924, the MAP-21 performance framework includes traffic safety objectives of significantly reducing fatal and serious-injury crashes on all public roads and reducing fatalities and serious injuries to people using non-motorized transportation modes such as walking and bicycling, and

**WHEREAS** states are required to annually set targets for each measure, and Washington State has set its 2023 Highway Safety Improvement Program safety performance targets as follows,

1. Number of fatalities on all public roads (rolling five-year average): 447.5
2. Fatality rate per million vehicle miles traveled (VMT) (rolling five-year average): 0.757
3. Serious injuries (rolling five-year average): 1,876.5
4. Serious injury rate per 100 million VMT: 3.178
5. Non-motorist fatalities and serious injuries: 462.0, and,

**WHEREAS** metropolitan planning organizations must agree to plan and program projects that contribute to their state's annually-adopted targets, or commit to other quantifiable targets, and

**WHEREAS** Washington's metropolitan planning organizations have agreed to adopt the safety targets established by Washington State.

**NOW, THEREFORE, IT IS RESOLVED** that the Whatcom Transportation Policy Board agrees to plan and program projects in the Whatcom metropolitan planning area that will contribute to the attainment of Washington State's 2023 Highway Safety Improvement Program targets for each of the five measures.

Adopted this eighteenth day of January 2023, in the City of Bellingham, Washington, a quorum being present.

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Robert H. Wilson, AICP, Secretary

# Transportation Performance Management & Safety

## Transportation Performance Management (TPM) - Traffic safety performance management

The U.S. Department of Transportation has issued two interrelated final rules governing traffic safety and safety-oriented performance management which became effective on April 14, 2016. These two rules are referred to in this folio as

- Rule #1 - Safety Performance Measures rule; (23 CFR §490)
- Rule #2 - Highway Safety Improvement Program (HSIP) rule; (23 CFR §924)

Both final rules relate to highway safety, the primary objective being to significantly reduce fatal and serious-injury crashes on all public roads. The Safety Performance Measures rule (Rule #1) also includes the goal of reducing traffic fatalities of and serious injuries to people using non-motorized transportation modes, namely bicyclists and pedestrians.

### Safety Performance Reporting

Rule #1 specifies the performance management measures for safety, and defines the target setting process for State DOTs and Metropolitan Planning Organizations (MPOs). Per Rule #2, State DOTs will establish and report their safety targets and progress toward these targets in an annual Highway Safety Improvement Program (HSIP) report.

### Summary of required performance measures

Rule #1 requires all State DOTs to report targets and performance with respect to the following safety performance measures:

- No. 1** - Number of fatalities on all public roads (due June 30)
- No. 2** - Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads (due June 30)
- No. 3** - Number of serious injuries on all public roads (due June 30)
- No. 4** - Number of serious injuries per 100 million VMT on all public roads (due August 31)
- No. 5** - Number of non-motorist (e.g. bicyclists and pedestrians) fatalities and serious injuries on all public roads (due August 31)

In general, MPOs establish targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target, or by committing to a quantifiable target for their Metropolitan Planning Area. MPOs will report annually to their State DOT in a manner agreed upon and documented by both parties. MPOs would report safety performance in the Metropolitan Transportation Plan, as provided in U.S. Code 23 Section 134(i)(2)(C).

In Washington state, the MPOs and WSDOT worked together to jointly develop a collaborative approach in support of data, process, and target-setting decision making. This Target Setting Framework Group has agreed WSDOT will take the lead in establishing safety targets, which MPOs will adopt.

### About this folio:

See inside for the official statewide safety targets for 2023, a description of the target setting approach for the five required safety performance measures in Washington state, and how this approach to target setting relates to the stipulations of TPM rulemaking.

**Optional targets:** States have the option to set additional targets for the performance measures for any number and combination of urbanized area boundaries, as well as for a single non-urbanized area. If optional targets are set, they will not be assessed when determining significant progress, and states will not incur penalties if they fail to show progress.

**Overlapping measures/targets in the Highway Safety Plan:** Targets for Measures No. 1-3 must also be reported to the National Highway Traffic Safety Administration by July 1 of each year. They must be numerically identical targets to those reported for TPM compliance on August 31 as part of the HSIP. See the Timelines section inside for details.

**TPM Special Rules:** Numeric targets are not required, but states must report performance in these two categories, and show improvement compared to baseline.

- Fatality rate on High Risk Rural Roads (due Aug. 31)
- Number of fatalities and serious injuries of drivers and pedestrians age 65 and older on all public roads (due August 31)

## WSDOT's target adoption

For the 2023 annual target setting process, WSDOT and its partners have once again adopted the Target Zero target setting approach for TPM where targets are set to achieve zero fatal and serious crashes by 2030 (see table below).

## FHWA's "Significant Progress" measurement

### TPM Safety Target Setting

Five-year rolling averages; number of persons, or number of persons per 100 million VMT

	2021 Baseline	2023 Official Targets
		Statewide TPM Target (Target Zero)
No. 1 - Fatalities	575.4	447.5
No. 2 - Fatality rate	0.974	0.757
No. 3 - Serious injuries	2,412.6	1,876.5
No. 4 - Serious injury rate	4.087	3.178
No. 5 - Non-motorist fatalities & serious injuries	594.0	462.0

Data sources: Washington State Traffic Safety Commission - Fatality Analysis Reporting System; Washington State Department of Transportation - Transportation Data, GIS & Modeling Office.

At the end of each reporting period, FHWA will determine whether a state has made overall "significant progress" toward achieving its safety targets. The penalties listed on the back page of this folio will apply to the State DOT if FHWA deems it has not made that progress.

To make significant progress overall, a state must achieve at least four out of the five targets above. For each measure, there are two ways this can be done. For example, the value of the 5-year rolling average from 2015 to 2019 had to be:

- At or below the target set in 2017 for the 2019 year, OR
- At or below the 2018 (baseline) level. The FHWA included this provision to avoid punishing aspirational target setting.

If either of these conditions is met, the state has made significant progress for that individual measure. It must do so in any four of the five measures to have made significant progress overall and avoid the penalty provisions.

## WSDOT uses Target Zero to reduce traffic fatalities and serious injuries

Per TPM, states are required to develop a Strategic Highway Safety Plan (SHSP). Washington state's plan is called Target Zero, which is used as the foundation for the target setting process (<http://www.targetzero.com>).

WSDOT crashes decreased overall from 2004 to 2013 in all areas with the exception of crashes involving those who bike and walk, since then fatal and serious crashes have generally increased due to traffic and economic growth in the state. Because of this, WSDOT is not likely to achieve significant progress toward these targets. WSDOT and its partners concur that Target Zero should be consistently used to move Washington forward with fatality and serious injury reductions. WSDOT will continue to monitor investment levels, changes in total crashes and injuries, and select crash countermeasures that it believes will provide a high return on investment.

The general process for generating trend and target information as prescribed by Rule #1 proceeds as follows:

- Calculate the annual number of fatalities, serious injuries, and Vehicle Miles Traveled (VMT).
- A 5-year rolling average is calculated for each performance measure. For example, in the graph for Measure No. 1, data from 2006-2010 creates the value of the rolling average in 2010—535.4 fatalities. Data from 2007-2011 creates the next 5-year rolling average in 2011.
- The rolling 5-year average value for 2021 will be set as the baseline performance (annual average of 2017 through 2021).

