



whatcom council of governments

2027 State Fiscal Year

Unified Planning Work Program for the Whatcom Metropolitan Planning Area Whatcom County, Washington

Approved on May 13, 2026



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

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Introduction: The UPWP and the Whatcom Council of Governments

A Unified Planning Work Program (UPWP) is required periodically (annually or biennially) of Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs). The Whatcom Council of Governments (WCOG) is the federally recognized MPO for the Bellingham Urbanized Area and the state designated RTPO for the entirety of Whatcom County, Washington. While WCOG assumed those responsibilities in 1983 and 1990, respectively, it came into existence in 1966 as a regional conference of governments enabled by an act of the Washington State Legislature (RCW [36.64.080](#)).

This UPWP lists and describes anticipated uses of federal and state funding for MPO and RTPO activities over the upcoming state fiscal year (SFY) 2027.

The federal funds WCOG uses to conduct metropolitan transportation planning come from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Those funds pass through the Washington State Department of Transportation (WSDOT) along with WCOG's allocation of state funds for its RTPO activities. As part of their administrative responsibilities, WSDOT, FHWA, and FTA are responsible for verifying that UPWPs are complete and contain sufficient detail to support its subsequent reporting of MPO expenditures to the U.S. Department of Transportation (USDOT).

Purposes of this UPWP

The UPWP serves multiple purposes:

- It confirms for WSDOT, FHWA, and FTA that an appropriate *cooperative, comprehensive and continuing* (3C) planning process is in place;
- It includes sufficient details for WSDOT's Tribal and Regional Integrated Planning (TRIP) office to determine the eligibility of funding.
- It meets WCOG's federal and state requirements as an MPO and RTPO, respectively, to prepare and submit a UPWP annually;
- It provides useful information for the public, the Whatcom Transportation Policy Board (WTPB), member jurisdictions, and partner agencies about how WCOG activities are funded and how they complement each other to achieve progress toward adopted regional objectives; and
- It supports program management and reporting.

Organization of WCOG's UPWP

WCOG's UPWP is organized to provide a description of all work activities planned for Washington State fiscal year (SFY) 2027 and facilitate the TRIP's review and evaluation of functions and expenditures related to federal and state planning funds. The individual work **activities** in WCOG's work plan are organized under the following **four categories**.

1. Program administration
2. Transportation Planning & Programs
3. Programming
4. Unfunded priority programs and projects.

WCOG's UPWP will provide details on anticipated activities within each of the above categories. While many of WCOG's planned activities are funded by the FHWA & FTA Consolidated Planning Grant (CPG) funds that the WSDOT offices administer, others are funded from other FHWA programs, state funds, local funds, and Canadian funds (for certain U.S.-Canada border related projects). While all anticipated SFY 2027 activities are grouped under the four categories, each activity section header also includes a notation of funding source types.

Explanations of SFY 2027 activities are formatted as follows:

Category (listed above)

Activity (varying number under each category)

- **Performance** (i.e., who will perform the work)
- **Products**
- **Schedule**
- **Funding** (sources to be used)

Financial table

WSDOT UPWP guidelines include a financial table template for providing a summary of MPO/RTPO activities funded by CPG and/or RTPO funds along with the sources of proposed match and other funds as required by 23 CFR 450.308. This table is included as Appendix A.

Safe and Accessible Transportation Set-aside

For SFY 2027, FHWA has asked MPOs to detail how they are using the 2.5 percent set-aside for *Safe and Accessible Transportation* (Section 11206 of the 2021 Infrastructure Investment and Jobs Act -- **IIJA**). The IIJA states that activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities may include:

- 1) *Adoption of Complete Streets standards or policies;*
- 2) *Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;*
- 3) *Development of transportation plans—*
 - a) *to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child care services, or other community activity centers;*
 - b) *to integrate active transportation facilities with public transportation service or improve access to public transportation;*

-
- c) to create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities;*
 - d) to increase public transportation ridership; and*
 - e) to improve the safety of bicyclists and pedestrians;*
 - 4) regional and megaregional planning to address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and*
 - (5) development of transportation plans and policies that support transit-oriented development.*

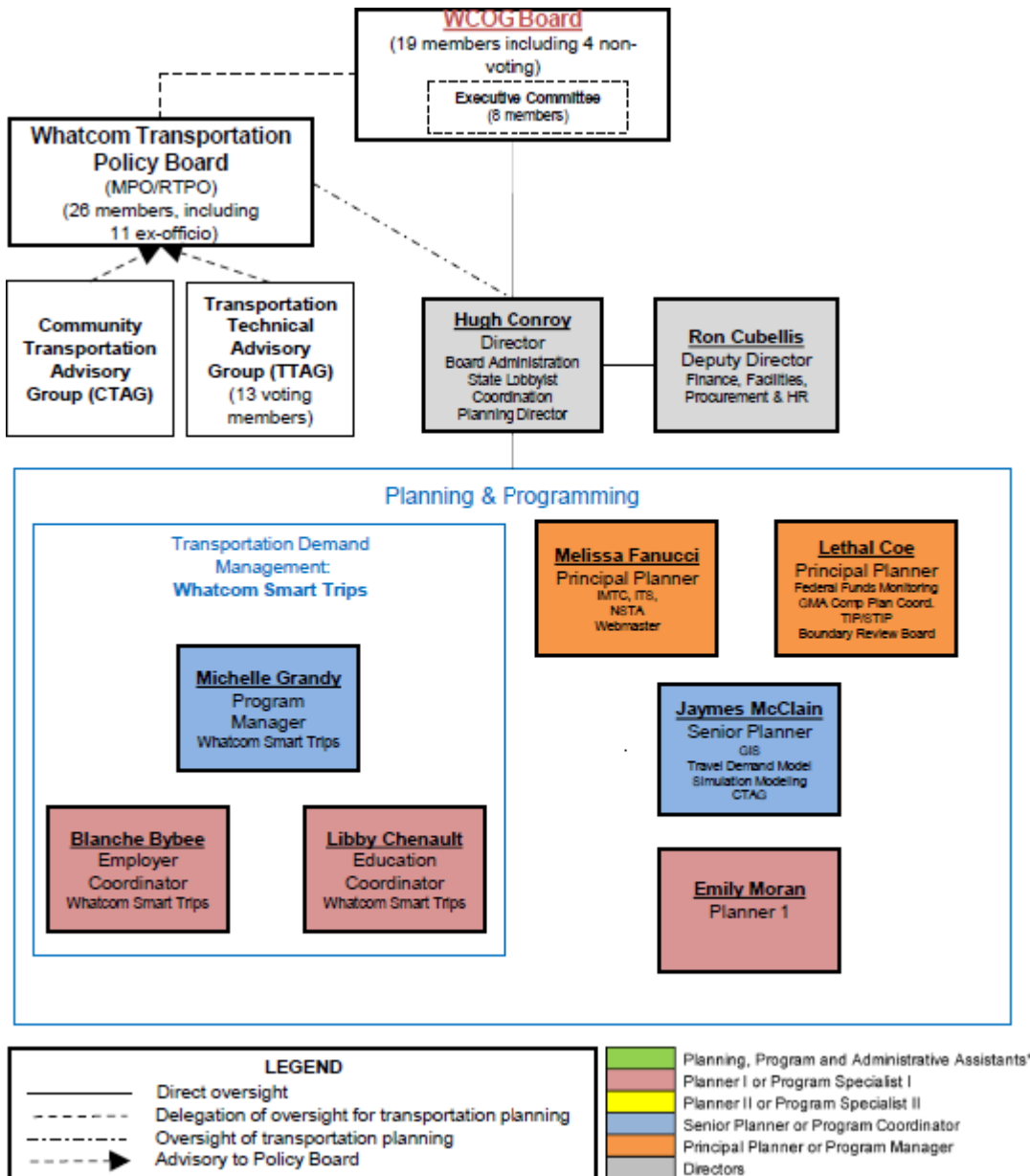
The advancement of all types of transportation through an integrated network that is equally accessible by all people is an underlying goal of all the planning that WCOG does with its local jurisdictions for the Whatcom region. In addition, WCOG's regional transportation goals (listed and described below), explicitly include and prioritize safety, a multimodal system (all types of transportation), and accessibility and equity. These objectives are applied to evaluation of investments funded by federal programs that WCOG administers such as the Surface Transportation Block Grant Program (STBG).

