



Meeting of the Whatcom Transportation Policy Board

Wednesday, January 15, 2025, 3:30 p.m.

314 East Champion Street, Bellingham, Washington

Join using Zoom <https://us06web.zoom.us/j/88943621904>

Or phone: (253) 215-8782

Agenda

Pages

- A. Call to Order**
- 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)**
- 2-4 **D. Approval of the Minutes** -- Meeting of October 9, 2024*
- E. Old Business (if any)**
- 5-6 **F. Public Hearing: Amendment #1 (25-01) of the WCOG 2025 Transportation Improvement Program (TIP)**
 - 1. Staff Presentation – Lethal Coe
 - 2. Open Public Hearing – Members of the public may address the Board about 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*
- G. New Business**
 - 1. Overview of Whatcom County’s Electric Vehicle Plan – Lauren Clemens, Whatcom County.
 - 7-17 2. Considering approval of the 2025 WCOG federal funding proposal form and scoring methodology – Lethal Coe*
 - 18-25 3. Consideration of adoption of state-wide roadway safety targets – Hugh Conroy*
 - 26 4. Consideration of ranking Whatcom region funding proposals for WSDOT’s Consolidated Grants Program – Melissa Fanucci*
- H. Obligation Status Update** – Lethal Coe
- I. Director’s Report** – Hugh Conroy
- J. Correspondence (if any)**
- K. Board Open Forum**

* Action item

Whatcom Transportation Policy Board
Minutes (DRAFT)
October 9, 2024

In Attendance (In-person or via Zoom)

Members *Voting:* **Bellingham:** Kim Lund, Skip Williams; **Blaine:** Richard May; **Everson:** John Perry; **Ferndale:** Greg Hansen (2nd Vice Chair); **Lynden:** Scott Korthuis (Chair); **Nooksack:** Kevin Hester; **Sumas:** Bruce Bosch; **Whatcom County:** Kaylee Galloway, Jon Scanlon, Satpal Sidhu; **WSDOT:** Chris Damitio, Justin Resnick; **Whatcom Transportation Authority:** Michael Lilliquist (1st Vice Chair).

Staff Lethal Coe, Hugh Conroy (Secretary), Ron Cubellis, Melissa Fanucci, Emily Moran

Others **Whatcom PUD :** Atul Deshmane, Todd Lagestee; **McBride Public Affairs:** Tom McBride; **WSDOT:** Kristen Beale, Ryan Clemens, John Shambaugh; **Bellingham Chamber of Commerce:** Guy Occhiogrosso.

A. **Call to Order**

Hugh Conroy determined that there was a quorum, and Chair Korthuis called the meeting to order at 3:45 p.m.

B. **Public Comment**

None

C. **Agenda Additions**

None

D. **Approval of the minutes – meeting of July 10, 2024.**

Motion: Mr. Hester moved, second by Mr. Lilliquist, to approve the minutes of the meeting of July 10, 2024, as presented. **Motion passed** with no opposing votes. Mr. Williams abstained (was not present at the July 10 meeting).

E. **Old Business**

None

F. **2025-2030 WCOG Transportation Improvement Program (TIP)**

1. Public hearing: Mr. Korthuis opened the public hearing at 3:52. No members of the public were present. The public hearing was closed at 3:53.

Mr. Coe reviewed the associated memo and materials in the proposed TIP.

Motion: Mr. Hansen moved to approve the 2025-2030 TIP as presented, seconded by Mr. Williams. **Motion passed** with no opposing votes.

G. **New Business**

1. **Interstate 5** conditions, alternative analyses, current I-5 planning work, and current WSDOT investment policies and strategies:

Mr. Resnick presented on I-5 through Whatcom County. (*The slides used for the presentation are available from WCOG upon request.*). Sources of existing WSDOT policies and priorities were discussed including the adopted regional transportation plan, WA state and federal legislated transportation goals and planning factors, and recent work on the WSDOT Highway System Plan (HSP) including state-wide investment scenarios given current-law revenues.

Mr. Lilliquist asked about levels of public participation in the HSP development

Mr. Resnick also discussed findings of recent I-5 studies in (A Phase I study from Hwy 11 – Grandview), as well as last year’s formation of a new I-5 Corridor office which is both overseeing an I-5 master planning effort and WA state’s work on high-speed rail plans between Portland, OR and Vancouver, BC. There is a [WSDOT I-5 study webpage](#).

Mr. Resnick mentioned that the previous Phase I study in Whatcom County (which focused on operations strategies to address crashes and congestion) was intended to cue up a Phase II but there has not been available funding for that. A Phase II could evaluate additional alternatives. Mr. Lagestee asked if Whatcom or Skagit County I-5 work has included seismic evaluations. Mr. Resnick responded that most of the resiliency work north of central Puget Sound has focused on flooding risk.

Mr. Scanlon asked for a recommendation on how best to engage in order to ensure a high-speed rail stop is considered for Whatcom County. Discussion noted that current planning is still higher-level than routing and stop scenarios.

Mr. Korthuis asked Mr. Resnick if he could give this kind of presentation to the Whatcom Business and Commerce Committee. Mr. Resnick agreed that he’d be happy to do that.