States are then free to develop targets using methods determined by the state. In Target Zero and Washington state's particular approach to target setting, the method to establish targets continues:

- A straight line will be drawn from the baseline value to a zero value in 2030. (The line is redrawn with each new year of data.)
- The value of the Target Zero trendline in 2023 becomes the target for the performance measure in 2023 as shown on the following page.

## WSDOT submits State 2023 Highway Safety Improvement Program Report to FHWA

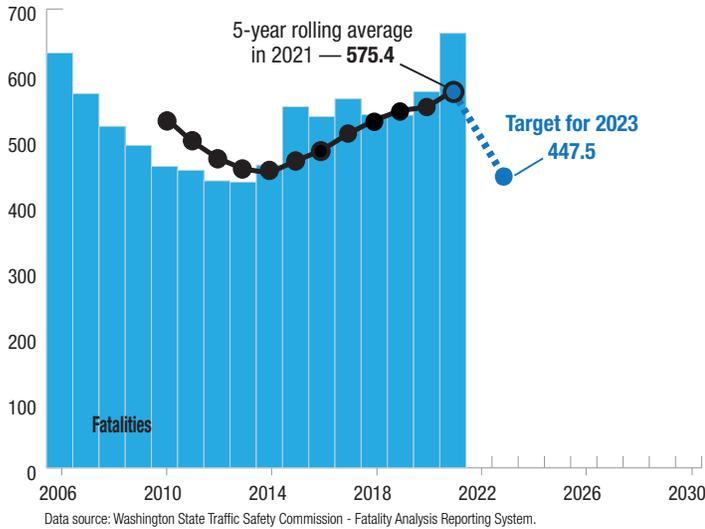
WSDOT and WTSC updated all five statewide targets for the upcoming year of 2023. These targets were submitted to FHWA as part of the 2022 Highway Safety Improvement Program (HSIP) report which was approved by FHWA on September 30, 2022.

MPOs have until February 28, 2023 (180 days after the HSIP reporting deadline) to either agree to plan and program projects so they contribute toward the accomplishment of the State DOT HSIP targets, or commit to a quantifiable target for their Metropolitan Planning Area. In Washington state, MPOs have agreed to adopt the WSDOT targets.

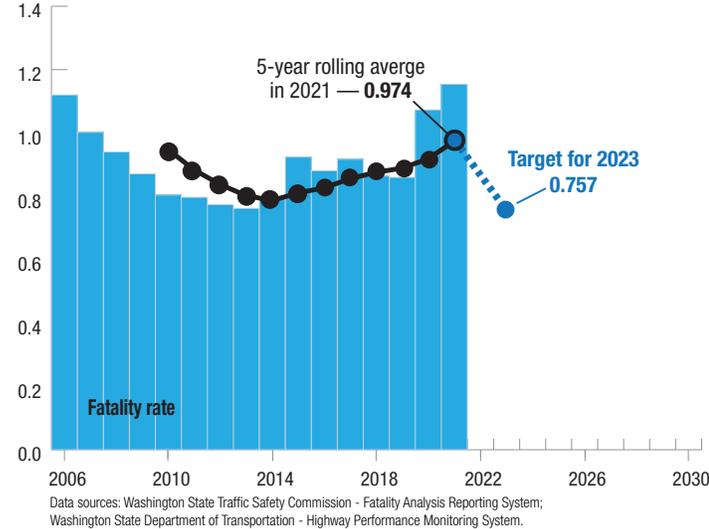
## About these graphs

These graphs display the final 2023 targets for each of the five TPM safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission.

**Measure No. 1 - Fatalities**  
2006 through 2030

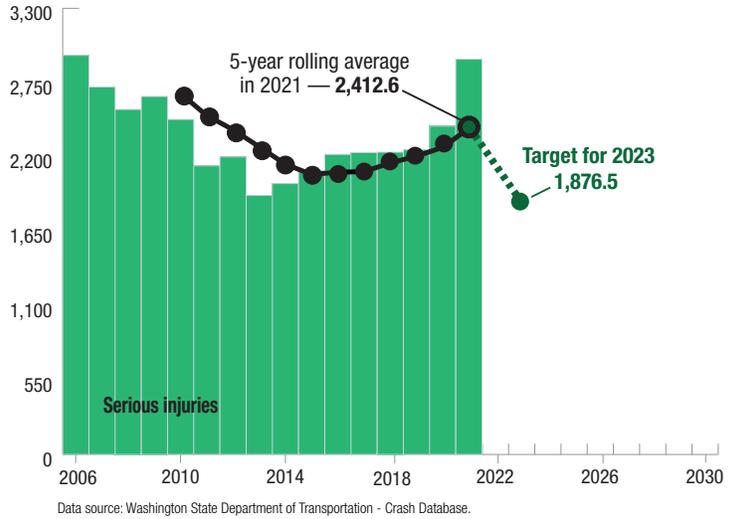


**Measure No. 2 - Fatality rate per million VMT**  
2006 through 2030

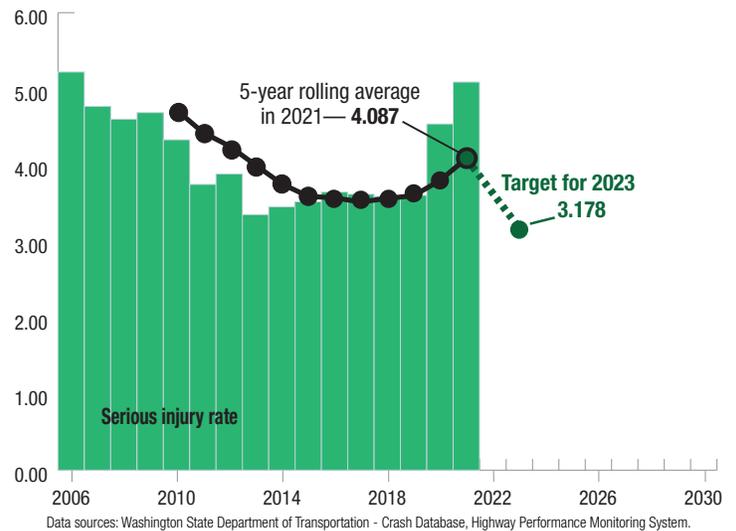


Notes for all graphics: Fatality data for 2020 is finalized as of January 2022, serious injury count for 2020 is as of August 2022. All data for 2021 is preliminary as of August 2022. Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

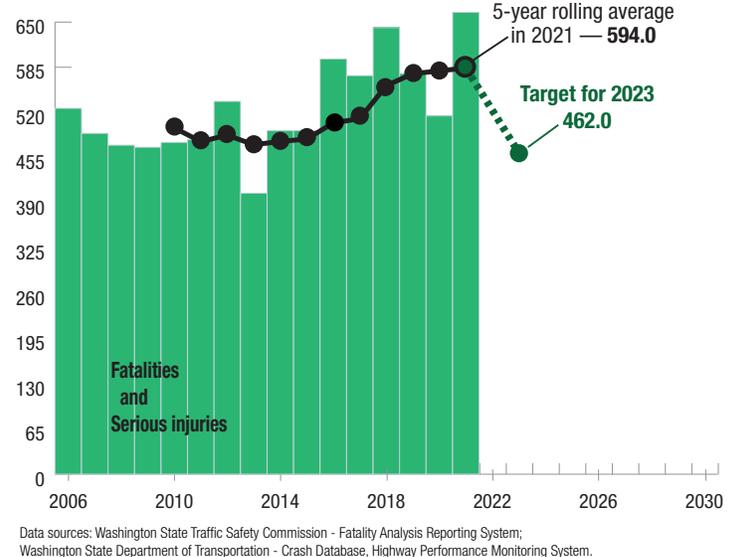
**Measure No. 3 - Serious injuries**  
2006 through 2030