While WCOG's involvement with planning for the advancement of safer and more accessible transportation systems undoubtedly far exceeds 2.5 percent of its planning efforts, the most obvious activities that align with the Safe and Accessible set-aside (and are funded with FHWA CPG funds) includes an asterisk (*).

The Whatcom Council of Governments

This section reviews how WCOG is organized, the membership of the Council Board and the Policy Board, the geographic coverage related to WCOG’s responsibilities and work plan, and the current planning priorities.

Organization



January 2026

Membership

The table below lists the region’s governments, districts, agencies, and institutions that participate on WCOG Council Board, its MPO-RTPO Policy Board, or both along with the individuals currently¹ serving for 2026.

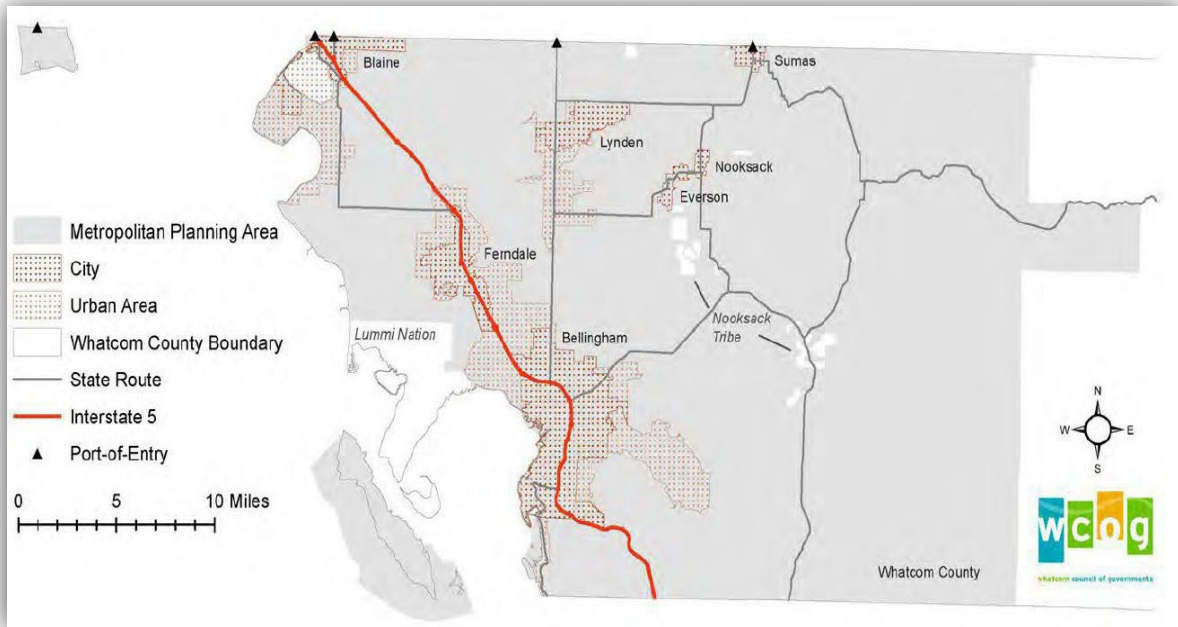
Entity	Position	2026 Representatives	Council Board	MPO - RTPO Policy Board
Whatcom County	Executive	Satpal Sidhu	●	●
	Councilmember	Jessica Rienstra	●	●
	Councilmember	Jon Scanlon	●	
City of Bellingham	Mayor	Kim Lund	●	●
	Councilmember	Jayce Cotton	●	●
	Councilmember	Michael Lilliquist	●	
City of Blaine	Mayor Pro Tem	Richard May	●	●
City of Everson	Mayor	John Perry	●	●
City of Ferndale	Mayor	Greg Hansen	●	●
City of Lynden	Mayor	Scott Korthis	●	●
City of Nooksack	Mayor	Kevin Hester	●	●
City of Sumas	Mayor	Bruce Bosch	●	●
Port of Bellingham	Commisioner	Bobby Briscoe	●	●
Lummi Indian Business Council	Chair	Anthony Hillaire	●	●
Nooksack Tribal Council	Tribal Council Chair	RoseMary La Clair		●
Lake Whatcom Water & Sewer District	Commisioner	Jeff Knakal	●	
Whatcom Transportation Authority	General Manager	Les Reardanz	○	
	Board member	Michael Lilliquist		●
WA State Dept. of Transportation	Mt. Baker Area - Asst. Reg. Admin.	Melissa Ambler		●
Western Washington University	VP for University Relations	Chris Roselli	○	○
Sudden Valley Association	Board member	Jo Anne Jensen	○	
Whatcom Council of Governments	WTPB Secretary	Hugh Conroy		○
Transportation Technical Advisory Group	representative	TBD		○
WA State House of Representatives	Representative, 42nd District	Joe Timmons		○
WA State House of Representatives	Representative, 40th District	Debra Lekanoff		○
WA State House of Representatives	Representative, 42nd District	Alicia Rule		○
WA State House of Representatives	Representative, 40th District	Alex Ramel		○
WA State Senate	Senator, 42nd District	Sharon Shewmake		○
WA State Senate	Senator, 40th District	Liz Lovelett		○
Whatcom Community College	representative	Justin Guillory		○
Whatcom County Public Utility Dist. No. 1	representative	Eddy Ury	○	○
Bellingham Technical College	representative	James Lemerond		○

○ : non voting

¹ This list is based on current, appointed representatives at the time of this UPWP’s adoption. Individual representatives could change over the course of SFY 2027.

Metropolitan Planning Area

The WCOG Metropolitan Planning Area (MPA) boundary includes all areas of the county west of the Mount Baker-Snoqualmie National Forest lands. The Lummi Nation and Nooksack Tribe have chosen not to include their lands as part of the planning area.



Planning Priorities

Regional Transportation System Goals

The planning priorities for WCOG’s Metropolitan Planning Area (MPA), described in WCOG’s regional /metropolitan long-range transportation plan *Way to Go, Whatcom*, were adopted in June 2022. The seven goals – which overlap with the longer list of planning factors that federal and state law require MPOs and RTPOs to address (shown in the table below) – will take precedence in prioritizing project funding requests and developing performance measures and targets.

- 1. Safety:** The safety of all users of the region’s transportation system – pedestrians, bicyclists, automobile drivers and passengers, and truckers – must be maximized to the greatest degree practicable in the establishment of regional transportation policies and investment decisions.
- 2. Provide all types of transportation (multimodal):** 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, 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*.
- 3. Climate (greenhouse gas reduction) & environmental quality:** 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.
- 4. Maintain existing infrastructure in good, operating condition (preservation):** 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.
- 5. System Efficiency & Reliability (Mobility):** High quality travel and goods movement as indicated by various measures such as travel time, travel-time predictability, reliability, and comfort. The goal of mobility and our region’s strategies to optimize it pertain 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*.
- 6. Access, Equity, & Economic Opportunity:** The region’s transportation system should work for all people; should acknowledge and reduce barriers related to age (seniors and youth), income, and physical ability; and should connect people to resources and opportunities critical to economic success (especially education and employment).
- 7. Freight and Economic Vitality:** 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.