Mr. Lilliquist emphasized the importance of describing the problems that next-phase evaluation would address.

Mr. Hansen noted that the WCOG [Council] board could ask for funding to conduct a Phase II study of I-5 in Whatcom County.

Mr. Resnick noted the importance of integrating regional I-5 studies with the state-wide master-planning efforts.

Mr. Deshmane asked how a Phase II study would consider climate impacts – specifically the expected change in GHG emissions on a per-capita basis. Mr. Resnick noted that the study of the Lincoln-Lakeway interchange/subarea study, for example, evaluated impact of active transportation – trip making changes that have implications for GHG emissions.

H. Obligation Status Update

Mr. Coe reviewed obligation status. Mr. Coe also reviewed the last four years of WCOG’s member jurisdiction’s consistent success obligating its federal transportation funds on schedule and the cumulative, additional funding that our region has qualified for as a result (as well as avoiding state sanctions for missing targets).

J. Director’s Report

Mr. Conroy reviewed the status of various planning and program activities:

- Development of the USDOT funded regional safety action plan
- The upcoming, October 23 Assembly Meeting the International Mobility and Trade Corridor (IMTC) Program.
- The status of requests for some additional funding for next year’s IMTC Personal Vehicle Survey so that Pt. Roberts port-of-entry can also be included.
- The recent WSDOT regional workshop on transitioning to multimodal level of service for state routes, regional transportation planning organizations (RTPOs), and local comprehensive plans.

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K. **Correspondence**

Mr. Conroy noted that he had written letters of support for two regional applications to the U.S. FHWA Reconnecting Communities grant program – one for Whatcom County Parks for trail connections adjacent to Marine Dr. and one for the City of Ferndale to address access and connectivity for Portal Way.

L. **Board Open Forum**

None

M. **Adjourn**

4:39

Hugh Conroy
Secretary

Approved January 15, 2025



Memo

To: Whatcom Transportation Policy Board

From: Lethal Coe, Principal Planner

Date: January 8, 2025

Subject: WCOG 2025 Transportation Improvement Program (TIP) Amendments

Amendment #1 (25-01) of the WCOG 2024 Transportation Improvement Program (TIP) includes the following:

1. Add City of Bellingham project *Pine/Wharf St. Rail Crossing Improvement Project* that will upgrade the BNSF crossing to include four quadrant gates, bicycle and pedestrian improvements, and travel lane channelization. The project was awarded \$950k in Highways Safety Improvement Program funds and the total project cost is \$4,329,955. Construction is planned for 2026.
2. Amend City of Bellingham project *Downtown Signalized Intersection Accessibility & Safety Improvements* to add federal funds. Recently awarded federal Highway Safety Improvement Program funds will replace the portion of local funding for preliminary engineering and construction, and the total project cost remains at \$3.5 million. The project will begin later this year.
3. Add Washington State Department of Transportation (WSDOT) project *Concrete Roadway Preservation Whatcom Council of Governments* to replace concrete to extend the life of the highways and provide a smoother ride. The project is funded through federal Surface Transportation Block Grant (STBG) and state Motor Vehicle Account (MVA), and the total amount of funds programmed for preliminary engineering and construction phases is \$1,217,856. Construction in 2026.
4. Amend WSDOT project *Asphalt/Chip Seal Preservation Whatcom Council of Governments* to increase the funding for the preliminary engineering and construction phases. The program has increased to a total cost of \$30,980,264. The project is federal funded through National Highway Performance Program (NHPP) and Surface Transportation Block Grant (STBG) and state funded through Motor Vehicle Account (MVA). The current program's construction is scheduled for 2025-2027.
5. Amend Lummi Nation's *Elevate Slater Rd* project to update the preliminary engineering estimate. The current \$2.35 mil will likely increase beyond the 30% threshold for an amendment. A current PE estimation of \$4.35 has been provided in the meantime and an updated estimation is planned to be provided in time for the policy board meeting.

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 2025 Transportation Improvement Program.

WCOG TIP Amendment #1 (25-01) Table

#	Agency	Project Title	Amended TIP Action	Added Funds	Total Cost	Source
1	Bellingham	<i>Pine/Wharf St. Rail Crossing Improvement Project</i>	Add new project	4,329,955	4,329,955	HSIP
2	Bellingham	<i>Downtown Signalized Intersection Accessibility & Safety Improvements</i>	Amend to HSIP funds and add PE phase	521,000	3,500,000	HSIP
3	WSDOT	<i>Concrete Roadway Preservation Whatcom Council of Governments</i>	Add new project	1,217,856	1,217,856	STBG, MVA
4	WSDOT	<i>Asphalt/Chip Seal Preservation Whatcom Council of Governments</i>	Amend to increase funding	25,391,700	30,980,264	NHPP, STBG
5	Lummi Nation	<i>Elevate Slater Rd</i>	Amend to increase funding – amount to be confirmed at WTPB	~2 mil	~4.35 mil	STBG, MAW

Recent or Upcoming Administrative Modifications - Administrative modifications are less substantial project changes and are administered by WCOG staff. No Policy Board Actions are required.