**Measure No. 4 - Serious injury rate per 100 million VMT**  
2006 through 2030



**Measure No. 5 - Non-motorist fatalities and serious injuries**  
2006 through 2030



## Penalties

As described in U.S. Code 23 Section 148(i), for the Final Safety Performance Rule (Rule #1), if the U.S. Department of Transportation (U.S. DOT) Secretary will determine if a state has not met or made significant progress toward achieving its safety performance targets by the date that is two years after the establishment of its targets, the State DOT would:

- Dedicate its obligation authority equal to the apportionment for HSIP to the state for the prior year to highway safety improvement projects until the U.S. DOT Secretary determines that the state has made significant progress or met the targets; and
- Annually submit to U.S. DOT a safety implementation plan until the U.S. DOT Secretary determines that the state has made significant progress or met the targets.

See WSDOT's [TPM Funding and Performance Penalties](#) folio for full details, including special rule penalties.

## Data used for target setting

- Number of traffic fatalities for all public roads
- Rate of traffic fatalities per 100 million Vehicle Miles Traveled (VMT) for all public roads<sup>1</sup>
- Number of serious traffic injuries for all public roads
- Rate of serious traffic injuries per 100 million VMT for all public roads<sup>1</sup>
- Bicyclist/Pedestrian fatalities and serious injuries for all public roads<sup>2</sup>
- Fatality and serious injury data for drivers and pedestrians age 65 and older<sup>3</sup>
- Rate of traffic fatalities for all High Risk Rural Roads (HRRR)<sup>1 3</sup>

Notes: Crash data is available for all Washington public roads and annual summaries are also available by county. WSDOT entered into a data sharing agreement with the Washington Traffic Safety Commission to incorporate the fatality data necessary for target setting. **1** The Federal Highway Administration (FHWA) requires the use of Highway Performance Monitoring System (HPMS) data for any performance metric involving estimated vehicle miles travelled. **2** This data is required as part of the Fiscal Year 2015 Omnibus Appropriations Bill. **3** This data satisfies a MAP-21 special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

**Americans with Disabilities Act (ADA) Information:** This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

**Title VI Statement to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7082.

## What is the current distribution of HSIP funds?

**Safety:** Federal Highway Safety Improvement Program (HSIP) funding provided to the state is split based upon fatal and serious injury crash data on state and local facilities. The HSIP funds are used to implement engineering countermeasures which reduce fatal and serious injury crashes. For the Federal Fiscal Year 2022 reporting period, it is anticipated that the State of Washington will receive approximately \$49.8.3 million for the HSIP program which will be split 70/30 between local and state roadways. As a result, approximately \$34.9 million will be allocated to local roadways and \$14.9 million will go to state roadways. The HSIP is one component of WSDOT's total annual expenditure on safety projects.

## Data collection

- TPM requires fatality data from the Washington State Traffic Safety Commission's (WTSC) Fatality Analysis Reporting System (FARS) and serious injury data from WSDOT's system.
- State law enforcement officers record crash events in The Washington State Police Traffic Collision Report. This report is the sole source for all WSDOT serious injury data and most FARS data, with few exceptions.
- TPM requires Vehicle Miles Traveled (VMT) data from WSDOT's Highway Performance Monitoring System. Along with the number of fatalities or serious injuries, VMT is used to calculate the rate of fatalities or serious injuries per 100 million VMT.
- WSDOT's serious injury data and FARS fatality data for the previous calendar year is preliminarily available in about February and April of the following year, respectively. WSDOT's VMT data is available about June of the following calendar year.

## For more information

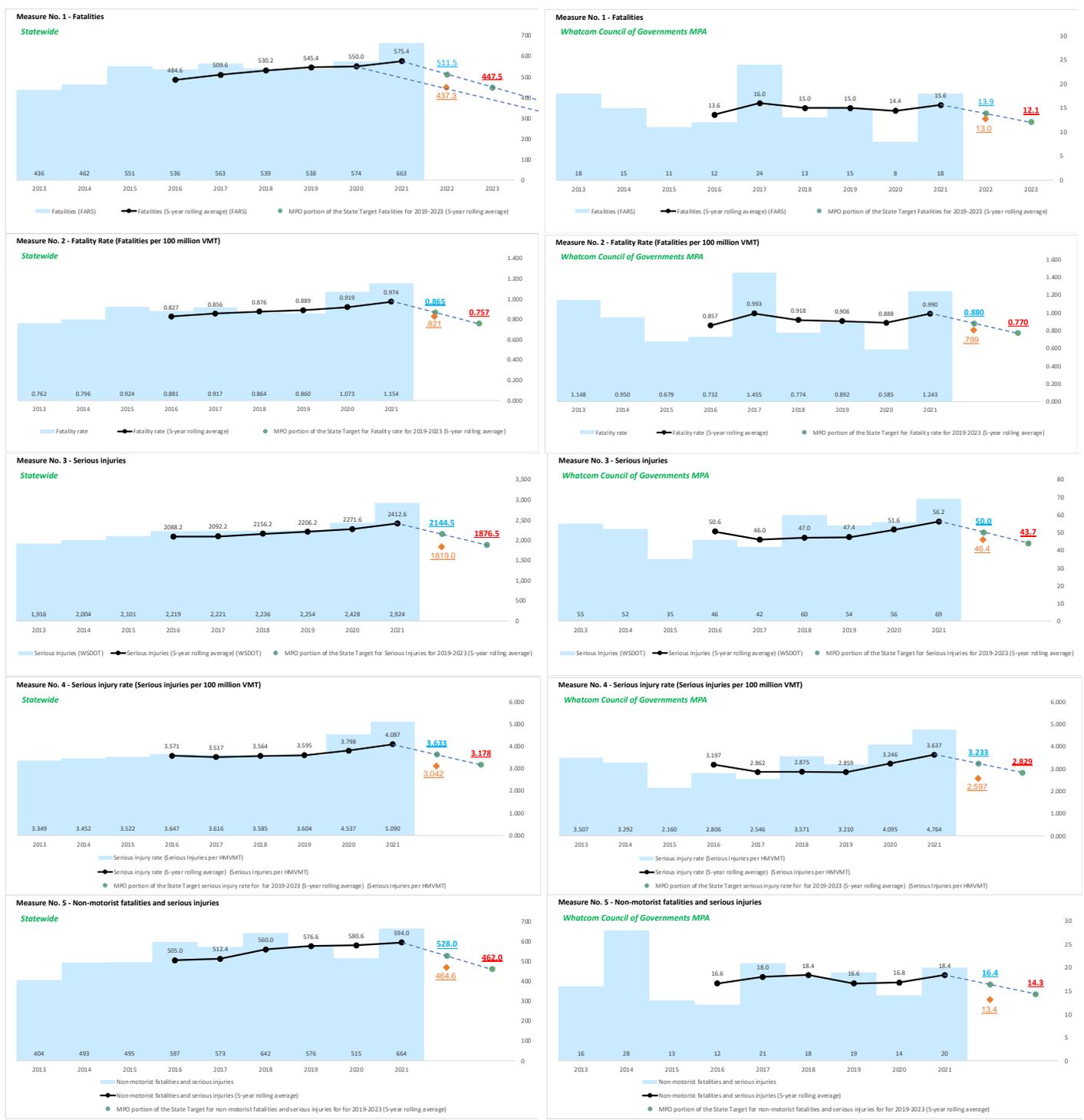
**TPM safety requirements information:** John Milton, Director of Transportation Safety and Systems Analysis (360) 704-6363 or [Milton.J@wsdot.wa.gov](mailto:Milton.J@wsdot.wa.gov).