Federal and State Planning Factors and Policy Goals

The following table illustrates how the Whatcom region’s adopted transportation system goals align with state policy goals and with federally legislated planning factors.

Whatcom Region		Washington	United States	
Prioritized regional transportation goals informed by the region’s comprehensive plans, 2021 WCOG Regional Public Engagement Questionnaire, and approved by the Whatcom Transportation Policy Board.		Statewide transportation policy goals (RCW 47.04.280)	Planning factors 23 U.S. Code § 134(h)(1)	National goals 23 U.S. Code § 150(a)(b)
1	Safety	Safety: To provide for and improve the safety and security of transportation customers and the transportation system.”	“(2) Increase the safety of the transportation system for motorized and non-motorized users.”	“(1) Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2	Provide All Types of Transportation (Multimodal)		“(6) Enhance the integration and connectivity of the transportation system, across and between modes , for people and freight.”	
3	Climate (Greenhouse Gas Reduction) & Environmental Quality	“ Environment: To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.”	“(5) Protect and enhance the environment , promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.” <i>Also, see (9) below regarding storm water impacts.</i>	(6) Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
4	Maintain Existing Infrastructure in Good, Operating Condition (Preservation)	“ Preservation: To maintain, preserve and extend the life and utility of prior investments in transportation systems and services.”	“(8) Emphasize the preservation of the existing transportation system.” <i>Also, see (9) below regarding reliability.</i>	(2) Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair.
		“ Stewardship: To continuously improve the quality, effectiveness and efficiency of the transportation system.”	(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.	
5	System Efficiency & Reliability (Mobility)	Mobility (congestion relief): To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.”	“(7) Promote efficient system management and operation.”	(3) Congestion reduction: To achieve a significant reduction in congestion on the National Highway System.
				(4) System reliability: To improve the efficiency of the surface transportation system.
6	Access, Equity, & Economic Opportunity	<i>Economic opportunity is part of the WA legislative policy goal of Economic Vitality.</i>	“(4) Increase accessibility and mobility of people and freight.”	
7	Freight & Economic Vitality	<i>Freight included as part of Mobility and Economic Vitality policy goals.</i>	<i>Freight included with FAST Act planning factors 4 and 6.</i>	(5) Freight movement and economic vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
		Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.	(1) Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	
			(3) Increase the security of the transportation system for motorized and non-motorized users.	(7) Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.
		(10) Enhance travel and tourism		

Current State Emphasis Areas

The planning priorities from WSDOT emphasize RTPo planning efforts and continue the collaboration between WSDOT, MPOs and RTPOs. WCOG's planning and programming activities as an MPO/RTPo align with areas identified by WSDOT to assist and coordinate efforts with state and regional partners to include:

- Review and support of local agencies comprehensive plans and planning processes.
- Multimodal planning activities that include the statewide multimodal transportation plan, project evaluation modelling, vehicle miles travelled reduction, and multimodal level of service.
- Statewide carbon reduction strategy.
- Activities under the Active Transportation Division: complete streets, resilience and emergency response planning, planning for seniors, active transportation, public transportation plan update.
- Planning under the Rail, Freight, and Ports

Verification of compliance

This UPWP is WCOG's documented plan to accomplish all tasks required of MPOs and RTPOs by federal and state laws and supporting the advancement of federal and state transportation policy goals.

Restriction on lobbying

As an MPO and RTPo, WCOG staff do not lobby. State legislators whose districts overlap with Whatcom County are all ex-officio members of the MPO/RTPo Policy Board. WCOG staff are periodically contacted by state and federal legislative offices for information on regional transportation issues. WCOG staff also attend meetings where state and federal legislators and/or their staff are present.

The WCOG Council Board (distinct from Policy Board) does hire a lobbyist and make periodic requests to legislators related to shared, regional priorities. Only WCOG's director participates in these activities which are funded only by local dues and outside the scope of this UPWP.

Tribal involvement

The Lummi Nation and the Nooksack Tribe are voting members of the Whatcom Transportation Policy Board. Each tribe is also represented on the Transportation Technical Advisory Group. Both tribes have chosen not to have their tribal lands included within WCOG's metropolitan planning area (MPA).

Federal public lands

During SFY 2027, representatives of federal land management agencies will be consulted as necessary when federal lands are likely to be impacted by elements contained in or proposed for inclusion in WCOG's regional and metropolitan long-range transportation plan or the TIP.

UPWP amendment process

Interim amendments to this UPWP will be requested from FHWA and FTA via WSDOT if

- An unforeseen need requires a new work activity.
- There is significant change to a currently planned activity.
- There is a significant change to the amount of funding available.

If the above or other changed conditions prompt a UPWP amendment, WCOG will inform the WSDOT Tribal and Regional Integrated Planning Office, develop a draft amendment with regional partners (including WTA and WSDOT), and propose a draft amended UPWP to the WCOG Policy Board for approval and subsequent submission to WSDOT, FHWA and FTA.

SFY 2026 Accomplishments

Reviewing SFY 2026, this section highlights some notable completed work items.

Professional development and staff training

- American Planning Association (APA)-WA Northwest Section meetings
- Association of Metropolitan Planning Organizations (AMPO): Annual Conference participation and Technical Committee commitments
- WA APA Annual Conference
- MSRC OPMA training
- Tableau Software training
- TransCAD travel demand model training
- Washington State Rideshare Organization (WSRO) conference
- Washington Traffic Safety Summit

Transportation planning and programs

- Continued coordination, including the preparation of RTPPO certification reviews, for the development of county and cities comprehensive plan updates
- Consolidated Grant Regional Review Committee for proposals submitted to WSDOT, evaluated based on the Whatcom Human Services Transportation Plan
- Provided travel demand modelling assistance to local jurisdictions for comprehensive plan development
- Completed the Regional Household Travel Study that exceeded the participation goal with over 1,225 completed households who participated from September through November of 2025. Of those households, 33% participated using the rMove travel app that provides the most accurate trip making and routing information. The participation included broad and representative demographics of household incomes, age, gender, household size, and vehicles per household. Additionally, the resulting survey data and mapping are available via an interactive map-based database tool that users can easily query specific data for analysis for WCOG members and the public. The resulting reports and database tool are available on the WCOG website. The resulting data, i.e. trip behaviors, provides the foundation for the travel demand model update that began in the Spring of 2026.
- Began travel demand model update that includes the development of a 2025 base year. WCOG staff developed the demographics (households, employment and student

information), updated multimodal roadway network including transit, traffic counts, and travel activities that begin, end, or pass through the county. WCOG staff is coordinating with Caliper on the model's code and trip steps structures, calibration and validation, and tailoring outputs to meet today's needs to improve reporting and analysis of vehicle miles traveled and multimodal trip making activities.

- Assisted and coordinated with Whatcom and WSDOT to evaluate and improve assessments of vehicle miles traveled in accordance with State initiatives.
- Updated WCOG's public-facing GIS capabilities, webapps and with better integrated navigation, tools, and layer finding.
- Updated the regional Transportation Performance Report

Transportation Improvement Program

Annual cycle for 2025 completed. Highlights from the annual program report, with amendments and modifications, and federal and public requirements for access and participation include:

- 17 TIP amendments
- 9 administrative modifications
- 2026 TIP drafted, approved, and submitted for inclusion into the Statewide Transportation Improvement Program (STIP)
- Report includes performance measures that link prioritized regional projects to regional goals and to the federal performance measures.
- Provided annual WCOG 2025 Obligations Listing for the Whatcom region.
- \$20,436,648 federal funding obligations
- \$843,787 federal funding de-obligations and one project closure
- Monitored federal funding obligations and continued coordination with project managers.
- Final 2025 obligations delivery was \$4.4 million, just above the \$4.29 million target.
- Received \$1.6 million in redistributed OA funding for the City of Everson that resulted from a successful multi-agency coordination that included Everson, WSDOT, the Transportation Improvement Board, and WCOG.

