



WHATCOM TRANSPORTATION POLICY BOARD

Wednesday, January 19, 2022, 3:30 p.m.

Gordon W. Rogers Conference Room
314 East Champion Street
Bellingham, Washington

Click [here](#) to join using Zoom
Or join by phone: (253) 215-8782

AGENDA

PAGES

- A. CALL TO ORDER – Chairman Korthuis
- B. PUBLIC COMMENT
Citizens may speak informally to the Board on matters pertinent to its statutory responsibilities and which are not the subject of a public hearing. *Each speaker is allowed a maximum of three minutes.*
- C. AGENDA APPROVAL*
- D. APPROVAL OF MINUTES*
Meeting of October 13, 2021
3-6
- E. PUBLIC HEARING
Hearing No. 1: Amendment No. 22-01 to the 2022 WCOG Transportation Improvement Program
7-8
 1. Staff Presentation – Lethal Coe
 2. Open Public Hearing – Citizens may address the Board on the subject of the hearing *for a maximum of three minutes each.*
 3. Close Public Hearing*
 4. Board Discussion and Vote*
- F. NEW BUSINESS
9
 1. Updating Regional Transportation Goals – Hugh Conroy*
 2. Adopting Washington’s 2021 Safety Performance Targets – Mr. Conroy*
 3. 2022 Coast Allocation Plan – Ron Cubellis*
 4. Other New Business (if any)
10-15
16-25
- G. OBLIGATION STATUS UPDATE – Mr. Coe
- H. PLANNING DIRECTOR’S REPORT – Mr. Conroy
- I. CORRESPONDENCE
- J. BOARD OPEN FORUM
- K. ADJOURN

* Action item



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

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

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

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

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

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

WHATCOM TRANSPORTATION POLICY BOARD
MINUTES – DRAFT
OCTOBER 13, 2021

IN ATTENDANCE (IN PERSON OR VIA ZOOM):

MEMBERS VOTING: **Bellingham:** Seth Fleetwood; **Blaine:** Bonnie Onyon; **Ferndale:** Greg Hansen (2nd Vice Chairman); **Lynden:** Scott Korthuis (Chairman); **Nooksack:** Tom Jones; **Port of Bellingham:** Ken Bell; **WSDOT:** Chris Damitio; **Whatcom County:** Satpal Sidhu, Carol Frazey; **WTA:** Michael Lilliquist *EX-OFFICIO:* Reps. Alex Ramel and Sharon Shewmake; Terry Terry, CTAG; Chris Comeau, TTAG

GUESTS Sonja Max, Whatcom County Bicycle & Pedestrian Advisory Committee; Les Reardanz, WTA

STAFF Bob Wilson (Secretary), Ron Cubellis, Hugh Conroy, Melissa Fanucci, Lethal Coe

A. CALL TO ORDER

Secretary Wilson determined that there was a quorum, and Chairman Korthuis called the meeting to order at 4:09 p.m.

B. PUBLIC COMMENT

No members of the public were in attendance.

C. AGENDA APPROVAL

APPROVED AS PRESENTED BY UNANIMOUS CONSENT

D. APPROVAL OF MINUTES OF JULY 14, 2021

APPROVED AS PRESENTED BY UNANIMOUS CONSENT

E. OLD BUSINESS

No old business was discussed.

F. PUBLIC HEARINGS

Hearing No. 1: Transportation Improvement Program (TIP) No. 21-10

Mr. Coe described the proposed amendments to the 2021 TIP:

- Add WSDOT planning project *Whatcom Council of Governments IMTC 2017-19, 2019-21 and 2021-2023* in the amount of \$110,000 from Washington's allocation of federal Surface Transportation Program (STP) funding for the operation of the International Mobility and Trade Corridor Program in the 2021-23 biennium.

- Add new WSDOT project *State Route 548/Alderson Road Vicinity – Culvert Replacement* in the amount of \$429,703 to replace the failing culvert at this location. This project is funded from Washington’s allocation of federal STP funds, and construction will begin in 2023.
- Move the construction phase of City of Everson project *Blair Drive Improvements* from Federal Fiscal Year 2024 to FFY 2025. This ensures that the four-year program ending in FFY 2021 will meet the statutory requirement for fiscal constraint. The project will continue in the fiscally-constrained four-year program in WCOG’s 2022 TIP.
- Move the construction phase of City of Lynden project *West Main Street and Berthusen Roundabout* from FFY 2024 to FFY 2025. This ensures that the four-year program ending in FFY 2021 will meet the statutory requirement for fiscal constraint. The project will continue in the fiscally-constrained four-year program in WCOG’s 2022 TIP.