**Traffic crash fatal and serious injury data:** Mike Bernard at (360) 570-2454, [BernarM@wsdot.wa.gov](mailto:BernarM@wsdot.wa.gov). Data is protected by U.S. Code 23 §148 and §409, but can be requested.

# MAP-21 Safety Performance Measures

## Statewide Adopted Targets vs. Whatcom County Share of State Target

2023 Target  
2022 Target  
Revised 2022



Tables from WSDOT Tribal and Regional Planning Annotations (2022 target values) by WCOG. Prepared by WCOG for Policy Board Review



## MEMORANDUM

To: Whatcom Transportation Policy Board  
 From: Lethal Coe, Principal Planner  
 Date: January 10<sup>th</sup>, 2023  
 Subject: TTAG recommendation to allocate Carbon Reduction Program funds

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### Summary of Carbon Reduction Program

The Carbon Reduction Program (CRP) was enacted under the Bipartisan Infrastructure Law (BIL) in November 2021. The purpose of the program is to reduce transportation emissions, or carbon dioxide (CO2). Eligible CRP expenditures include those listed under the Transportation Alternatives (TA) program (pedestrian & bike improvements), freight, transit, safety, and other activities identified in the *CRP Implementation Guidance*.

Currently we do not know if CRP will continue with future authorizations like the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) programs.

### Challenges and Opportunity

The CRP provides an annual allocation for the five years of BIL; 2022 through 2026. Thus, we are already into the second year of the CRP. The Washington State Department of Transportation (WSDOT) did not add CRP to our regional obligation delivery target for 2022 because of the delay in finalizing the geographical allocations. But we are anticipating that CRP will be added to our STBG+TA delivery target this year. The short-term requirement to obligate CRP funds does not sync well with our upcoming call for projects process that will award STBG and TA funds for the years 2027-29.

As shown in the table at right, CRP funding is allocated to three geographic area-types. Note the annual funding allocation will increase incrementally through the six-year period (but we do not have an estimation, thus we simply expand the current year).

FFY	Urban Medium: Bellingham, Ferndale, Whatcom	Urban Small: Lynden, Blaine, Whatcom	Rural Areas: Everson, Sumas, Nooksack, Whatcom	Total
22	\$209,618	\$127,616	\$181,057	\$518,291
23	209,618	127,616	181,057	518,291
24	209,618	127,616	181,057	518,291
25	209,618	127,616	181,057	518,291
26	209,618	127,616	181,057	518,291
Total	1,048,090	638,080	905,285	2,591,455

Good news - environmental mitigation and air quality has been, and continues to be, a regional goal in our long-range plan. Plus, our STBG and TA awarded projects have already been vetted through a competitive process and are in good position to take advantage of the CRP funding opportunity.

### Process to identify current Surface Transportation Block Grant (STBG) and/or Transportation Alternative (TA) projects that have CRP eligible elements

At the WCOG Transportation Technical Advisory Group (TTAG) meeting on December 3<sup>rd</sup>, the group supported a strategy to identify current STBG or TA funded projects that are scheduled to obligate in 2023 and can utilize CRP funds allocated for the two-year CRP allocation total. This will position our region to continue delivering to our obligations target with the expected increase from CRP. Through

the process of identifying projects, it became apparent that we have enough projects programmed through 2026 that can utilize CRP funds. WCOG staff coordinated with project managers and WSDOT Local Programs to verify all STBG and TA projects that have eligible elements to utilize CRP funds by the January 5<sup>th</sup> TTAG meeting.

Note that the January 5<sup>th</sup> TTAG meeting was moved forward (originally scheduled for January 26<sup>th</sup>) in order provide a recommendation at the January 18<sup>th</sup> Policy Board meeting and give agency managers enough time to administer project changes necessary to meet their implementation schedule.

### TTAG Recommendation

The TTAG reconvened on January 5<sup>th</sup>, successfully verified project eligibility, and brought forth their recommendation to allocate WCOG’s Carbon Reduction Program funds to the following projects:

Urban Medium Projects	CRP Funds	Obligation Year
Telegraph Rd Multimodal Safety Improvements	\$641,294	2023
Main St, Barrett Rd to Old Settler Dr	\$135,598	2024-2026
Marine Dr II Reconstruction Bike/Pedestrian	\$135,598	2024-2026
Meridian/Birchwood Roundabout Phase 1	\$135,598	2024-2026
Subtotal	\$1,048,088	
Urban Small Projects		
Boblett St Traffic Channelization	\$395,288	2023
Benson Rd Improvements, Sunrise to Badger	\$121,396	2024-2026
Birch Bay Lynden Rd and Blaine Rd Intersection Improvements	\$121,396	2024-2026
Subtotal	\$638,080	
Rural Projects		
SR 544 S Everson Sidewalk Improvements	\$452,642	2024-2026
E Smith and Hannegan Rd Intersection Project	\$452,642	2024-2026
Subtotal	\$905,284	
Total	\$2,591,452	
Obligation Delivery Schedule Summary	\$1,036,582	2023
	\$1,554,870	2024-2026

### Suggested Policy Board Action

Approve the recommendation by TTAG to award 2022 – 2026 Carbon Reduction Program funds to current Surface Transportation Block Grant and Transportation Alternatives projects as shown.



whatcom council of governments

## Memo

**To:** Whatcom Transportation Policy Board (WTPB)  
**Date:** January 10, 2023  
**From:** Hugh Conroy, Director of Planning *HC*  
**Subject:** Considering approval of the 2023 WCOG federal funding proposal form and scoring methodology

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### Introduction

In preparation for WCOG's biennial allocation of federal funds to eligible regional projects (spring 2023), WCOG staff and the Transportation Technical Advisory Group (TTAG) have been discussing appropriate revisions to the project-funding request form. This form, which is adopted by the WCOG Policy Board, also provides information about the funding sources, explanation of WCOG's project-evaluation methodology, and guidance for proposal reviewers (the TTAG).

**The proposed form is attached. WCOG will be allocating approximately \$8,400,000 through this process.**

Substantive differences between the attached draft and the form used for the 2021 project-selection, along with the reasoning behind drafted changes, are listed below.