Whatcom Smart Trips

WCOG's Whatcom Smart Trips (WST) Program continued to build its engagement of area residents and businesses and expand its delivery of measurable positive impacts on the regional transportation system. The benefits include:

- 576 community members began participating in Smart Trips diaries, adding to the total of 25,267 since the program began in 2006
- Participants have logged a total of 83,358,334 miles since the start of the program.
- 34,406 tons of greenhouse gas emissions have been prevented.
- Over \$13.86 million dollars have been added to the local economy through fuel savings.

A 2023-2027 mobility management grant continues to allow Whatcom Smart Trips staff in partnership with Whatcom Transportation Authority to teach seniors and youth in Whatcom County how to ride fixed route transit. 14 guided senior bus trips will be completed by the fiscal year's end. Our 7th grade bus education program was presented to 1,400 7th grade students at 8 regional middle schools.

A 2023-2027 regional mobility grant continues to allow for increased outreach to schools, employers and the general public with the goal of growing the number of program participants and reducing SOV trips.

International Mobility and Trade Corridor Program

Seven IMTC meetings were held in 2025, with five Steering Committee meetings and two Assembly meetings (a broader range of stakeholders).

Key focus areas discussed throughout the year include:

Specifically, issues and accomplishments that IMTC participants coordinated on in SFY 2024 included the following:

- Changing policies between the U.S. and Canada and impacts to trade and travel
- Decreasing cross-border traffic volumes
- Preparations for the 2026 FIFA World Cup Games that will be held in Seattle, WA and Vancouver, BC
- Development and implementation of the Passenger Vehicle Intercept Survey
- Updates on Amtrak Cascades service – available trainsets and continued efforts to complete the pre-clearance facility in Vancouver BC
- Changes and concerns regarding cross-border trucking
- Review of cross-border transportation volume trends
- Lynden and Sumas Port-of-Entry facility redesign project updates
- Pacific Highway facility upgrades
- Advanced manifest programs
- Cascadia high-speed rail updates
- I-5 Master plan updates
- Coordination with national-level efforts (U.S. Transportation Border Working Group, Eastern Border Transportation Coalition)

The collection and distribution of border-related data is a key objective of the IMTC program. The following data efforts were undertaken in 2025:

- The IMTC Data Digest was published online. A briefer print version is also available.
- Monthly volume changes in cross-border passenger vehicles compared to the previous year are published on the website, available for download, and are distributed upon request to media and other agencies who ask for updates.
- Economic analyses of the impacts of the decrease in border traffic.
- Previously collected IMTC Commercial-Vehicle Operations data was shared with inspection agencies upon request.

Two IMTC projects were started in 2025 and are ongoing. The 2025/2026 IMTC Passenger Vehicle Intercept Survey collected the summer wave of data this year and will be collecting winter data in early 2026. And the Cascade Gateway Advanced Border Information System Stage II project, while being a WSDOT project, has elements that WCOG continues to coordinate, specifically the cross-border advisory team component and how the project interacts with the Cascade Gateway Border Data Warehouse.

North Sound Transportation Alliance

NSTA moved to a quarterly meeting schedule in 2025 and therefore held four meetings of the Steering Committee. In addition, three special topic-focus meetings were held: two meetings focused on regional transit during the upcoming 2026 FIFA World Cup Games and how regional transit agencies are responding to the potential increase in ridership/service needs. A meeting was held also with regional agencies responsible for updating their Human Services Transportation Plans in 2026 - this meeting looked to coordinate efforts and see where data needs might be shared.

SFY 2027 Work Categories

The identified four work categories are based on the duties of MPOs and RTPOs as defined in law and funded with federal FHWA & FTA Consolidated Grant Program (CPG) funds, federal FHWA Surface Transportation Block Grant (STBG) funds, and state Regional Transportation Planning Organization (RTPO) planning funds. As stated previously, certain other activities undertaken by WCOG – while aligned with and complementary to its required MPO/RTPO functions – are supported by different funding sources.

Program Administration

The following administrative activities directly support CPG funded activities.

Professional Development & Staff Training

To stay current with standard practice, acquiring new expertise and skills, and responding to new planning requirements and community needs, WCOG staff periodically attend training courses, peer exchanges, professional conferences, and study topics through a variety of sources.

Performance: WCOG staff.

Products: Products include but are not limited to:

- New software capabilities (e.g. traffic modeling, contact management)
- Planning practices (ITS architecture, performance measures)
- Ongoing staff development.

Schedule: Ongoing / as needed

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Coordination and communication with federal and state legislators

These activities include dialog with the region’s state legislators when they inquire about transportation investment priorities as well as dialog with federal legislators when they inquire about policy and program needs and our region’s needs from federal agencies that influence regional transportation system planning, investment, systems management, and operations.

Performance: WCOG staff.

Products: Products include but are not limited to:

- Written briefings or meetings in response to requests for information or data analysis.
- Review of existing planning products, project lists, etc.
- Preparation for participation of state and federal legislators and their staff at WCOG and MPO board meetings.

Schedule: Ongoing, when requested.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Unified Planning Work Program (UPWP)

WCOG will update and submit its UPWP for state fiscal year 2028. If needed, WCOG will submit amendment requests for this SFY 2027 UPWP. Updates may include MPO planning process agreements (i.e. 450.314). Continuous WCOG coordination for implementing UPWP activities through regular staff meetings.

Performance: WCOG staff.

Products: Completed UPWP and amendments if needed.

Schedule: Expected approval by WCOG MPO Policy Board in May 2027.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

UPWP Annual Performance and Expenditure Report

As required for the state to comply with 23 CFR 420.117, WCOG will submit a report of progress made on tasks identified in WCOG’s UPWP covering SFY 2026.

Performance: WCOG staff.

Products: Complete annual report.

Schedule: Due on September 30, 2026.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Title VI reporting

WCOG will submit its annual Title VI Report for approval by the WA State Department of Transportation

Performance: WCOG staff.

Products: Annual Title VI Report due July 2026

Schedule: July 2026.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Language Access Plan

WCOG will update a Language Access Plan for submittal to the WA State Department of Transportation.

Performance: WCOG staff.

Products: WCOG Language Access Plan, due August 28, 2026

Schedule: August 2026.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Transportation planning & programs

This core function includes ongoing regional communication and coordination, understanding and documenting system needs; collecting, organizing, and analyzing data; and supporting implementation of selected strategies.

Metropolitan Transportation Plan (MTP) update and strategy

WCOG’s regional and metropolitan long-range transportation plan is due for its five-year update in June of 2027. Public outreach, refreshing key data, soliciting input and review from regional stakeholders, and many other “update tasks” will be underway in SFY 2027.

In addition to updating the regional plan document, this activity includes monitoring changes to federal regulatory requirements that define this MPO responsibility.

Because the geography and governing board of the Whatcom MPO and RTPO overlap, the MTP and the Regional Transportation Plan (RTP) have been combined to serve both purposes.

Performance: WCOG staff.

Products: Preparation for the next five-year update; interim amendments; continuous planning activities in furtherance of the MTP includes:

- Updated MTP
- Continued maintenance and improvement of the website dedicated to the regional/metropolitan transportation plan – especially visualization resources like maps and data filtering.
- Continued collaboration with WSDOT to make best use of data reporting products developed for state-wide and regional monitoring of safety and system performance measures and targets.
- Continued development and application of regional, inter-jurisdictional corridor planning strategy.