PUBLIC HEARING OPENED AT 3:12 P.M.

No members of the public were present either in the conference room or online. Mr. Wilson informed the Board that a Notice of Public Hearing had been published in *The Bellingham Herald* on September 26, 2021, which provided detailed instructions on how to submit comments or register to speak.

PUBLIC HEARING CLOSED AT 3:12 P.M. BY UNANIMOUS CONSENT

MOTION: Mr. Jones moved, Ms. Onyon seconded, to approve Amendment No. 21-10 to the 2021 WCOG Transportation Improvement Program.

MOTION PASSED

Hearing No. 2: Adoption of the 2022 WCOG Transportation Improvement Program

Mr. Coe described the proposed 2022 TIP.

PUBLIC HEARING OPENED AT 3:16 P.M.

No members of the public were present either in the conference room or online. Mr. Wilson informed the Board that a Notice of Public Hearing had been published in *The Bellingham Herald* on September 26, 2021, which provided detailed instructions on how to submit comments or register to speak.

PUBLIC HEARING CLOSED AT 3:16 P.M. BY UNANIMOUS CONSENT

MOTION: Ms. Frazey moved, Mr. Bell seconded, to approve the 2022 WCOG Transportation Improvement Program.

MOTION PASSED

G. NEW BUSINESS

1. Obligation Authority Management Process

Mr. Coe explained the proposed process to ensure that WCOG's member jurisdictions and the region as a whole meet the State's annual obligation deadline, which will put the jurisdictions in position to receive additional obligation authority whenever Washington receives an allocation from the federal government.

MOTION: Mr. Hansen moved, Mr. Lilliquist seconded, to approve the WCOG Obligation Authority Management Process, as presented.

MOTION PASSED

2. 2021 North Sound Passenger-Only Ferry Study

Ms. Fanucci described the recently-completed study and answered questions posed by the members. There was consensus that staff should continue monitoring initiatives related to a potential Bellingham-Friday Harbor passenger-only ferry service.

3. Regional Transportation Goals

Mr. Conroy described the findings from a regionwide public-engagement survey WCOG conducted in the spring of 2021, and he asked for the Board's thoughts on how these responses should factor into the goal-setting process for the update to the regional transportation plan currently underway. There was consensus that the findings from the survey should inform the Board's deliberations regarding the adoption of regional goals.

H. OBLIGATION STATUS UPDATE

Mr. Coe briefed the Board on the region's current progress toward meeting its Federal Fiscal Year 2022 obligation target.

I. PLANNING DIRECTOR'S REPORT

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

J. CORRESPONDENCE

No correspondence was included in the meeting packet or distributed at the meeting.

K. BOARD OPEN FORUM

No comments were offered.

L. ADJOURNMENT

There being no further business, the meeting adjourned at 5:15 p.m.

Robert H. Wilson, AICP
Secretary

Approved January 19, 2022

DRAFT



MEMORANDUM

To: Whatcom Transportation Policy Board
From: Lethal Coe, Senior Planner
Date: January 13, 2022
Subject: WCOG 2022 TIP Amendment

Amendment #1 (22-01) of the WCOG 2022 Transportation Improvement Program (TIP) includes the following:

1. Remove WSDOT project *SR 546/Pepin Creek and Duffner Ditch – Fish Passage* project that obligated construction funding in November 2021. This project will replace the existing fish passage barrier with a fish passable structure.
2. Amend the Lummi Nation’s *Mackenzie Rd Sidewalk Safety Project* to add Bureau of Indian Affairs federal funding, increase the programmed amount and change the Safe Routes to School (SRTS) program from the federal code to the state code. This project will install sidewalks with ADA curb ramps, crosswalks and lighting along Mackenzie Rd. The construction cost increased to \$773,000 and is planned to begin in 2022.
3. Add new Whatcom County project *Birch Bay Lynden Rd/Kickerville Rd Intersection Safety Improvements*. This project was recently awarded \$939,800 from federal Highway Safety Improvement Program (HSIP) and will add left turn lanes and intersection lighting. Construction is currently planned to begin in 2026.

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

Suggested motion:

“Approve Amendment #1 for the Whatcom Council of Governments 2022 Transportation Improvement Program.”