In addition to the Surface Transportation Block Grant Program (STBG) and the Transportation Alternatives Program (TA), WCOG is now also responsible for allocating funds from **the new Carbon Reduction Program (CRP)**. Discussions are underway with WCOG's member jurisdictions to see if these funds can be fully allocated to projects that are already underway. If this doesn't turn out to be feasible or optimal, some amount of CRP funding will also be distributed through the 2023 selection process. The attached draft form has a number of placeholders (highlighted in yellow) that reflect this possibility.

For each state, FHWA splits the apportionments of these funds among area-types based on U.S. Census measures of population density. Previously the Whatcom region had two FHWA area-types: Urbanized and Rural. **The Bipartisan Infrastructure Law (BIL) added area types resulting in the Whatcom region now having three funding areas: Urban Medium, Urban Small, and Rural.** The FHWA splits still include amounts for "any area." These new details are reflected in the form.

### Project Selection Criteria

- **Goal priority order:** The project selection criteria, which correspond to the seven transportation system goals adopted in WCOG's regional transportation plan, *Way to Go, Whatcom*, have been reordered to align with changes made in the June 2022 plan update.
- **Goal description:** The form now includes the description of each goal excerpted from the regional plan.
- **Criteria points and weights:** In the process of adopting the 2021 form, the Policy Board discussed whether to reflect the priority order of goals by applying weights of descending value to criteria all uniformly worth a maximum of 10 points OR to "apply the weights up front" and have each criteria scored against different, descending maximum point values (13.5, 13, 12.5, and so on). For 2021 the Policy Board decided to apply the weights up front and score each criterion against the various maximum point values. The attached draft shows a return to the weighting method. This responds to TTAG comments noting that, for reviewers of proposals (the TTAG members), it's easier to consistently allocate points from a uniform, 10-point base.
- **Scoring Guidance:** The suggested guidelines for awarding points under each criterion are mostly unchanged from the 2021 form. An exception to this is new guidance with the *Access, Equity, and Economic Opportunity* criterion. Prior to the 2022 plan update, this goal only included Access.
- **Removal of three supplemental criteria:** In addition to the criteria that directly reflect the adopted regional goals, WCOG's proposal form has long included additional criteria. The attached draft proposes their removal. While there are criterion-specific reasons to consider removal (given below), the overarching

concern is that the cumulative point value of these supplemental criteria greatly dilutes the potential for the goals-based criteria to be a meaningful implementation of WCOG’s performance-based planning and programming responsibilities. For reference, the attached proposed form still includes these supplemental criteria as lined-out and gray. More specific concerns with each supplemental criterion are as follows.

- Financial: This criterion has made 5 points available to projects that provide more than the required non-federal matching funds. Discussion with TTAG observed that “overmatch” is a way that project proponents can show the project is important to them. However, WCOG’s experience has been that in every funding cycle, proponents always include the minimum amount of overmatch to obtain the 5 available points. The federally required match amount is not insignificant (13.5% of project cost for Whatcom County). Since all proponents have always obtained the 5 points, this criterion has consistently canceled itself out and never impacted an award determination. **Note: While January 5 discussion with TTAG did not include objections to removing this criterion, the history of using this criterion to stretch federal dollars across more projects was noted as a policy issue that should be pointed out to the Policy Board.**
- Completion of Preliminary Work (“project readiness”): This criterion has recognized the desirability of awarding funds to projects that are “shovel ready” ahead of those that still need preliminary engineering, permitting, etc. This makes more sense when the funds being allocated are going to be available in the same or following federal fiscal year. But given the federal funding mechanics of multi-year programming, the funds being allocated are for future federal fiscal years – FFYs 2027, 2028, & 2029 to be specific. There is time for projects to complete non-construction phases as well as time to employ other regional project programming changes to adjust to changing circumstances. Also, preliminary engineering (PE) and right-of-way acquisition (RoW) are eligible expenses for these federal program funds, so this criterion is a poor fit for PE and RoW funding requests. **Note: January 5 discussion with TTAG found consensus for retaining this criterion but reducing the point value to 5.**
- Supports Regional Economic Development: The first observation regarding this criterion is that the updated regional transportation system goals (and related criteria) now include “economic vitality” under the *Freight and Economic Vitality* goal and “economic opportunity” under the *Access, Equity, and Economic Opportunity* goal. So, this supplemental criterion now overlaps with the goals-based criteria. This criterion has always been more subjective than most. Defensible forecasts of job creation and/or tax-base expansion are rarely available from proponents. FHWA publications on use of economic-development in project selection note that it is rarely useful to try and associate future economic-development outcomes with specific capital investments – that economic development is a regional strategic undertaking and is larger scale than individual, project-level investments.
- Benefits a large portion of the local community’s system users: The loosely understood history of this criterion is that it was added as a way for small cities to be more competitive. This shouldn’t be necessary since any project in WCOG’s Transportation Improvement Program (TIP) and receiving funds from these federal programs should be an investment in the plan-adopted *regional* transportation system. Additionally, federal funding has become increasingly pre-allocated to population densities as discussed above (urban medium, urban small, and rural) reducing the motivation for this criterion. In 2021 the scoring guidance for this criterion was expanded to acknowledge the potential for human-services access improvements. Such outcomes are now covered under the *Access, Equity, and Economic Opportunity* criterion. Lastly, in past selection processes, project-location has had little to do with a proponent’s ability to explain how their project will benefit both the region and adjacent residents.

## Suggested motion

“Approve the 2023 Federal Funding Project Proposal Form as presented (attached January 6 draft).”

## Available Funding

WCOG will be allocating funding from **three** federal programs.

- The Surface Transportation Block Grant Program (STBG)
- The Transportation Alternatives Program (TA), a sub-program under STBG.
- **The Carbon Reduction Program (CRP)**

The 2023 project selection will allocate funding from three federal fiscal year (FFY) apportionments of STBG & TA (2027, 2028, & 2029) **and two FFYs (2022 & 2023) for the CRP.**

## Apportionments to Census-areas

FHWA pre-apportions funding from these programs to four area-types based on U.S. Census measures of population density: urban, urban medium, urban small, and rural (Whatcom County has no “urban” areas.) A fifth amount is apportioned for “any-area” (often referred to as “flex”). The map below shows the current area-boundaries for the Whatcom region’s urban small and urban medium areas. The remainder is rural. An online ArcGIS version of this map, that is scalable for more precise verification of project location and funding availability, is available at [WCOG.org](http://WCOG.org).