Agency	Project	Modification Administered	Total Costs	Source
Bellingham	<i>Potter and Lincoln St Roundabout</i>	Add Safe Routes to School funds awarded by WA	\$2.35 mil	SRTS



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Memo

To: Whatcom Transportation Policy Board (WTPB)
Date: January 7, 2025
From: Lethal Coe, Principal Planner
Subject: Considering approval of the 2025 WCOG federal funding proposal form and scoring methodology

Introduction

In preparation for the WCOG biennial allocation of federal funds to eligible projects scheduled for this Spring 2025, WCOG staff through the support of the Transportation Technical Advisory Group (TTAG) has prepared the project funding request form to move forward to the Whatcom Transportation Policy Board for approval. Funding available for the surface transportation block grant (STBG) and transportation alternatives (TA) programs for the years 2030-31 are as follows:

Program	FFY 2030-31 Estimated Available Funding				
	Urban Medium 50K-200K	Urban Small 5K-49,999K	Rural <5K	Any Area Urban or Rural	Totals
STBG	3,500,000	850,000	800,000	1,300,000	6,450,000
TA	325,000	80,000	165,000	175,000	745,000
Totals	3,825,000	930,000	965,000	1,475,000	7,195,000

STBG-TA Proposal Form

The proposal form has been refreshed and updated from the previous form in 2023 that combined the STBG and TA into a single proposal form. Information in the form includes funding sources and geographical areas, explanation of evaluation methodology and scoring criteria, and guidance for TTAG reviewers. The evaluation methodology continues the practice of aligning projects towards reaching regional goals that are identified in the WCOG long-range plan, currently *Way to Go, Whatcom*.

Project Selection Schedule

Policy Board review and approval of application	Jan 13
Call for projects (possibly sooner)	Mar 17
Applications due	May 9
TTAG presentations	May 22
Preliminary scores due	Jun 18
TTAG meeting: project overviews, Q&A, finalization of TTAG scores.	Jun 26
Whatcom Transportation Policy Board finalization of project selection.	Jul 14

Suggested motion

“Approve the proposal form for WCOG’s 2025 STBG project selection process as presented.”

Attachment – STBG Application Form Draft



2025 Regional Federal Funding Allocation Project Proposal Form

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Available Funding

WCOG will be allocating funding from two federal programs.

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

The 2025 project selection will allocate funding from federal fiscal year (FFY) apportionments of STBG & TA (2030 and 2031).

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.

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



How Much Funding 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	\$3,500,000	\$850,000	\$800,000	\$5,150,000
	TA	\$325,000	\$80,000	\$165,000	\$570,000
	Area-designated totals	\$3,825,000	\$930,000	\$965,000	\$5,720,000
		↓			
		Any-area			
Available to Any-area (Flexible)	STBG	\$1,300,000			\$1,300,000
	TA	\$175,000			\$175,000
	Any-area total	\$1,475,000			\$1,475,000
		↓			
		Maximum Available to Each Area-type			
		Urban Medium	Urban Small	Rural	
		+ Any-area	+ Any-area	+ Any-area	
Combined amounts available to each area type	STBG	\$4,800,000	\$2,150,000	\$2,100,000	↓
	TA	\$500,000	\$255,000	\$340,000	
	Total	\$5,300,000	\$2,405,000	\$2,440,000	
		↓			
					\$7,195,000

(Amounts updated October 23, 2024)

Project selection schedule 2025

- Project funding proposal forms available by: **March 17**
- Proposals due to WCOG: **May 9**
- TTAG presentations: **May 22**
- Preliminary scores due: **June 18**
- TTAG meeting: project overviews, Q&A, finalization of TTAG scores: **June 26**
- Policy Board finalization of project selection: **July 9**

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 June 30 following the proposed phase start date (stated below)

Examples: If a project phase is proposed to start in April 2029, funds need to be obligated by June 30, 2029. If a phase is proposed to start in September 2029, funds need to be obligated by June 30, 2030.

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 in receiving funds from.

STBG (FFYs 2030 and 2031)

TA (FFYs 2030 and 2031)

	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 or TA request			
Other federal			
Local			
Private			
State			
Other: _____			
Total			

(If a Joint Project) Participating agency: _____

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

Project total

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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 8th 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 proposals will be scored on one criterion (the last criteria listed below). If a project is seeking funding from TA, skip the first 11 criteria and only provide information in the TA field.

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: Number of fatalities Rate of fatalities per 100 million VMT Number of serious injuries Rate of serious injuries per 100 million VMT Number of non-motorized fatalities and non-motorized serious injuries WCOG will obtain and summarize data from the WSDOT Crash Data & 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>	<p>10 pts</p>
<p>The project addresses safety needs as indicated by documented collision data. (e.g. – non injury crashes)</p>	<p>5 pts.</p>
<p>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)</p>	<p>5 pts.</p>

If the proposed project is expected to increase safety, please describe how.