WCOG TIP Amendment #1 (22-01) Table

| # | Agency | Project Title | Amended TIP Action | Added Funds | Total Cost | Source |
|---|----------------|--|--|-------------|------------|-----------|
| 1 | WSDOT | <i>SR 546/Pepin Creek and Duffner Ditch – Fish Passage</i> | Remove project | -2,758,846 | 3,455,846 | NHPP, CWA |
| 2 | Lummi Nation | <i>Mackenzie Rd Sidewalk Safety Project</i> | Adjust federal program, add state program, and increase project cost | 23,000 | 864,000 | SRTS, BIA |
| 3 | Whatcom County | <i>Birch Bay Lynden Rd/Kickerville Rd Intersection Safety Improvements</i> | Add new project | 1,066,000 | 1,066,000 | HSIP |
| | | | | | | |

No Policy Board Action Required for the following Administrative Modifications

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

| Agency | Project | Modification Administered | Total Costs | Federal Source |
|--------|---------|---------------------------|-------------|----------------|
| | | | | |
| | | | | |



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Memo

To: Whatcom Transportation Policy Board (WTPB)
Date: January 11, 2022
From: Hugh Conroy, Director of Planning *HC*
Subject: Updating Regional Transportation Goals

Introduction

WCOG is in the process of updating the Regional/Metropolitan Transportation Plan (R/MTP) for this year's June deadline. An early phase of this work was to conduct a robust public engagement questionnaire in April and May of 2021 (discussed at previous Policy Board meetings). A primary purpose of this questionnaire was to solicit public input on what our regional transportation goals should be – a foundational element of the R/MTP.

Summarizing & Considering Public Input on Regional Transportation Goals

The attached discussion paper, "Scenarios for Updating Regional Transportation Goals for 2022," (revised in October to include changes and additions based on October 2021 Policy Board and Transportation Technical Advisory Group (TTAG) feedback) explains how the 2021 questionnaire responses were summarized and evaluated to inform the Policy Board's assessment of:

- 1) If the current regional transportation goals need to be updated and, if so
- 2) What changes should be considered.

In addition to the option of leaving the current goals as they are, the discussion paper concludes with three scenarios for the Policy Board to consider: 1) pure public feedback, 2) integrating public feedback, and 3) Integrating public feedback modified with TTAG input.

January 19 Discussion & Possible Action Item

Based on previous discussion, Policy Board approval of the third scenario listed above seems likely. And, because the regional transportation goals inform and influence how the rest of the R/MTP is drafted, staff is interested in Policy Board confirmation of any changes to the goals sooner rather than later. That said, if more time and discussion is needed, action on confirming the regional goals can wait. If the Policy Board is ready to act on this item, a suggested motion is below.

Suggested motion

"Approve updating the Whatcom Metropolitan Planning Area's regional transportation goals as presented in the October 29, 2021, Discussion Paper, by the Integrating Public Feedback & TTAG Comments scenario (pg. 6) and re-listed here."

1. Safety
2. A multimodal Transportation System
3. Climate and Environmental Quality
4. Preservation
5. Mobility (all modes, trip capacity)
6. Access (incorporating Equity and Economic Opportunity)
7. Freight (incorporating Economic Vitality)



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Memo

To: Whatcom Transportation Policy Board (WTPB)
Date: January 11, 2022
From: Hugh Conroy, Director of Planning *HC*
Subject: Resolution to adopt Washington State's 2021 HSIP safety performance targets

Introduction

Since 2018, states have been required to measure transportation safety performance using five US Federal Highways Administration (FHWA)-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 metropolitan planning organizations (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 performance measures and targets (system performance, pavement & bridges, etc.), 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 to date

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

WSDOT also updates a document that details the state's target-setting and performance tracking process: Target Zero, crash data, reporting schedules, periodic revisions, and possible penalties to the state for underperformance. **This document, "MAP-21 & Safety – October 2020," which also lists the updated targets for 2020, is attached.**

Additional notes

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

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

Suggested motion

"In accordance with USDOT's safety performance rules, the Whatcom Council of Governments Transportation Policy Board approves Resolution 22-01-1 (attached), adopting Washington's 2021 Highway Safety Improvement Program (HSIP) targets and thus agrees to plan and program projects so that they contribute toward the accomplishment of the targets."



**WHATCOM TRANSPORTATION POLICY BOARD
RESOLUTION NO. 22-01-1**

ADOPTING STATEWIDE SAFETY PERFORMANCE TARGETS

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

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

WHEREAS states are required to annually set targets for each measure, and Washington State has set its 2022 Highway Safety Improvement Program safety performance targets as follows,

1. Number of fatalities on all public roads (rolling five-year average): 437.3
2. Fatality rate per million vehicle miles traveled (VMT) (rolling five-year average): 0.730
3. Serious injuries (rolling five-year average): 1,819
4. Serious injury rate per 100 million VMT: 3.042
5. Non-motorist fatalities and serious injuries: 464.6 and,

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

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

NOW, THEREFORE, IT IS RESOLVED that the Whatcom Transportation Policy Board agrees to plan and program projects in the Whatcom metropolitan planning area that will contribute to the attainment of Washington State's 2022 Highway Safety Improvement Program targets for each of the five measures.