**Whatcom Region Census Areas for STBG & TA Funding Apportionments:  
Urban Medium, Urban Small, & Rural**



### How Much Funding (current best estimate) is Available to Each Area Type?

		Area Specific			Whatcom Region Total
		Urban Medium	Urban Small	Rural	
Amounts can only be spent in these area types.	STBG	\$2,840,000	\$80,000	\$1,375,000	\$4,295,000
	TA	\$1,075,000	\$325,000	\$265,000	\$1,665,000
	Area-designated totals	\$3,915,000	\$405,000	\$1,640,000	\$5,960,000
		↓			
		Any-area			Whatcom Region Total
Available to Any-area (Flexible)	STBG	\$1,650,000			
	TA	\$845,000			\$845,000
	Any-area total	\$2,495,000			\$2,495,000
		↓			
		Maximum Available to Each Area-type			Whatcom Region Total
		Urban Medium	Urban Small	Rural	
		+ Any-area	+ Any-area	+ Any-area	
Combined amounts available to each area type	STBG	\$4,490,000	\$1,730,000	\$3,025,000	\$8,455,000
	TA	\$1,920,000	\$1,170,000	\$1,110,000	
	Total	\$6,410,000	\$2,900,000	\$4,135,000	

### Project selection schedule 2023

- Project funding proposal forms available by: April x
- Proposals due to WCOG: May x
- TTAG presentations: May x+
- Preliminary scores due: June x
- TTAG meeting: project overviews, Q&A, finalization of TTAG scores: June x+
- Policy Board finalization of project selection: July x

## General information

Project title:

Lead agency:

Address:

Contact person:

Phone number:

Signature:  Date:   
(Chief executive officer)

Name & title:

Participating agency (Optional)

Address:

Contact person:

Phone number:

Signature:  Date:

Name & title:

*Please attach additional participating agencies information as needed.*

## Certifications

*Please check each statement to confirm.*

The project proposed below is consistent with the Whatcom regional/metropolitan transportation plan (*Way to Go, Whatcom*) and is part of the regional transportation system as currently adopted.

In order to meet annual targets set by WSDOT for timely use of federal funding and avoid reductions of future funding allocations to the region, the lead agency certifies that it will obligate amounts awarded to each phase no later than the July 31 following the proposed phase start date (stated below)

Examples: If a project phase is proposed to start in April 2023, funds need to be obligated by July 31, 2023. If a phase is proposed to start in September 2023, funds need to be obligated by July 31, 2024.

The project is listed on the lead agency's current six-year TIP, will be added to the lead agency's current year TIP, or is listed on a transportation plan adopted by the lead agency.

## Project Location Area-type

Please attach a detailed vicinity map.

This project is in the:  Urban Medium Area  Urban Small Area  
 Rural Area

## ITS

To help WCOG keep the Regional ITS Plan current, please indicate if the proposed project includes intelligent transportation systems (ITS) – the transfer of real-time information to enable or improve a transportation operations strategy.

Yes       No

## Funding & Phasing

Please check the program or programs that:

- 1) The proposed project is eligible to use funds from and
- 2) Your agency is interested receiving funds from.

**STBG** (FFYs 2027, 2028, & 2029)

**TA** (FFYs 2027, 2028, & 2029)

**CRP** (FFYs 2022 & 2023)

	Start & End Dates of Each Project Phase		
	PE	RoW	CN
Start date (mo/yr)			
End date (mo/yr)			

Lead agency: \_\_\_\_\_

Source	Funding amounts		
	PE	RoW	CN
STBG request			
Other federal			
Local			
Private			
State			
Other: _____			
Total			

(If a Joint Project) Participating agency: \_\_\_\_\_

Source	Funding amounts		
	PE	RoW	CN
STBG request			
Other federal			
Local			
Private			
State			
Other: _____			
Total			

**Project total**      \_\_\_\_\_

## Evaluation criteria & Scoring Guidance

STBG funding proposals will be scored on the first 8 criteria listed below – 7 prioritized regional-goals-based criteria and 1 supplemental criterion. 7 of the 8 STBG criteria will be scored on a 10 point-scale. The 8<sup>th</sup> criterion (project readiness) will be scored on a 5-point scale. The first 5 criteria will be weighted (factored up) by the factor listed in those sections. For clarity and consistency, project evaluators will give scores between 0 and 10. Weights will be applied by WCOG when all evaluators’ scores are tabulated.

TA and CRP proposals will be scored on one criterion each (the last two criteria listed below respectively). If a project is seeking funding from TA, CRP, or both, skip the first 11 criteria and only provide information in the TA and/or CRP fields.

For STBG funding proposals there are seven project evaluation criteria, each with an associated ten available points. The criteria are based on the regional transportation goals identified in the regional/metropolitan transportation plan, *Way to Go, Whatcom*. These criteria are listed in the priority order adopted by the Whatcom Transportation Policy Board. In recognition of the adopted prioritization, the base scores of the criteria will be multiplied by a weight factor as indicated.

Several of the criteria are followed by suggested scoring guidelines and/or descriptions of data that will inform and support evaluators’ assignments of points. Other criteria are left more completely to evaluators’ assessment and point allocation.

Please note that while scoring guidelines may list point values for project elements that add up to more than ten, ten points is still the maximum score per criterion. Suggested point values for specific elements are not intended to be all-or-nothing values. The number of points an evaluator awards for each criterion or per suggested element point-value is left to individual discretion.

### Regional Goal 1: Safety [Complete if requesting STBG funds]

*“The safety of all users of the region’s transportation system – pedestrians, bicyclists, transit riders, automobile drivers and passengers, and truckers – must be maximized to the greatest degree practicable in the establishment of regional transportation policies and investment decisions.”*

**Criterion:** The project increases safety

**Points:** 13.5 (10 multiplied by 1.35 priority weight)

**Suggested scoring guidelines:**

<p>The project is expected to address observed fatality or serious-injury crash history per the federal Highway Safety Improvement Program (HSIP) measures – 5-year rolling averages of:</p> <ol style="list-style-type: none"> <li>1. Number of fatalities</li> <li>2. Rate of fatalities per 100 million VMT</li> <li>3. Number of serious injuries</li> <li>4. Rate of serious injuries per 100 million VMT</li> <li>5. Number of non-motorized fatalities and non-motorized serious injuries</li> </ol> <p>WCOG will obtain and summarize data from the WSDOT Crash Data &amp; Reporting Branch for project proponents to use for illustrating alignment with these criteria. Project impacts can be location specific or region-wide (e.g. resulting from education or technology).</p>	10 pts
<p>The project addresses safety needs as indicated by documented collision data. (e.g. – non injury crashes)</p>	5 pts.

(Continued on next page)

The project includes safety-related improvements (e.g. on an evacuation route, improves radius of horizontal curves, pedestrian-roadway buffer, 4-ft shoulders with fog-stripe, lighting, transit pullout, traffic-calming)	5 pts.
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**If the proposed project is expected to increase safety, please describe how:**

**Regional Goal 2: Provide all types of transportation (multimodal)** [Complete if requesting STBG funds]

*“To serve the growing number of trips and goods movement effectively and efficiently, our transportation network must provide and promote attractive and well-connected options for all types of trip-making: walking, rolling, biking, cars, buses, rail, ferry, trucks, etc. Operating a multi-modal transportation system means that we are striving to serve trips (people, goods, and services) as well as managing road capacity for vehicles.”*

**Criterion:** The project is not focused on increasing capacity for personal *vehicles*. Rather, the project will increase the availability, efficiency, and/or desirability of non-SOV travel through broad or specific investments in one or more other modes including walking, rolling, transit, or freight.

**Points:** 13 (10 multiplied by 1.3 priority weight)

**Suggested scoring guidelines:**

Example facilities, operations, or programs	New or filling of a gap in the system	Improvement of existing facilities
Transit – current or planned WTA fixed route (please include verification from WTA).	1-10 pts.	1-6 pts.
Standard width shoulders		
Sidewalks		
Paved or separated trail		
Bike lanes		
Others?		