3,400 character limit

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	1-10 pts.	1-6 pts.
Standard width shoulders		
Sidewalks		
Paved or separated trail		
Bike lanes		
<i>Others?</i>		

If the proposed project is expected to increase the availability, efficiency, and/or desirability of non-SOV modes, please describe how: 3,400 character limit

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: 3,400 character limit

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: 3,400 character limit

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: 3,400 character limit

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: 3,400 character limit

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 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: 3,400 character limit

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.

If the proponent has completed meaningful preparatory work for the proposed project, please describe: 3,400 character limit

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: 3,400 character limit

Attachments:

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



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Memo

To: Whatcom Transportation Policy Board (WTPB)
Date: January 7, 2025
From: Hugh Conroy, Director *HC*
Subject: Resolution to adopt Washington State's 2025 HSIP safety performance targets

Introduction

Federal law requires that states and metropolitan planning organizations (MPOs) identify performance measures and targets for road 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 USDOT 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: Vision Zero, crash data, reporting schedules, periodic revisions, and possible penalties to the state for underperformance. **This document, "Transportation Performance Management & Highway Safety,"** which also lists the updated targets for 2025, 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.

Vision Zero 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 25-01-1 (attached), adopting Washington's 2025 Highway Safety Improvement Program (HSIP) targets and thus agrees to plan and program projects so that they contribute toward the accomplishment of the targets."

Transportation Performance Management & Highway Safety

WSDOT submits TPM Safety performance targets to FHWA

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.

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 support. Page 3 highlights the official statewide safety targets for 2024, 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.

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)

- 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 2025 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).

TPM Safety Target Setting

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

	<u>2023 Baseline</u>	<u>2025 Official Targets</u>
		Statewide TPM Target (Target Zero)
No. 1 - Fatalities	667.8	477.0
No. 2 - Fatality rate	1.145	0.818
No. 3 - Serious injuries	2,823.6	2,016.9
No. 4 - Serious injury rate	4.814	3.458
No. 5 - Non-motorist fatalities & serious injuries	657.0	469.3

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

FHWA’s “Significant Progress” measurement

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 2019 to 2023 had to be:

- At or below the target set in 2022 for the 2023 year, OR
- At or below the 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 2019-2023 creates the value of the rolling average in 2023—667.8 fatalities.
- The rolling 5-year average value for 2025 is set as the baseline performance (annual average of 2019 through 2023).

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 for fatalities in 2025 (in this case 477.0) becomes the target for the performance measure in 2025 as shown on the following page.

WSDOT employs multifaceted approach to improve traveler safety

WSDOT is working to reduce fatal and serious crashes by using:

Roundabout first policy - WSDOT is updating its design guidance so roundabouts are the primary consideration when implementing intersection improvements.

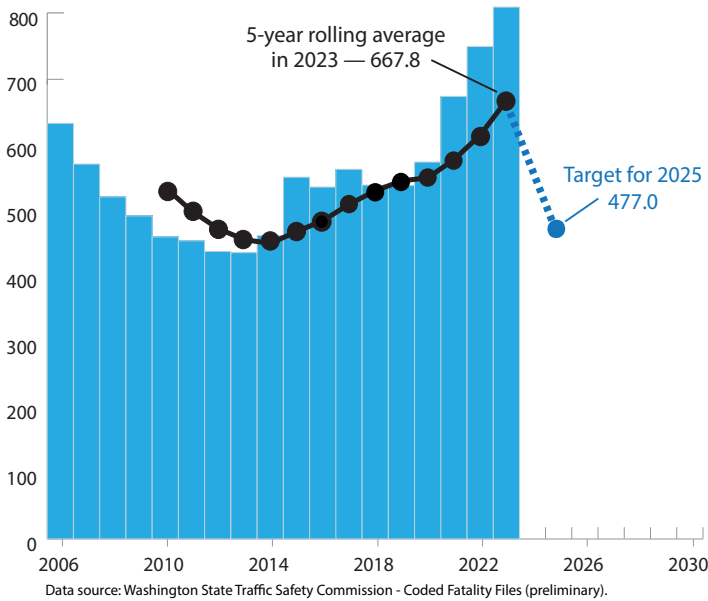
Speed management/injury minimization - WSDOT is also updating its design guidance to promote self-enforcing roads and reduce travel speeds.

Crash reduction program - WSDOT uses statistical analysis to identify project locations that have the highest potential to reduce fatal and serious crashes with investment of project funds. WSDOT programs its HSIP funding to improve these project locations.