Adopted this nineteenth day of January 2022, in the City of Bellingham, Washington, a quorum being present.

Robert H. Wilson, AICP, Secretary



Transportation Performance Management (TPM) - Traffic safety performance management

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

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

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

Safety Performance Reporting

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

Summary of required performance measures

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

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

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

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

About this folio:

See inside for the official statewide safety targets for 2022, a description of the target setting approach for the five required safety performance measures in Washington state, and how this approach to target setting relates to the stipulations of TPM rulemaking.

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

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

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

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

WSDOT's target adoption

For the 2022 annual target setting process, WSDOT and its partners have once again adopted the Target Zero target setting approach for TPM where targets are set to achieve zero fatal and serious crashes by 2030 (see table below).

FHWA's "Significant Progress" measurement

TPM Safety Target Setting

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

| | 2020 Baseline | 2022 Official Targets Statewide TPM Target (Target Zero) |
|--|---------------|--|
| No. 1 - Fatalities | 546.6 | 437.3 |
| No. 2 - Fatality rate | 0.913 | 0.730 |
| No. 3 - Serious injuries | 2,273.8 | 1,819.0 |
| No. 4 - Serious injury rate | 3.802 | 3.042 |
| No. 5 - Non-motorist fatalities & serious injuries | 581.8 | 464.6 |

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

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

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

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

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

WSDOT uses Target Zero to reduce traffic fatalities and serious injuries

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

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

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

- Calculate the annual number of fatalities, serious injuries, and Vehicle Miles Traveled (VMT).
- A 5-year rolling average is calculated for each performance measure. For example, in the graph for Measure No. 1, data from 2006-2010 creates the value of the rolling average in 2010—535.4 fatalities. Data from 2007-2011 creates the next 5-year rolling average in 2011.
- The rolling 5-year average value for 2019 will be set as the baseline performance (annual average of 2015 through 2019).

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

- A straight line will be drawn from the baseline value to a zero value in 2030. (The line is redrawn with each new year of data.)
- The value of the Target Zero trendline in 2022 becomes the target for the performance measure in 2022 as shown on the following page.

WSDOT submits State 2022 Highway Safety Improvement Program Report to FHWA

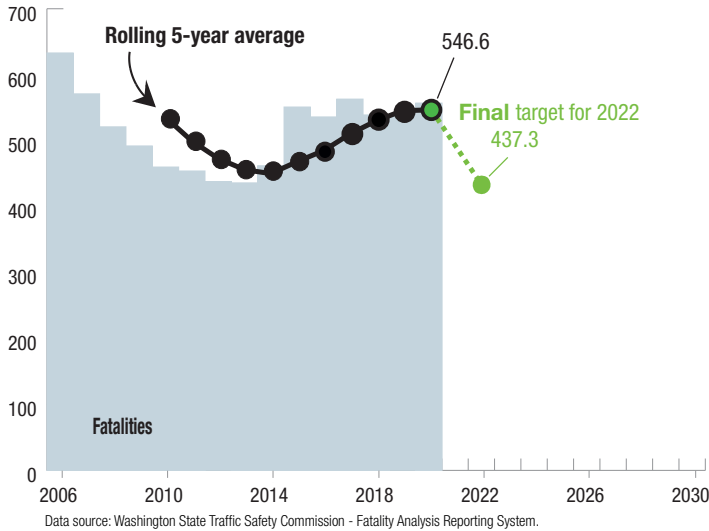
WSDOT and WTSC updated all five statewide targets for the upcoming year of 2022. These targets were submitted to FHWA as part of the 2021 Highway Safety Improvement Program (HSIP) report which was approved by FHWA on September 30, 2021.

MPOs have until February 28, 2022 (180 days after the HSIP reporting deadline) to either agree to plan and program projects so they contribute toward the accomplishment of the State DOT HSIP targets, or commit to a quantifiable target for their Metropolitan Planning Area. In Washington state, MPOs have agreed to adopt the WSDOT targets.