**If the proposed project is expected to increase the availability, efficiency, and/or desirability of non-SOV modes, please describe how:**

**Regional Goal 3: Climate (GHG reduction) and environmental quality** [Complete if requesting STBG funds]

*“Reducing greenhouse gas (GHG) emissions and more broadly advancing environmental mitigation and restoration (e.g., energy conservation, habitat preservation, and air and water quality) are outcomes of paramount importance in the region.”*

**Criterion:** The project will improve environmental conditions. This criterion is not intended to acknowledge environmental mitigation to offset known or expected project impacts.

**Points:** 12.5 (10 multiplied by 1.25 priority weight)

**Suggested scoring guidelines:**

Results in energy conservation.	1-10 pts  Based on expected degree of improvement.
Results in improved water quality / storm water management.	
Results in restored habitat.	
Results in greenhouse gas emissions reduction.	
Supports healthy communities.	
Addresses an environmental justice issue.	
Project includes significant sustainability practices (e.g., recycled materials)	

*Submitting agencies shall provide industry standard methods and analysis in support of estimates related to measures like those above.*

**If the proposed project is expected to improve environmental conditions, please describe how:**

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**Regional Goal 4: Maintain existing infrastructure in good, operating condition (preservation) [Complete if requesting STBG funds]**

*This goal indicates the Whatcom region’s intent to ensure that existing transportation systems are kept in a state of good repair before pursuing system expansions. This goal includes the principle of sustainability – choosing investments in facilities and programs that our region has the ability and willingness to pay for, operate, and maintain into the future.*

**Criterion:** The project contributes to preservation of existing system facilities (repair, reconstruction, resurfacing, seismic retrofit, bridge work, etc.)

**Points:** 12 (10 multiplied by 1.2 priority weight)

**Suggested scoring guidelines:** 1-10 points based on assessed degree of importance.

Please note: **Preservation** is understood here (per FHWA definitions) to consist of work that improves or sustains a facility so that it is in a **state of good repair**. Preservation does not generally result in additional capacity or added structural value.

While the corresponding regional goal includes maintenance, **maintenance** is understood here (per FHWA definitions) to refer narrowly to routine work on operational conditions that require regular, recurring attention (landscaping, sweeping, paint, etc.). Maintenance activities are not eligible for federal funding.

**If the proposed project will preserve existing facilities, please describe how:**

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**Regional Goal 5: System efficiency and reliability (mobility) [Complete if requesting STBG funds]**

*“High quality travel and goods movement as indicated by various measures such as travel time, travel-time predictability, vehicle miles traveled, reliability, and comfort. Our region's goal of optimizing mobility pertains to all types (modes) of transportation. Mobility depends on adequate transportation system capacity. To track progress on this goal (and other goals), WCOG emphasizes planning for the whole system’s operational capacity for serving forecast increases in trips rather than a narrower focus on our roads’ capacity for vehicles.”*

**Criterion:** The project will improve transportation system efficiency and/or reliability as described above.

**Points:** 11.5 (10 multiplied by 1.15 priority weight)

**Suggested scoring guidelines:** 1-10 points

The project is expected to improve performance:	1-10 pts Based on expected degree of improvement.
Of a <u>road link</u> currently operating or forecast to operate below the jurisdiction’s adopted level of service.	
Of an <u>intersection</u> that meets, or is forecast to meet, the jurisdiction’s adopted criteria for adding traffic control or other system-improving modifications (e.g. MUTCD warrants, NACTO design guide, etc.).	
As a result of an ITS deployment (e.g., signal, others).	
As a result of transportation demand management (TDM).	
Of transit (e.g. on-time performance, operating costs, etc.)	
Addresses other deficiencies	

**Please note:** WCOG can provide model output relative to above suggested road link measures. Other analysis (e.g., intersection engineering studies for MUTCD warrants) shall be provided by the submitting agency.

**If the proposed project will improve transportation system efficiency and/or reliability, please describe how:**

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**Regional Goal 6: Access, equity, and economic opportunity**

[Complete if requesting STBG funds]

*“The region’s transportation system should work for all people; should acknowledge and reduce barriers related to age (seniors and youth), income, physical ability, and historical marginalization; and should connect people to resources, services, and opportunities critical to economic success (especially education and employment).”*

**Criterion:** The project will enable more people; including those who cannot drive due to age, income, or physical ability; to get where they need to go.

**Points:** 10 (not weighted)

**Suggested scoring guidelines:**

Example outcomes:	
Improves pedestrian or bike connections across current barriers (e.g., major roadways) or to multimodal connections (park & rides, transit stops, etc.) – especially for currently or historically underserved communities.	1-10 pts.  Based on expected degree of improvement.
Improves transportation connections between underserved communities and employment centers and/or schools.	
Improves or provides a route that connects jurisdictions (e.g., Blaine to Lynden)	
Improves or provides a route to a multi-modal hub (transit hub, park & ride, airport, train station, etc.)	
Improves or provides a route or improved multimodal connections to a major activity center (hospital, college/university, government services/administration, major commercial center.)	

**If the proposed project will improve access, equity, and/or access to economic opportunity, please describe how:**

**Regional Goal 7: Freight and economic vitality**

[Complete if requesting STBG funds]

*“In addition to providing for the movement of people, our regional transportation system must provide for effective and efficient movement of goods and services and do so in a way that is consistent with our other goals listed above. A transportation network that enables transactions and the associated movement of products and services is essential to economic vitality.”*

**Criterion:** The project addresses freight-transportation needs and is located on a WA state designated Freight and Goods Transportation System (FGTS) road OR a road that recent truck counts (provided by proponent) show carries freight tonnage equivalent to an FGTS category

**Points:** 10 (not weighted)

**Suggested scoring guidelines:**

FGTS T-1 or T-2 road or equivalent.	5-10 pts.
FGTS T-3 or T4 road or equivalent.	3-7 pts.
FGTS T-5 road or equivalent.	1-5 pts
Provides connectivity to major freight intermodal facilities and large industrial/warehouse centers and/or agricultural & forestry facilities as identified by WSDOT’s 2017 State Freight Plan and WSDOT’s criteria for identifying freight corridors under FHWA’s FAST Freight program.	1-10 pts

*Note: WSDOT FGTS road classifications viewable on [WCOG’s GIS portal](#). On the Layers menu, select “WSDOT – Freight and Goods.” To open the color legend, click on the arrow (>) to the right of the layer title and then click on the revealed “Legend” tab.*

**If the proposed project will improve freight transportation and economic vitality, please describe how:**

**Supplemental Criterion 1: Financial**

[Complete if requesting STBG funds]

**Criterion:** The project has greater than required match OR the project has multiple funding partners (beyond local agency and (STBG/TA/CGP)

**Available points:** 5

**Scoring:**

- One point for every two percent of match over 13.5 percent — up to a maximum of five points (WCOG will calculate) or,
- Five points if the project has multiple funding partners.

*This calculation will be done by WCOG based on information supplied in preceding financial tables.*

**Note:** Discussion with TTAG noted a basic policy-question. Is there a regional interest in increasing the likelihood that more individual funding allocations can be made because this criterion compels proponents to contribute more local funding and ask for a smaller federal share than projects are eligible for?

**Supplemental Criterion 1: Preliminary work has been completed**

[Complete if requesting STBG funds]

**Criterion:** Relative to the project-phase(s) that funding is being requested for (PE, RoW, CN), has the proponent completed meaningful preparatory work indicative of their commitment.