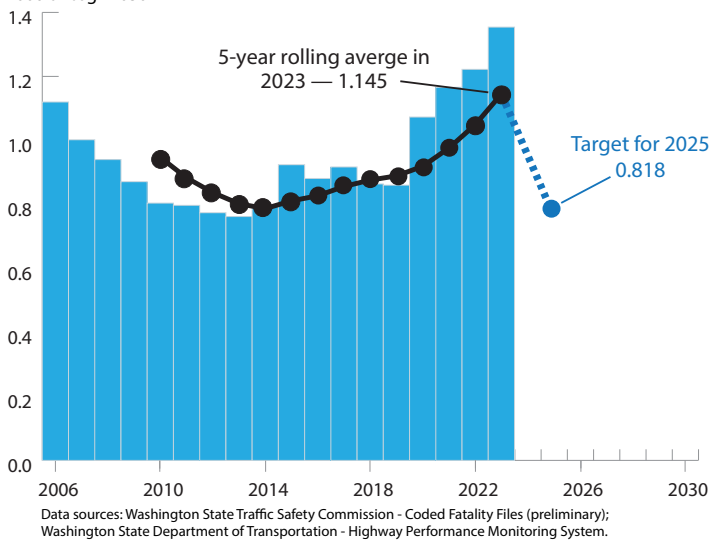
About these graphs

These graphs display the final 2025 targets for each of the five TPM safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission. Even though the 5-year rolling average in any given safety performance area may increase over time, WSDOT must set a performance target that is equal to or lower than the most recent 5-year rolling average. This is considered a "decreasing target" even if the value of the target for 2025 is greater than the value of a previous target.

Measure No. 1 - Fatalities
2006 through 2030

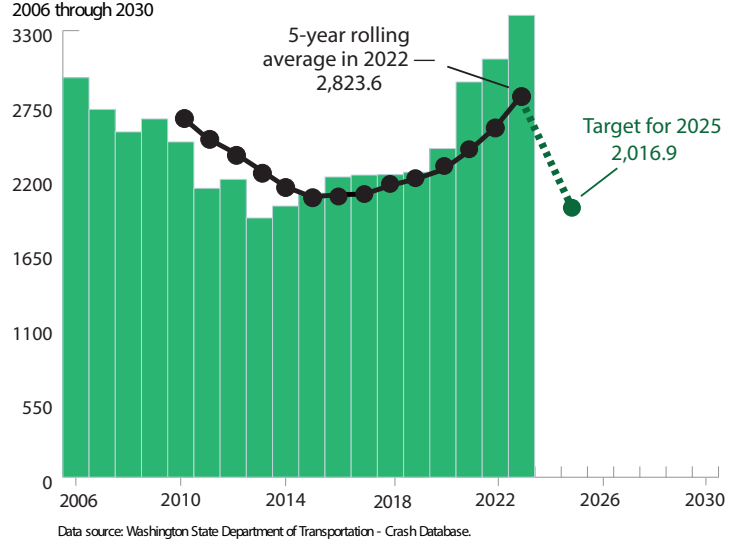


Measure No. 2 - Fatality rate per 100 million VMT
2006 through 2030

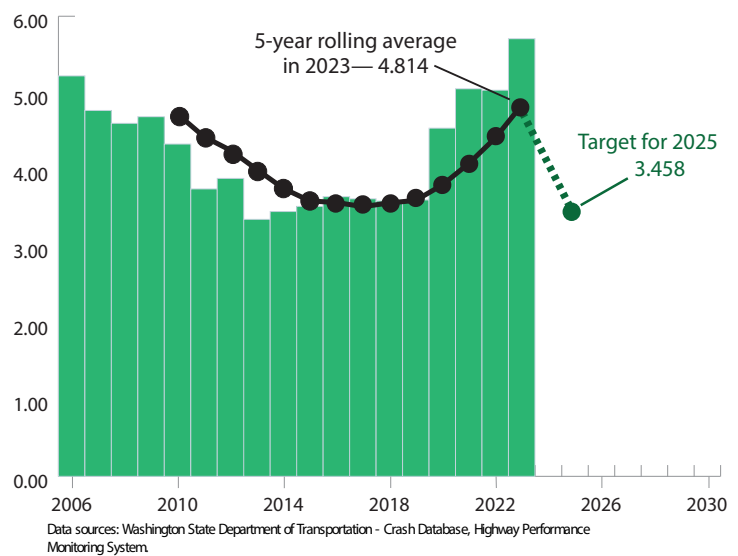


Notes: Fatality data for 2023 is finalized as of January 2025, serious injury count for 2023 is as of June 2024. All data for 2023 is preliminary as of June 2024. Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of 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.

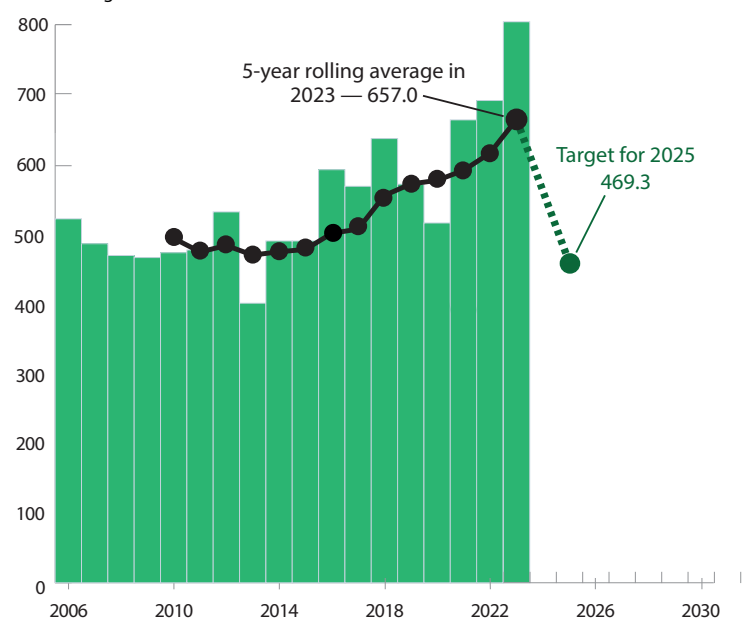
Measure No. 3 - Serious injuries
2006 through 2030