-
- Increased attention to the regional multimodal network, including non-motorized network (bike & ped facilities, trails) and connections to transit and recreational facilities.*
 - Evaluation of freight activities and network, including truck parking assessments, relative to jurisdictional comprehensive planning forecasts and statewide planning
 - Continued improvement and updates of analytical products (e.g. model configurations, mapping outputs, metrics selection)
 - Work with the CTAG, tribal representatives, and with other stakeholders to implement appropriate elements of WCOG’s public participation plan.
 - Integrate Safety Action Plan, potentially other regional planning efforts, into MTP activities and seek implementation funds, if available*
 - Application of updated plan elements to continuous regional planning activities.
 - Rather than letting opportunities for discretionary federal funding go by because existing planned projects don’t meet project-cost minimums, work with regional jurisdictions to develop a list of high-cost projects (or system-wide projects) that would most likely only be funded with awards from federal discretionary programs.

Schedule: The next MTP update is due in 2027.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Regional, Statewide & National activities

Performance: WCOG staff.

Products: Activities include but are not limited to:

- Coordinating committee meets quarterly to discuss process improvements and needed focus on current issues among the state’s MPO, RTPO, and WSDOT representatives
- Monthly Transportation Technical Advisory Group (TTAG) meetings
- Periodic development of Whatcom Transportation Policy Board (WTPB)-approved selection criteria, project evaluation, and WTPB selection of projects to fund with the STBG funding availed to MPOs.
- Participation in periodic meetings of local and regional planners.*
- Participation and collaboration with various studies, research, and data collection with state and regional partners. Known efforts likely to extend into SFY 2027 include:
 - Continued engagement with WTA as appropriate, especially on efforts related to their planning for bus rapid transit.*
- State or inter-regional planning activities include:
 - Highway System Plan update
 - WSDOT’s Multimodal Investment Strategy*
 - State Transportation Demand Management Plan*
 - State and local Commute Trip Reduction (CTR) plans*
 - I-5 Master Plan
 - Cascadia High-Speed Rail service development plan
 - Other activities in coordination with WSDOT
- Participation in committees or organizations that impact MPO/regional planning

Schedule: Quarterly meetings, (WSDOT/MPO). Monthly meetings (TTAG). Regional traffic and corridor studies. Statewide plans expected to be in development during SFY 2026.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Evaluation & integration of new federal and state funding programs

WCOG maintains sufficient awareness and understanding of various federal funding programs to alert member jurisdictions of funding opportunities to advance projects in the regional plan as well as to help jurisdictions in assembling data and analysis to make competitive applications for federal and state assistance.

Performance: WCOG staff.

Products: Products include but are not limited to:

-
- Review of new federal formula programs.
 - Review of new and continuing federal discretionary funding programs.
 - Review of new state programs for transit and active transportation.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Performance reporting

In support of and as a component of the regional/metropolitan transportation plan, WCOG produces a regional system performance report. This is a compilation of 1) regional measures using the federally required methods and targets adopted by both MPOs and WSDOT (safety, highway system performance) and 2) multi-modal performance measures and indicators developed by WCOG to assess changes in mobility along the region’s inter-jurisdictional corridors.*

Performance: WCOG staff.

Schedule: Updated report published every two years. Collection of data and maintenance of web-based dashboard is ongoing.

Products: Products include a report document and a web-based dashboard that supports data filtering and visualization.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Public and stakeholder participation and outreach

WCOG encourages open information sharing and public and stakeholder organizations’ input in all its work. MPOs are required by federal law (Title 23 §450.316) to “develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.*

In addition to an ongoing objective of encouraging regional community involvement, several products result from this activity.

Performance: WCOG staff, citizen volunteers.

Products:

- The Community Transportation Advisory Group (CTAG) is WCOG’s structured forum for ongoing citizen participation in the metropolitan transportation planning process. CTAG is collaboratively organized with the Whatcom Transportation Authority and other member jurisdictions as pertinent regional issues emerge.*
- **Websites** – WCOG maintains high quality websites (www.wcog.org) to provide broader and more convenient access to information, meeting schedules, staff contacts, and more. This is an important way of supporting and improving public involvement and openness of regional planning and decision making.
- Participation in other regional transportation planning forums
 - North Sound Transportation Alliance.
- Outreach to and involvement of private sector stakeholders (industry associations, companies, etc.) for special projects or modal planning efforts.

Schedule: Ongoing.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Planning technical support for member jurisdictions

WCOG staff often work with member jurisdictions’ staff and WSDOT staff, giving technical and other support on planning and project work related to our core functions and shared objectives.

Performance: WCOG staff.

Schedule: Ongoing, when needed or requested.

Products: Products include but are not limited to

- Collaborative review and evaluation of federal and state funding opportunities including support with preparing applications.
- Evaluation and possible development at WCOG of a regional resource for activities as required in applications for federal discretionary funding programs (Infra, Mega, and Rural)
- Coordinate, evaluate, and maintenance for federal functional classifications changes and requests for changes
- Urban and rural area boundaries, and revisions with partners as needed including updates to Census geographies or with consideration to member requests.
- Census and OFM data
- Research
- Data preparation assistance, extraction and analysis*
- Technical writing*
- Mapping / GIS*
- Graphics
- Other general planning activities

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Review of transportation planning requirements.

WCOG continues to evaluate current, and forthcoming guidance on new and updated programs. We see value in acknowledging important themes regarding planning activities and requirements pertaining to both smaller and larger scaled regions and will engage partners to consider options for our region.

Activities in Washington State at both the legislative and agency level are evaluating regional and RTPO planning requirements connected to climate action, vehicle miles traveled (VMT) targets, and land use. WCOG has and will continue to participate in these discussions.

Performance: WCOG staff

Products: Updated methods and work planning.

Schedule: Ongoing as appropriate.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Evaluation and acquisition of data (counters, LBS, connected vehicle, etc.)

As various planning activities, by WCOG and our partners, require acquisition of new data and extraction of information, WCOG will evaluate emerging sources for possible acquisition. Examples include data to better estimate vehicle miles traveled (VMT), external counts for modeling, trip origin-destination, and mode-split.

Performance: WCOG staff and/or consultants as appropriate

Products (as needed):

- Traffic count services, video capture & analysis, sensors/detectors.*
- Data sets.*
- Analysis, visualizations, data dashboards, GIS integration.*

Schedule: Ongoing

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Maintenance of regional transportation demand model

WCOG will continue to maintain, update and operate a regional travel demand model to analyze current and forecast year impacts to regionally significant roadways. The model is also used to evaluate vehicle miles traveled (VMT), level of service, transportation projects, and planned and

forecasted changes in land use. As part of its metropolitan and regional transportation planning process, WCOG provides current and forecast model year data for member jurisdictions.

The WCOG model is undergoing a calibration update to establish a base year of 2025 that will incorporate household travel survey data, household and employment information, transportation analysis zone refinements, road and transit network changes, and traffic counts validation. The model update will also include enhancements to improve trip behavior representation, local roadway and VMT assessments.*

Performance: WCOG staff and consultant.