**Available points:** 5

**Suggested scoring guidelines:**

Ready for construction	5 pts
Design / preliminary planning	2 pts.
Environmental (or if project is categorically excluded)	2 pts.
Archeological	2 pts.
Right-of-way acquisition (or if RoW is not needed)	2 pts.
Other (e.g. feasibility study, geotechnical work, etc.)	2 pts.

**Please describe what preliminary work has been completed:**

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**Supplemental Criterion 3: Supports regional economic development** [Complete if requesting STBG funds]

**Criterion:** The project will deliver economic development benefits such as job creation, job retention, or increased tax revenue.

**Available points:** 10

**Suggested scoring guidelines:**

Completion of the proposed project is part of a documented, adopted, regional or local economic development strategy inclusive of an analysis (economic impact analysis or economic development analysis) that substantiates a reasonable expectation that the project will generate one or more of the benefits listed above.	1-10 pts
The project proponent provides an explanation of how the completion of the project will result in one or more of the economic development benefits listed above.	1-5 pts.

**If the proposed project will support regional economic development, please describe how:**

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**Supplemental Criterion 4: Provides benefit to a large portion of the local community’s system users** [Complete if requesting STBG funds]

**Criterion:** The project will deliver benefits to a large portion of the people who live in the local community where the project is located.

**Available points:** 10

**Suggested scoring guidelines:**

For road projects, a transportation demand model select link analysis estimates that the road segment at the project location, carries (or is forecast to carry) more local trips (intra-jurisdictional) than it does regional (inter-jurisdictional) trips.	1-10 pts
For any project type, the improvement is expected to benefit more than half of the number of people who either live or work in the corresponding geographic community location (city, residential area, other community cluster)	
In alignment with the region’s human services transportation (HST) plan, the project is expected to improve transportation services for members of the community who are unable to drive because of low income, disability, or age.	

**If the proposed project will benefit a large proportion of the local community, please describe how:**

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**WCOG Transportation Alternatives Project Criterion:**[Complete only if requesting TA funds]

**Criterion:** The project fulfills TA program objectives as described in the TA Set-Aside Implementation Guidance.

**Available points:** 10

**Please describe how the project will fulfill TA program objectives as described in the implementation guidance:**

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**WCOG Carbon Reduction Project Criterion:**[Complete only if requesting CRP funds]

**Criterion:** The project will reduce Greenhouse Gas (GHG) Emissions.

**Available points:** 10

**Suggested Scoring Guidelines:** Between 0 and 10 points based on the substantiated expectations and relative degree of GHG reduction from the proposed project.

**Please describe how and to what extent the project is expected to reduce GHG emissions.**

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**Attachments:**

- Project location/termini map
- Other (designs, charts, etc.)
- Letters of support for private contributions.
- Associated data (counts etc.)



whatcom council of governments

## Memo

**To:** Whatcom MPO/RTPO Transportation Policy Board (WTPB)

**Date:** January 11, 2023

**From:** Hugh Conroy, Director of Planning

**Subject:** Regional ranking of project funding proposals for WSDOT's 2021-23 Consolidated Grant Program.

### **WSDOT Consolidated Grants Program**

Every two years, through its Consolidated Grants Program (CGP), WSDOT avails funding from combined sources dedicated to human services transportation needs. These funding sources include Federal Transit Administration (FTA) funds and state funds. Eligible uses include transit capital and operations, technology applications, mobility management, and planning. For CG Program applications to be considered for funding, proposed projects must:

- 1) be listed in an approved, regional Human Services Transportation Plan (HSTP), and
- 2) be reviewed and ranked by a regional review committee.

Funding applications for WSDOT's 2023-24 CG Program were due on October 27, 2022. Six applications were submitted by organizations in Whatcom County. Applying a consensus-based and documented review process based on WCOG's HSTP goals and strategies, our project review committee (composed of volunteers from the HSTP stakeholder group) is ranking the projects.

Based on county populations, WSDOT allocates a number of letter grades that regional ranking committees are to assign to proposals. Whatcom County is allocated two As, three Bs, and three Cs. These are allocated per the committee's straight numerical ranking.

**NOTE:** WCOG's 2023 CGP Project Review Committee is not due to complete its scoring and ranking until Friday, January 13. The ranked project list will be available at the January 18 Policy Board Meeting. The final scores will be submitted to WSDOT by the January 27 deadline of.

### **Policy Board approval of the committee's recommended ranking**

The Policy Board is asked to approve the committee's ranking of the SFY 2023-24 CG Program funding proposals. The rankings (and letter grades) will be submitted to WSDOT for the remainder of the project evaluation process and final funding decisions.

### **Suggested motion**

"The Whatcom Council of Governments Transportation Policy Board approves the regional ranking of the FY23-24 Whatcom County funding proposals to WSDOT's Consolidated Grants Program as presented."



## MEMORANDUM

To: Whatcom Transportation Policy Board  
From: Lethal Coe, Principal Planner  
Date: January 11, 2023  
Subject: WCOG 2023 TIP Amendment

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**Amendment #1 (23-01)** of the WCOG 2023 Transportation Improvement Program (TIP) includes the following:

1. Add Lummi Nation project *Elevate Slater Road* preliminary engineering (PE) phase to address flooding issues along Slater Rd. The project has secured funding from Moving Ahead Washington account's 2021-23 biennium for \$2 million and a Federal budget earmark for \$350,000. That will bring the total PE phase to \$2,350,000 to begin this year. The project total cost estimation is \$50 million.
2. Amend Blaine project *Boblett St Traffic Channelization and Corridor Improvements* to increase the construction phase from \$1,040,730 to \$2,964,671. The increase will be filled with local funds and, [pending policy board award], Carbon Reduction Program (CRP) funds. The project is scheduled to obligate construction before the end of the 2023 FFY.

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

### **Suggested Policy Board Action:**

Approve Amendment #1 of the Whatcom Council of Governments 2023 Transportation Improvement Program.

**WCOG TIP Amendment #1 (23-01) Table**

#	Agency	Project Title	Amended TIP Action	Added Funds	Total Cost	Source
1	Lummi Nation	<i>Elevate Slater Road</i>	Add new project – Preliminary Engineering phase	2,350,000	50,000,000	MAW, Federal STBG
2	Blaine	<i>Boblett St Traffic Channelization and Corridor Improvements</i>	Amend to increase CN phase, add CRP funds and adjust total project cost	1,923,941	3,586,708	STBG (US), CRP (US)

**No Policy Board Action Required for the following Administrative Modifications**

**Recent or Upcoming Administrative Modifications** - Administrative modifications are less substantial project changes and are administered by WCOG staff.

Agency	Project	Modification Administered	Total Costs	Source
Bellingham	<i>Telegraph Rd Multimodal Safety Improvements</i>	[pending policy board award] add Carbon Reduction Program funds to replace local funds	7,707,000	STBG (UM), TIB, CRP
[pending policy board award] CRP funds will be added to remaining projects accordingly via administrative modification				
Bellingham	<i>Parkview ES Safe Routes to School Improvements</i>	Adjust end termini from Meridian St to Peabody St	2,370,000	SRTS, TIB