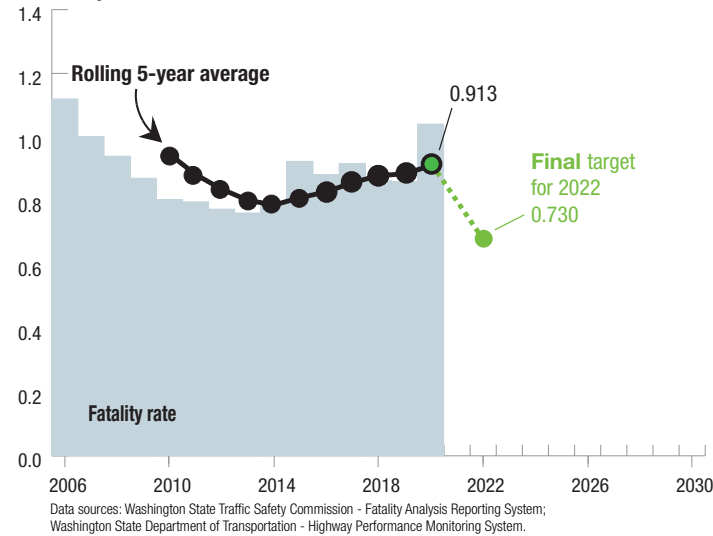
About these graphs

These graphs display the final 2022 targets for each of the five TPM safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission.

Measure No. 1 - Fatalities
2006 through 2030

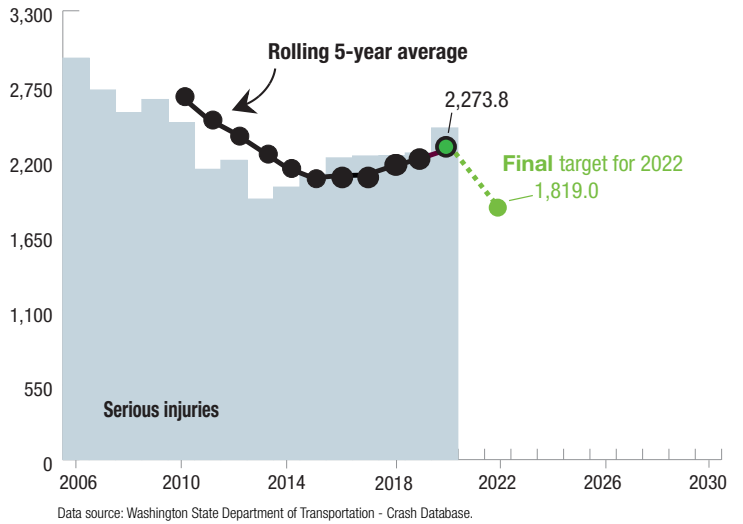


Measure No. 2 - Fatality rate per million VMT
2006 through 2030

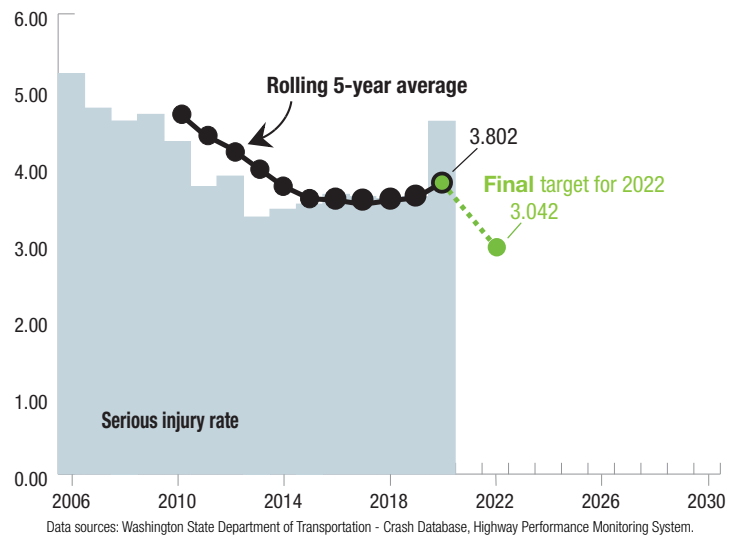


Notes for all graphics: Fatality data for 2019 is finalized as of January 2021, serious injury count for 2019 is as of August 2021. All data for 2020 is preliminary as of August 2021. Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