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 roads¹
- Number of serious traffic injuries for all public roads
- Rate of serious traffic injuries per 100 million VMT for all public roads¹
- Bicyclist/Pedestrian fatalities and serious injuries for all public roads²
- Fatality and serious injury data for drivers and pedestrians age 65 and older³
- Rate of traffic fatalities for all High Risk Rural Roads (HRRR)^{1,3}

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 FY2015 Omnibus Appropriations Bill. 3 This data satisfies a TPM special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

What is the current distribution of HSIP funds?

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 2024 reporting period it is anticipated that the State of Washington will receive approximately \$52.3 million for the HSIP program, which will be split 70/30 between local and state roadways. As a result, approximately \$37.2 million will be allocated to local roadways and \$16.0 million will go to state roadways. The state will receive an additional estimated amount of \$16.5 million in Section 164 (repeat offender) penalty. This is a required transfer of funds from other sources (National Highway Performance Program) that would be assigned to the state, but now must be spent on HSIP eligible activities. 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

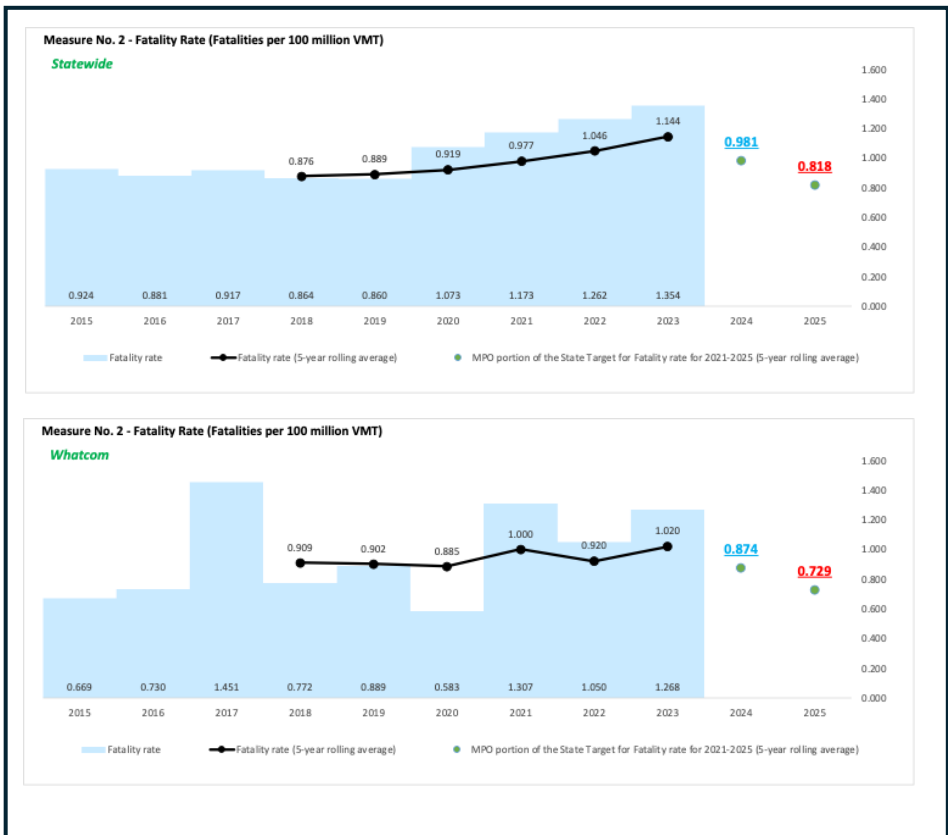
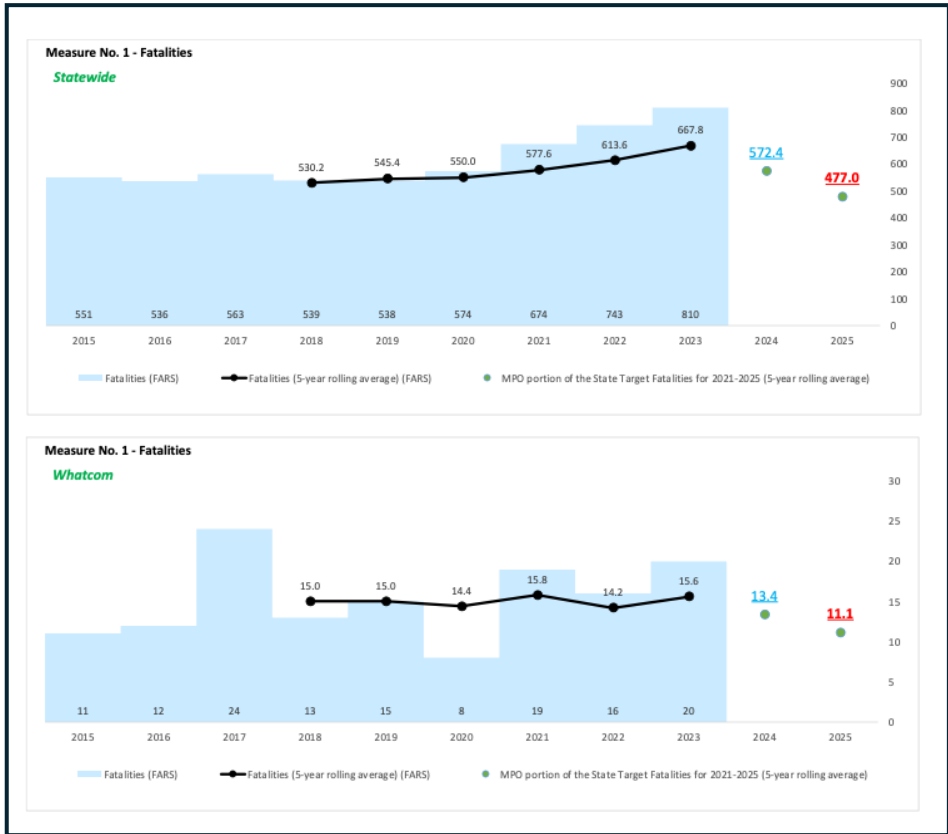
TPM safety requirements information: John Milton, Director of Transportation Safety and Systems Analysis (360) 704-6363 or John.Milton@wsdot.wa.gov.