Products:

- Replace the current forecast model scenario in WCOG’s *Way to Go, Whatcom* plan with an updated preferred alternative forecast for 2050
- Prepare 2025 model base year update: household and employment inputs, transit routing, calibration and validation that incorporates updated 2025 household travel survey trip data, updated traffic counts and other inputs*
- Upgrade model features with modern approaches to trip generation, trip distribution, non-home based trip makings, local network assessment for VMT, and refine outputs for VMT reporting and sensitivity testing*
- Continue refining and improving the multimodal, notably the non-single occupancy trip makings.*

Schedule: On going for 2026

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Development and maintenance of geographic information systems (GIS)

WCOG uses geographic information systems (GIS) to convert data to performance measures, map-based transportation system metrics, and visualization. Continued development of GIS and web-based, interactive mapping will be an important part of WCOG’s strategy for enriching the visual display of information in the regional/metropolitan transportation plan – helping provide more information to more of our community, jurisdictions, and agency partners.

Performance: WCOG staff

Products: Map making, data assembly and storage, update regional significant system geodatabase, online interactive map maintenance, demographic updates, regionally significant roadways and complete streets/multimodal networks, and other regional products.*

Schedule: Ongoing.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Intelligent Transportation Systems (ITS) Plan / Architecture

Performance: WCOG staff.

Products: Products include but are not limited to:

- Periodic updates to Regional ITS Architecture
- Systems engineering training and integration of principles into related planning, operations, and performance measurement initiatives.

Schedule: Ongoing.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

North Sound Transportation Alliance

The North Sound Transportation Alliance (NSTA) is a forum of elected officials and staff of transportation, transit, and planning agencies from Washington’s five northwestern-most counties: Whatcom, Skagit, Island, San Juan, and northern Snohomish. Through sharing of best practices, learning about regional projects, and engaging with members of the public, NSTA strives to help develop better ways for people to travel in the region without a personal vehicle.

WCOG is the current facilitator of the NSTA and will continue this function.

Performance: WCOG staff.

Products & Schedule: Quarterly stakeholder meetings with transit, planning, and jurisdiction agencies.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Transportation Demand Management – Smart Trips

Smart Trips is the Whatcom region’s strategy for **transportation demand management (TDM)**. Multiple, coordinated activities at the community level help people understand all their transportation options and make the most of existing investments in transportation infrastructure and services.

In partnership with the Whatcom Transportation Authority (WTA), regional business, local governments,



TDM graphic from City of Monterey, CA – monterey.org

and public agencies, Smart Trips engages with our region’s residents and encourages them to make more of their trips by walking, biking, riding the bus, and sharing rides.

Administered by WCOG and jointly implemented with WTA, the Smart Trips program employs programmatic strategies and resources that help people use transportation modes that make the most of our system investments and advance regional goals.

Performance: WCOG staff

Products:

- Community outreach
- Website & online trip diary: www.whatcomsmartrtrips.org.
- Incentives: A program of discount cards, gift certificates, cash prizes and recognition to motivate community members to try new forms of transportation.
- Employer programs: Support to businesses and organizations that want to promote sustainable transportation to their employees. This activity also encompasses WCOG’s administration of regional compliance with the state’s commute trip reduction (CTR) law.
- Mobility Management / Travel training: County-wide bus travel training for 7th graders and seniors in partnership with WTA, school districts, and area senior centers.
- School programs: Bicycle skills courses at elementary schools; Summer camps for 12- to 14-year-olds that teach independent travel skills
- Administration; including but not limited to work with graphic designer and language services provider to develop materials for products listed above.

Schedule: Ongoing.

Funding source: These activities are funded by the Whatcom Transportation Authority, FTA (via WSDOT’s Consolidated Grants Program), WSDOT Regional Mobility Program, and City of Bellingham.

Cross-border planning & coordination – The IMTC Program

WCOG is lead agency of the International Mobility and Trade Corridor (IMTC) Program.

IMTC is a regional, cross-border planning coalition focused on the transportation connections between Western Washington State and Lower Mainland British Columbia. Focused on the five U.S.-Canada land border ports-of-entry that comprise the Cascade Gateway and serve the Seattle, WA – Vancouver, BC corridor, the IMTC coalition includes state, provincial, and federal transportation agencies; federal inspection agencies, other federal agencies of both countries, at-border jurisdictions, trade and travel related industry associations, and non-governmental organizations. More information about IMTC is available at theIMTC.com

Performance: WCOG staff

Products:

- IMTC working group meetings -- preparation, participation, and facilitation.
- Data collection and reporting
 - Website
 - Meeting materials
 - Data Digest
- Participation in the U.S.-Canada Transportation Border Working Group (TBWG)
- Ongoing stakeholder outreach to federal inspection agencies, state/provincial transportation agencies, local agencies, other government departments, and private sector stakeholders.
- Continue progress on Advanced Border Information System (ABIS) design and coordination

Schedule: Ongoing.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Border Data Warehouse 3.0 operation and maintenance

This activity will continue WCOG's role in monitoring and managing system maintenance of CascadeGatewayData.com.

Performance: WCOG staff and consultant.

Products: Update cloud storage systems. Update web-based user interface.

Schedule: Ongoing maintenance as needed.

Funding source: This activity is funded by CPG and STBG funds.

RTPO planning

WCOG's duties as an RTPO are defined under Washington state law, RCW 47.80.023. These duties are listed below along with how they relate to WCOG's SFY 2027 work plan.

The following RTPO duties are covered elsewhere in this work plan or do not need to be addressed in SFY 2027.

- 1. Periodic preparation of a regional transportation strategy.** As both the regional MPO and the RTPO, this duty is covered under the previously covered Metropolitan Transportation Plan work activities.
- 2. Regional transportation plan (RTP).** As both the RTPO and MPO, WCOG combines the RTP and MTP as described in the previously described work activity.
- 3. Development of six-year Transportation Improvement Program (TIP).** This activity, which is also an MPO requirement, is treated as a separate, UPWP work category.

WCOG expects to continue the following RTPO activities during SFY 2027.

Certify consistency between RTP and local comprehensive plan transportation elements

*Certify that the **transportation elements** of comprehensive plans adopted by counties, cities, and towns within the region reflect the guidelines and principles developed pursuant to RCW 47.80.026, are consistent with the adopted regional transportation plan, and, where appropriate, conform with the requirements of RCW 36.70A.070.*

*Where appropriate, certify consistency between the adopted regional transportation plan and **county-wide planning policies** adopted under RCW 36.70A.210.*

This work is scheduled for completion early to mid-2026. As of this UPWP draft, most jurisdiction's plans have been adopted and reviews certification reviews conducted. There is the possibility of an RTP certification occurring at the beginning of SFY 2027. The next due date for regularly scheduled comprehensive plan updates for Whatcom County jurisdictions is December 2035.

Products: Documentation of review of individual jurisdiction’s draft comprehensive plan transportation elements and letters of certification and or observed inconsistencies delivered to each jurisdiction.

Schedule: Review and feedback

Funding source: This activity is funded by RTPO funds.

Human Services Transportation Planning

In SFY 2027 WCOG will update the Whatcom Human Services Transportation Plan (HSTP) :

Products:

- Updated HSTP with updated goals and strategies
- Engagement with community-based organizations, members of the public, and other service providers.

Performance: WCOG staff.

Schedule: Ongoing.

Funding source: This activity is funded by RTPO and FTA 5310 funds.

Multimodal Level of Service (MLOS) coordination and standards development

In fulfilment of its RTPO responsibilities to 1) encourage coordination among the region’s jurisdictions about LOS standards and 2) work with WSDOT to define and adopt an LOS standard for the region’s non-HSS state routes.

Performance: WCOG staff.

Products: Possible identification of new, regionally aligned definitions and measures of levels of transportation system operations (LOS) and possible changes to regional LOS standards for non-HSS state routes.

Schedule: Ongoing with respect to regional comprehensive plan.

Funding source: This activity is funded RTPO funds.

Improving Vehicle Miles Travelled (VMT) analyses and target setting

In alignment with WA State policies for higher-population counties to analyze vehicle miles traveled (VMT), evaluate for VMT reduction, and forecast the impact of alternative VMT reduction strategies.