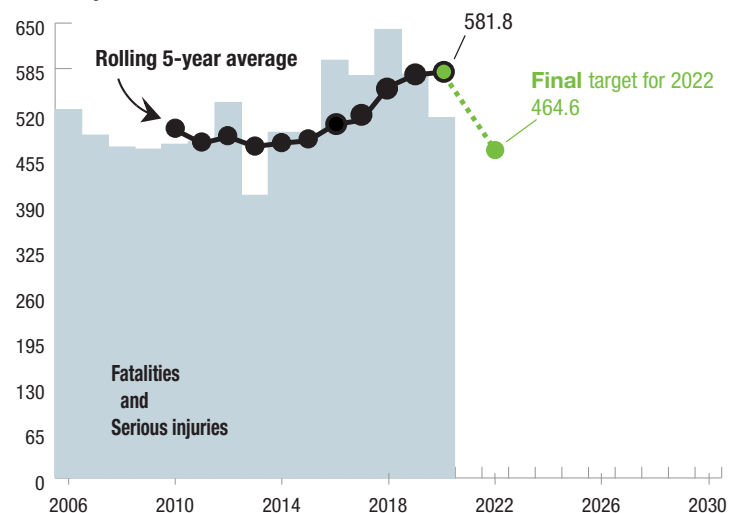
Measure No. 3 - Serious injuries
2006 through 2030



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



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



Penalties

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

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

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

Data used for target setting

- Number of traffic fatalities for all public roads
- Rate of traffic fatalities per 100 million Vehicle Miles Traveled (VMT) for all public 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 Fiscal Year 2015 Omnibus Appropriations Bill. **3** This data satisfies a MAP-21 special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

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

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

What is the current distribution of HSIP funds?

Safety: Federal Highway Safety Improvement Program (HSIP) funding provided to the state is split based upon fatal and serious injury crash data on state and local facilities. The HSIP funds are used to implement engineering countermeasures which reduce fatal and serious injury crashes. For the Federal Fiscal Year 2022 reporting period, it is anticipated that the State of Washington will receive approximately \$52.1 million for the HSIP program. Of this, approximately \$25.6 million will be allocated to state roadways and \$26.5 million to local roadways. The HSIP is one component of WSDOT's total annual expenditure on safety projects.

Data collection

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

For more information

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

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



MEMORANDUM

To: Whatcom Transportation Policy Board
From: Ron Cubellis, CPA AICP
Deputy Executive Director
Date: January 13, 2022
Subject: Consideration of the 2022 Cost Allocation Plan

Request approval of the WCOG 2022 Cost Allocation Plan.

BACKGROUND

A cost allocation plan is the federally approved way to allocate overhead and employee benefit expenses to federally funded activities. The US Government wants to make sure they are not paying more than their fair share of the indirect expenses such as administrative staff, rent, paid holidays, etc.

The 2022 allocation plan that follows is a restatement of the WCOG 2022 budget adopted by the Council Board last month. If the year goes exactly as budgeted, the rates determined by the plan will ensure that WCOG recaptures the full overhead and benefit costs incurred during the year. This method is referred to as *fixed rate with carryforward*. The carryforward comes into play when life doesn't unfold as planned. The following year's rates are adjusting for prior year's under- or over- recaptured amounts.

RECOMMENDATION

Staff recommends approval of the 2022 Cost Allocation Plan.

REQUESTED ACTION

Approve the Whatcom Council of Governments 2022 Cost Allocation Plan as presented.



2022
Cost Allocation Plan

Whatcom Council of Governments
314 East Champion Street
Bellingham, WA 98225
(360) 676-6974

Draft #2

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**WHATCOM COUNCIL OF GOVERNMENTS
COST ALLOCATION PLAN PROPOSAL
CERTIFICATION**

January 1, 2022 – December 31, 2022

This is to certify that I have reviewed the cost allocation plan proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal dated January 12, 2022, to establish billing or final indirect cost rates for January 1, 2022 through December 31, 2022, are allowable in accordance with the requirements of 2 CFR Part 200 and the Federal award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

Whatcom Council of Governments

Robert H. Wilson, Executive Director

Date

Passed and approved this 19th day of January, 2022, in Bellingham, Washington, a quorum being present.

Board Officer signature & title

INTRODUCTION

The Whatcom Council of Governments staffing has remained unchanged since June 2020. However, WCOG entered into an interlocal agreement to provide administrative and financial oversight services to the Skagit County Council of Governments that resulted in a 2021 indirect costs over-recovery. Allocating admin staff time to this activity simultaneously reduced WCOG's 2021 indirect costs and increased its indirect cost recovery as staff that was not anticipated to work on cost recovery eligible activities did so. The resulting over-recovery reduces WCOG's 2022 indirect rate. The 2021 allocation plan indirect and benefit rates were 77.72% and 68.26% for comparison.