Traffic crash fatal and serious injury data: Yi Wang at (360) 570-2420, Yi.Wang@wsdot.wa.gov. Data is protected by U.S. Code 23 §148 and §409, but can be requested.

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 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.

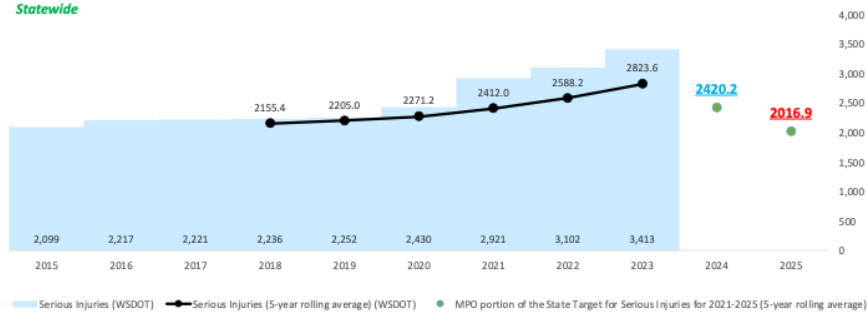
Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits 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.

Comparison of Statewide and Whatcom County Measures of MAP-21 Safety Performance Metrics – 2025



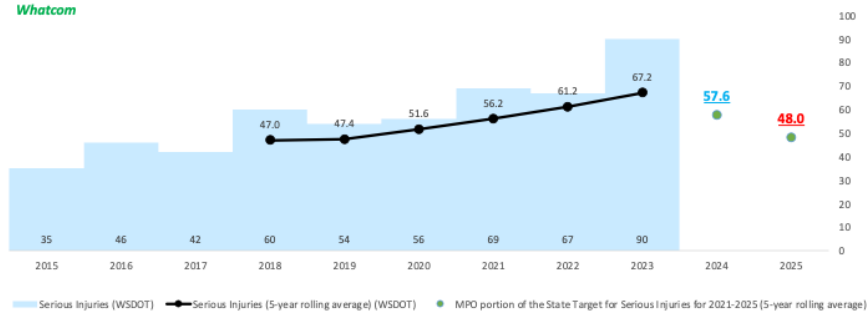
Measure No. 3 - Serious injuries

Statewide



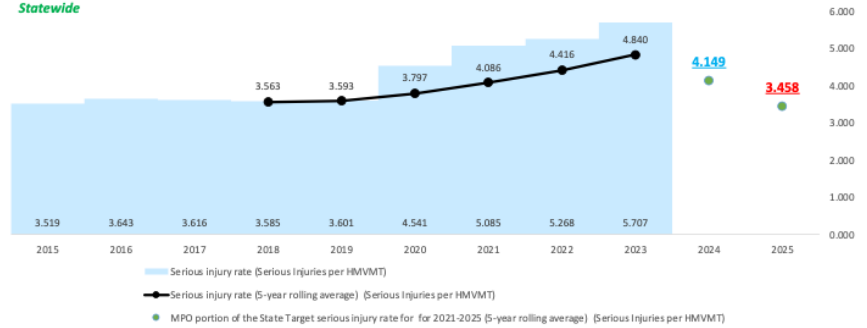
Measure No. 3 - Serious injuries

Whatcom



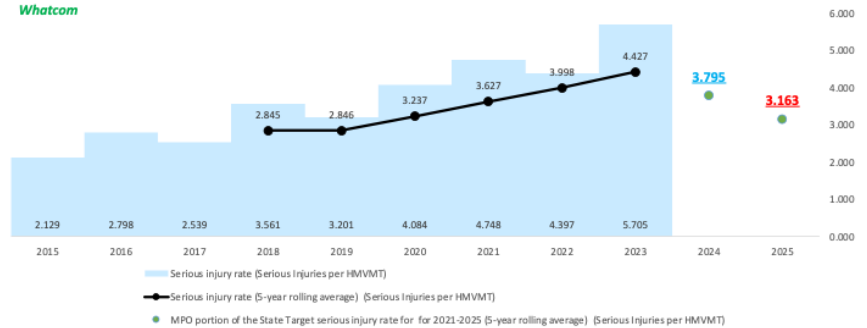
Measure No. 4 - Serious injury rate (Serious injuries per 100 million VMT)