Products:

- Identify strategies to improve VMT sensitivity by refining regional travel demand model structure and/or through post-processing model outputs.
- Develop a data-acquisition strategy with Whatcom Transportation Authority (WTA) and others.
- With WSDOT and Skagit Council of Governments (SCOG), pursue a pooled-fund acquisition of vehicle detection equipment at the Whatcom-Skagit boundary.
- Assess with other data such as HPMS and/or acquire third-party data (E.g., LBS data) to complement current VMT estimates and refine WCOG’s travel demand model 2025 base year.
- Documentation of the above activities and assessment of performance and lessons learned.

Performance: WCOG staff.

Schedule: Ongoing.

Funding source: This activity is funded by RTPO funds.

Programming

Transportation Improvement Program (TIP) – Development & Amendments

WCOG will coordinate with Whatcom County, its seven cities, Lummi Nation, the Nooksack Tribe, Whatcom Transportation Authority, The Port of Bellingham, and the Washington State Department of Transportation to develop the Metropolitan/Regional TIP. The Whatcom Transportation Policy Board will review all projects submitted by member jurisdictions and those using federal funds or having regional significance will be added to the Metropolitan/Regional TIP, as appropriate. When necessary, WCOG staff will coordinate with the jurisdictions to get clarification or additional information. Beyond initial compilation and approval, WCOG staff will document and submit TIP amendments as needed.

As part of annually submitting a TIP to WSDOT, WCOG also submits a self-certification document. WCOG will work on items identified in the annual self-certification review.

Performance: WCOG staff

Products:

- Annually completed and approved Metropolitan & Regional TIP, including certifications.
- Projects amendments and administrative modifications as needed throughout the year.
- Coordinate and advise managers on project details and timelines, including scopes of work, as they are assessed or evolved through development phases, including for multimodal and/or complete streets elements.*

Schedule: WCOG will begin the TIP process in June with completion scheduled for October. Updates and amendments will be undertaken as needed.

Funding source: This activity is funded by CPG and RTPO funds.

Obligation status – monitoring, reporting and coordinating

Federal funding available to projects through the Surface Transportation Block Grant Program, Transportation Alternatives, and Carbon Reduction Program are required to be used in a timely manner and monitored along a schedule of award, obligation, and expenditure. WCOG will continue to work with WSDOT and regional jurisdictions to track delivery and help with amendments and document changes as needed.

Performance: WCOG staff

Products:

- Annual list of project obligations for previous calendar year
- Compilation of ongoing project status from member jurisdictions.
- Periodic reports and coordination with WSDOT
- Status reports to member jurisdictions through the Technical Advisory Group and for the Whatcom Transportation Policy Board to encourage timely obligation
- Coordinate opportunities to obligate additional federal funding opportunities
- Facilitate process for contingencies to ensure timely obligation delivery

Schedule: Ongoing

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Surface Transportation Block Grant (STBG) Program – Regional Funding Project Selection Process

WCOG receives a suballocation of STBG funds (inclusive of TA funds) every year of about \$3.8 million to be distributed to eligible projects and activities in the region. To better align the administrative level-of-effort involved with the amount of available funding, WCOG conducts a project-selection process every two or three years – awarding the corresponding, cumulative allocation.

WCOG is scheduled to administer an STBG project selection process in the Spring of 2027.

Performance: WCOG staff

Products: Tasks related to ongoing preparations and refinements to ensure that STBG allocation practices align with regional and state policy goals.

- Discussion with TTAG and WTPB about how to incorporate multimodal level of service (MLOS) and vehicle miles traveled reduction targets into STBG project-selection criteria*

Schedule: Ongoing evaluation as newly legislated policies are discussed, and state guidance is developed and published.

Funding source: This activity is funded by CPG, STBG and RTPO funds.

Unfunded priority programs and projects

North Sound Transportation Alliance (NSTA) coordination

WCOG has served as the coordinating agency for NSTA for several years. It previously used approximately \$25,000 per year of funds remaining from a federal grant to fund this work. WCOG has since continued to perform this function as part of its work plan though at a bare-bones level. Funding like that available before would cover better planning documentation for NSTA including project proposals for potential project funding sources (including grant applications).

Regional Crossing Guard Program Evaluation

Various regional TDM and SRTS partners have expressed interest in establishing/re-establishing adult crossing guards for higher-risk intersections near elementary schools. This currently unfunded endeavor would entail a literature review of best practices, consultations with stakeholders (school districts, law enforcement, state SRTS program representatives, etc.) and development of alternatives for funding and supporting an effective crossing-guard implementation at a scale(s) appropriate for the Whatcom region. \$25,000

Smart Trips Website Phase II

WCOG has completed Phase I of an update to the Smart Trips website. Phase II, which is still unfunded, will include options for more dynamic trip logging, gamification, integration with ride-share apps and the ability to consider other additional features.

Need: \$40,000

Appendices

Appendices

Appendix A – Budget and financial detail

Activity Code	Work categories	SFY 2027 Funding Sources									Total
		Federal				State		Local			
		FHWA / FTA CPG		FHWA STBG UM	Other Federal	RTPO Planning	WSDOT Mobility Grant & Commute Trip Reduction	WTA	WCOG	Other	
		2027	Carry Over	UPWP - 2027	FTA 5310, STBG Discretion & WSDOT PTD			Match for FTA	Match for CPG & STBG UM	COB, WTA & WCOG local match	
	Funding-source total →	\$497,888	\$200,000	\$316,723	\$110,000	\$15,000	\$207,000	\$17,301	\$141,049	\$75,000	\$1,579,961
A	Program administration	\$24,894	\$10,000	\$15,836				\$865	\$7,052		\$58,648
A.1	Professional development and staff training	1,245	500	792				43	353		2,932
A.2	Coordination/communication with federal and state legislators	2,987	1,200	1,900				104	846		7,038
A.3	Unified Planning Work Program (UPWP)	11,700	4,700	7,443				407	3,315		27,565
A.4	UPWP annual performance & expenditure report	3,734	1,500	2,375				130	1,058		8,797
A.5	Title VI reporting	3,485	1,400	2,217				121	987		8,211
A.6	Language Access Plan	1,743	700	1,109				61	494		4,105
P	Transportation planning & programs	\$448,099	\$180,000	\$285,051	\$110,000	\$3,750	\$207,000	\$15,571	\$126,944	\$75,000	\$1,451,415
P.1	Metropolitan & Regional Transportation Plan update & strategy*	152,354	61,200	96,917	-	3,750	-	5,294	43,161	-	362,676
P.2	Regional, Statewide and National activities*	40,329	16,200	25,655	-	-	-	1,401	11,425	-	95,010
P.3	Evaluation & integration of new federal and state funding programs	8,962	3,600	5,701	-	-	-	311	2,539	-	21,113
P.4	Performance reporting*	8,962	3,600	5,701	-	-	-	311	2,539	-	21,113
P.5	Public and stakeholder participation and outreach*	22,405	9,000	14,253	-	-	-	779	6,347	-	52,783
P.6	Planning technical support for member jurisdictions*	29,126	11,700	18,528	-	-	-	1,012	8,251	-	68,618
P.7	Review of transportation planning requirements	8,962	3,600	5,701	-	-	-	311	2,539	-	21,113
P.8	Evaluation & acquisition of data*	4,481	1,800	2,851	-	-	-	156	1,269	-	10,557
P.9	Maintenance of the regional transportation demand model*	58,253	23,400	37,057	-	-	-	2,024	16,503	-	137,236
P.10	Development and maintenance of GIS resources*	13,443	5,400	8,552	-	-	-	467	3,808	-	31,670
P.11	Intelligent Transportation System (ITS) Plan	6,721	2,700	4,276	-	-	-	234	1,904	-	15,835
P.12	North Sound Transportation Alliance (NSTA)	8,962	3,600	5,701	-	-	-	311	2,539	-	21,113
P.13	Transportation Demand Management - Smart Trips	15,683	6,300	9,977	110,000	-	207,000	545	4,443	75,000	428,948
P.14	Cross-border planning coordination - The IMTC Program	64,974	26,100	41,332	-	-	-	2,258	18,407	-	153,071
P.15	Border Data Warehouse operations and maintenance	4,481	1,800	2,851	-	-	-	156	1,269	-	10,557
R	RTPO planning				-	\$11,250					\$11,250
R.1	Comprehensive Plans Certification Process				-	563					563
R.2	Human Services Transportation Planning (HSTP)				-	5,625					5,625
R.3	Multimodal Level of Service - coordination & adoption				-	3,938					3,938
R.4	Vehicle Miles Travelled - measures and forecasts				-	2,813					2,813
T	Programming	\$24,894	\$10,000	\$15,836				\$865	\$7,052		\$58,648
T.1	Transportation Improvement Program (TIP)*	16,181	6,500	10,293				562	4,584		38,121
T.2	Obligation status - coordination, monitoring and annual listing	6,970	2,800	4,434				242	1,975		16,421
T.3	Federal funding project-selection process*	1,743	700	1,109				61	494		4,105