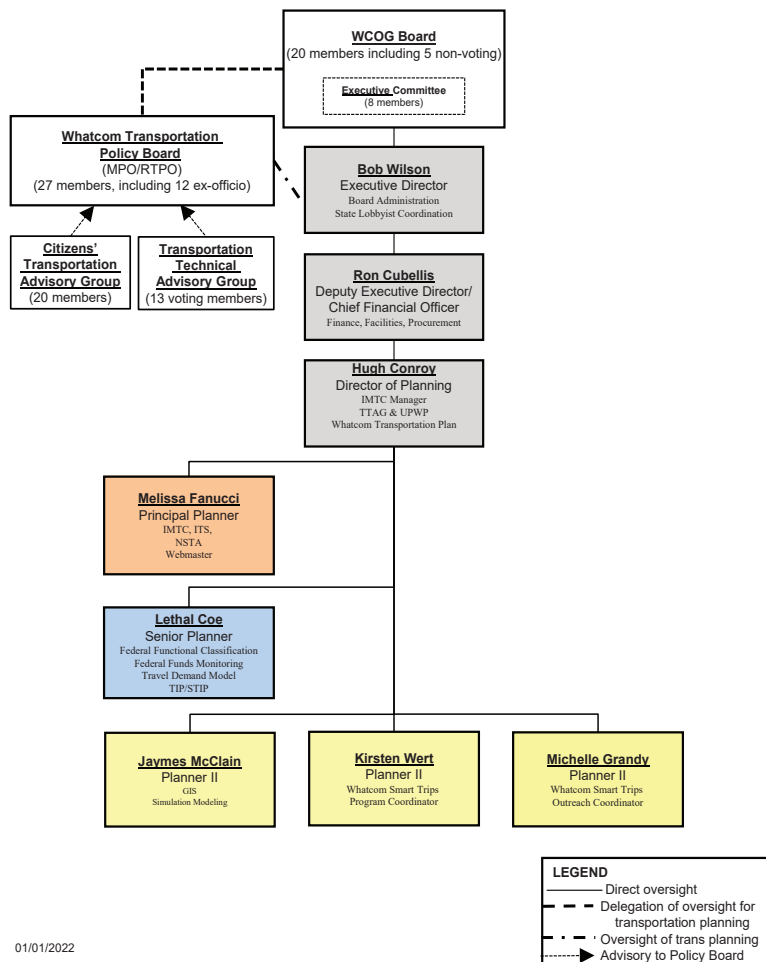
The 2021 fixed rates are:

| | |
|-----------------|--------|
| Indirect Costs | 48.10% |
| Fringe Benefits | 68.12% |

ALLOCATION METHOD

The Whatcom Council of Governments uses the fixed rate with carry forward method to allocate indirect costs and fringe benefits. During the budgeting process rates are established by estimating indirect cost as a percentage of direct labor costs and the fringe benefits as a percentage of direct, excluded and indirect labor costs. The rates are used to allocate indirect and fringe benefit costs each month regardless of actual costs incurred. After the close of each calendar year, the indirect and fringe costs recovered are compared to the actual costs to determine the amount to carry forward as an adjustment to the following year's rates.

Whatcom Council of Governments 2022 Organizational Structure



Draft #2

Table 1: 2021 Income and Expenses

| Whatcom Council of Governments | | |
|--|----|---------------------|
| Actual 2021 Income & Expenditures | | |
| INCOME | | |
| Member Dues | \$ | 163,442 |
| Local | | 87,898 |
| State | | 181,213 |
| Federal | | 996,431 |
| Interest Income | | 2,911 |
| Miscellaneous | | 18,989 |
| TOTAL INCOME | | \$ 1,450,884 |
| EXPENSES | | |
| Communication Services | \$ | 43,776 |
| Consultants & Contracted Svcs | | 137,354 |
| Incentives | | 8,726 |
| Insurance - Property & Liability | | 9,996 |
| Office Equipment & Software | | 46,398 |
| Payroll - Salaries & Wages | | 754,310 |
| Payroll - Benefits & Taxes | | 322,453 |
| Printing | | 10,119 |
| Professional Development | | 7,971 |
| Rent | | 71,191 |
| Repair & Maintenance | | 767 |
| Supplies | | 4,487 |
| Travel | | 608 |
| Utilities | | 13,182 |
| Miscellaneous | | 805 |
| TOTAL EXPENSES | | \$ 1,432,143 |

Draft #2

Table 2: 2021 Indirect Salaries & Benefits

| POSITION | SALARIES | BENEFITS | TOTALS |
|--------------------|-----------|-----------|------------|
| Executive Director | \$ 9,944 | \$ 6,881 | \$ 16,825 |
| Deputy Director | 77,531 | 53,643 | 131,174 |
| Principal Planner | 2,309 | 1,596 | 3,905 |
| Totals | \$ 89,784 | \$ 62,120 | \$ 151,904 |