Statewide



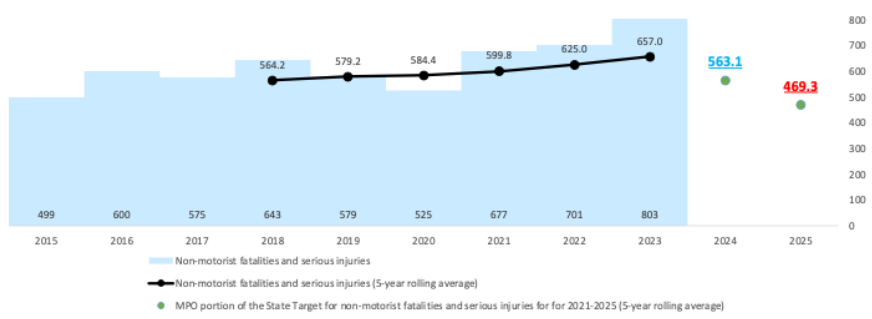
Measure No. 4 - Serious injury rate (Serious injuries per 100 million VMT)

Whatcom



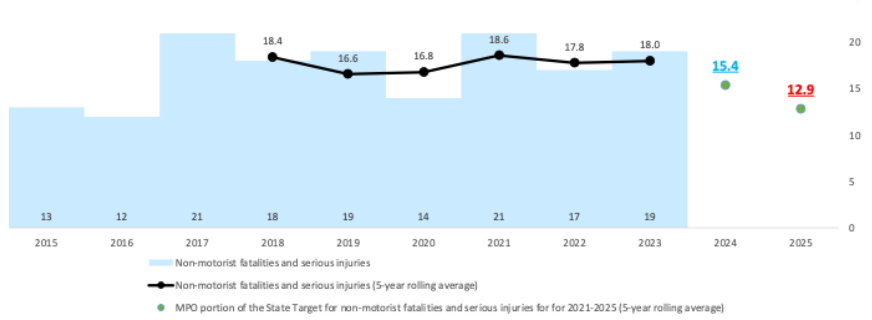
Measure No. 5 - Non-motorist fatalities and serious injuries

Statewide



Measure No. 5 - Non-motorist fatalities and serious injuries

Whatcom





Memo

To: Whatcom Transportation Policy Board (WTPB)

Date: January 3, 2025

From: Melissa Fanucci, Principal Planner

Subject: Regional ranking of funding proposals for WSDOT’s 2025-2027 Consolidated Grants Program

WSDOT Consolidated Grants Program

Every two years, the Washington State Department of Transportation’s Consolidated Grants Program provides funds for public transportation improvements within and between rural communities; tribal transportation; transportation services between cities; purchases of new buses and equipment; and public transportation services to seniors and people with disabilities.

Regional Ranking

WCOG, as the Regional Transportation Planning Organization (RTPO) for Whatcom County, provides priority rankings for all the funding proposals submitted to WSDOT from our region. While this ranking doesn’t by itself determine which projects will be funded, it *does* provide guidance to WSDOT of regional priorities and helps them evaluate each proposal.

Based on county populations, WSDOT allocates a number of letter grades to assign to proposals. This round, Whatcom County has been allocated two As, three Bs, 3 Cs, and an unlimited number of Ds.

WCOG convened a voluntary Regional Review Committee to read and score each application based on criteria established in the Whatcom Human Services Transportation Plan (HSTP). A tabulation of the submitted scoresheets resulted in the following project letter grades:

Grade	Agency	Project Title
A	WTA	28530 - WTA Mobility Management
A	Lummi Indian Business Council	27714 - Lummi Tribe Transit Operating Grant
B	Opportunity Council	28513 - Volunteer Transportation Program
B	Lummi Indian Business Council	28451 – Lummi Nation Transit Buses
B	Lummi Indian Business Council	29225 – Expansion of Operations to Include Weekend Service
C	Lummi Indian Business Council	29181 – Lummi Nation Transit Facility
C	Lummi Indian Business Council	29330 – Lummi Emergency Transportation & Evacuation Planning

Policy Board approval of the committee’s recommended ranking

The Policy Board is asked to approve the committee’s ranking of the SFY 2025-2027 Consolidated Grant Program funding proposals. The rankings (and letter grades) will be submitted to WSDOT for final funding decisions.

Suggested motion

“Approve the regional ranking of the FY25-27 Whatcom County funding proposals to WSDOT’s Consolidated Grants Program as presented.”