* Infrastructure Investment and Jobs Act (also referred to as Bipartisan Infrastructure Law) requires MPOs to use at least 2.5% of CPG funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The MPO certifies this activity meets this requirement.

Appendices

Appendix B – Revenues and Expenditures by Funding Source

Funding Source	Carry Forward from SFY 2026	Estimated New Revenue for SFY 2027	Total Revenue Available	Element 1 - Administration	Element 2 - Transportation Planning & Programs	Element 3 - RTPO Planning	Element 4 - Programming	Total Estimated SFY 2027 Expenditures	Estimated Carry Forward to SFY 2028
Federal									
Consolidated Planning Grant (CPG)	\$600,000	\$497,888	\$1,097,888	\$34,894	\$628,099	\$0	\$34,894	\$697,888	\$400,000
FHWA STBG-UM Planning Funds	-	316,723	316,723	15,836	285,051	-	15,836	316,723	-
FHWA STBG - IMTC Border Planning	-	-	-	-	-	-	-	-	-
FTA 5310 Enhanced Mobility	165,000	-	165,000	-	110,000	-	-	110,000	-
Total	\$765,000	\$814,611	\$1,579,611	\$50,731	\$1,023,150	\$0	\$50,731	\$1,124,611	\$400,000
State									
RTPO	\$15,000	\$0	\$15,000	\$0	\$3,750	\$11,250	\$0	\$15,000	\$0
WSDOT-PTD Regional Mobility Grant through WTA	165,000	-	165,000	-	120,000	-	-	120,000	45,000
WSDOT-PTD Commute Trip Reduction TDM	87,000	-	87,000	-	87,000	-	-	87,000	-
Total	\$267,000	\$0	\$267,000	\$0	\$123,750	\$11,250	\$0	\$222,000	\$45,000
Local									
WTA match for FTA portion of CPG	\$0	\$17,301	\$17,301	\$0	\$17,301	\$0	\$0	\$17,301	\$0
WCOG match for CPG	-	91,618	91,618	5,446	80,726	-	5,446	91,618	-
WCOG match for FHWA STBG-UM Planning Funds	-	49,431	49,431	2,472	44,487	-	2,472	49,431	-
City of Bellingham - Whatcom Smart Trips program	-	25,000	25,000	-	25,000	-	-	25,000	-
WTA - Whatcom Smart Trips program	-	50,000	50,000	-	50,000	-	-	50,000	-
Total	\$0	\$233,350	\$233,350	\$7,918	\$217,514	\$0	\$7,918	\$233,350	\$0
UPWP Totals									
	\$1,032,000	\$1,047,961	\$2,079,961	\$58,649	\$1,364,414	\$11,250	\$58,649	\$1,579,961	\$445,000

Appendices

Appendix C – Expected consultant contracts in Appendix A

Expected Consultant Engagements	Cost Estimate
Travel demand model support	\$70,000
Graphic Design	\$15,000
Border Data Warehouse: site maintenance, development	\$22,000
Translation Services	\$1,000
Total Cost	\$108,000

Appendices

Appendix D – Timelines of activities

Activity Code	Work categories	Anticipated Timeline of UPWP Activities											
		CY 2026 / SFY 2027						CY 2027 / SFY 2027					
		July	August	September	October	November	December	January	February	March	April	May	June
A	Program administration												
A.1	Professional development and staff training												
A.2	Coordination/communication with federal and state legislators												
A.3	Unified Planning Work Program (UPWP)												
A.4	UPWP annual performance & expenditure report												
A.5	Title VI reporting												
A.6	Language Access Plan												
P	Transportation planning & programs												
P.1	Metropolitan & Regional Transportation Plan update & strategy*												
P.2	Regional & statewide activities with WSDOT & other MPO members*												
P.3	Evaluation & integration of new federal and state funding programs												
P.4	Performance reporting*												
P.5	Public and stakeholder participation and outreach*												
P.6	Planning technical support for member jurisdictions*												
P.7	Review of transportation planning requirements												
P.8	Eval. & acquisition of new data												
P.9	Maintenance of the regional transportation demand model*												
P.10	Development and maintenance of GIS resources												
P.11	Intelligent Transportation System (ITS) Plan												
P.12	North Sound Transportation Alliance (NSTA)												
P.13	Transportation Demand Management - Smart Trips												
P.14	Cross-border planning coordination - The IMTC Program												
P.15	Border Data Warehouse operations and maintenance												
R	RTPO planning												
R.1	Comprehensive Plans Certification Process												
R.2	Human Services Transportation Planning (HSTP)												
R.3	Multimodal Level of Service - coordination & adoption												
R.4	Vehicle Miles Travelled - measures and forecasts												
T	Programming												
T.1	Transportation Improvement Program (TIP)*												
T.2	Obligation status - coordination, monitoring and annual listing												
T.3	Federal funding project-selection process*												

Lower Activity
 Moderate Activity
 Higher Activity

Appendices

Appendix E – Unfunded transportation planning activities

Unfunded priority programs & projects	Cost Estimate
NSTA Coordination	\$25,000
Regional Crossing Guard Program Evaluation	\$25,000
Smart Trips Website Phase II	\$40,000
Total Cost	\$90,000

Appendices

Appendix F – Other transportation planning activities in Whatcom

Sponsor: Whatcom Transportation Authority (WTA)

Long range transit planning and ADA Transition Plan

Contact: WTA, Planning Department

Sponsor: City of Ferndale

Safe Streets and Roads for All: develop a Safety Action Plan

Contact: City of Ferndale, Public Works

Sponsor: Lummi Nation

Safe Streets and Roads for All – develop Safety Action Plan and demonstration project(s)

Contact: Lummi Nation, Planning Department

Sponsor: Washington State Department of Transportation (WSDOT)

NCHRP Pilot to Implement Bellingham – SR 539 Complete Streets

Contact: WSDOT Northwest Region

Sponsor: Washington State Department of Transportation (WSDOT)

I-5 Master Plan – development of goals and objectives, and screening process for policies, strategies and projects

Contact: WSDOT Northwest Region

Sponsor: Washington State Department of Transportation (WSDOT)

Cascadia High-Speed Rail – service development plan (SPD)

Contact: WSDOT Northwest Region