Table 3: Reconciliation of 2021 Indirect Cost Recovery

| 2021 Actual Expenses | Total Expenses | Indirect | Excluded | Direct |
|----------------------------------|----------------|-------------|--|--------------|
| Wages (excluding paid leave) | \$631,675 | \$89,784 | \$ - | \$ 541,891 |
| Benefits (including paid leave) | 445,088 | 62,120 | - | 382,968 |
| Subtotal | \$ 1,076,763 | \$ 151,904 | \$ - | \$ 924,859 |
| Communication Services | 43,776 | 9,689 | - | 34,087 |
| Consultants & Contracted Svcs | 137,354 | 14,003 | 45,516 | 77,835 |
| Incentives | 8,726 | - | - | 8,726 |
| Insurance - Property & Liability | 9,996 | 9,996 | - | - |
| Office Equipment & Software | 46,398 | 46,383 | - | 15 |
| Printing | 10,119 | - | - | 10,119 |
| Professional Development | 7,971 | 700 | 43 | 7,228 |
| Rent | 71,191 | 71,191 | - | - |
| Repair & Maintenance | 767 | 767 | - | - |
| Supplies | 4,487 | 3,651 | - | 836 |
| Travel | 608 | - | - | 608 |
| Utilities | 13,182 | 13,182 | - | - |
| Miscellaneous | 805 | 719 | 86 | - |
| Subtotal | \$ 355,380 | \$ 170,281 | \$ 45,645 | \$ 139,454 |
| Totals | \$1,432,143 | \$ 322,185 | \$ 45,645 | \$ 1,064,313 |
| | | \$322,185 | Actual year 2021 indirect costs | |
| | | 45,170 | +/- 2020 indirect cost carry-forward | |
| | | \$ 367,355 | Indirect eligible for recovery in 2021 | |
| | | 421,158 | Indirect cost recovered in 2021 | |
| | | \$ (53,803) | Under/(over) recovery in 2021 | |
| | | | (carried forward into 2022 rate) | |

Draft #2

Table 4: Estimated 2022 Indirect Salaries & Benefits

| POSITION | SALARIES | BENEFITS | TOTALS |
|--------------------|------------|-----------|------------|
| Executive Director | \$ 6,818 | \$ 4,340 | \$ 11,158 |
| Deputy Director | 95,765 | 60,949 | 156,714 |
| Principal Planner | 2,147 | 1,367 | 3,514 |
| Totals | \$ 104,730 | \$ 66,656 | \$ 171,386 |

Table 5: 2022 Estimated Indirect, Excluded & Direct Costs

| 2022 Proposed Expenses | Total Expenses | Indirect | Excluded | Direct |
|----------------------------------|----------------|------------|-----------|--------------|
| Wages (excluding paid leave) | \$ 675,156 | \$ 104,730 | \$ - | \$ 570,426 |
| Benefits (including paid leave) | 429,762 | 66,656 | - | 363,106 |
| Subtotals | \$ 1,104,918 | \$ 171,386 | \$ - | \$ 933,532 |
| Communication Services | 28,800 | 15,000 | - | 13,800 |
| Consultants & Contracted Svcs | 112,612 | 15,000 | 45,929 | 51,683 |
| Incentives | 10,000 | - | - | 10,000 |
| Insurance - Property & Liability | 10,500 | 10,500 | - | - |
| Office Equipment & Software | 21,350 | 21,350 | - | - |
| Pass-Through Funding | 19,000 | - | - | 19,000 |
| Printing | 15,700 | - | - | 15,700 |
| Professional Development | 9,050 | 1,350 | - | 7,700 |
| Rent | 71,100 | 71,100 | - | - |
| Repair & Maintenance | 3,000 | 3,000 | - | - |
| Supplies | 9,800 | 4,500 | - | 5,300 |
| Travel | 6,600 | 2,000 | - | 4,600 |
| Utilities | 13,000 | 13,000 | - | - |
| Miscellaneous | - | - | - | - |
| Subtotals | \$ 330,512 | \$ 156,800 | \$ 45,929 | \$ 127,783 |
| Totals | \$ 1,435,430 | \$ 328,186 | \$ 45,929 | \$ 1,061,315 |

Table 6: 2022 Indirect Cost Rate Calculation

| | | | |
|----------------------------------|------------|---|---------------|
| CY 2022 Budgeted Indirect Cost | \$ 328,186 | | |
| CY 2021 Indirect carry-forward | (53,803) | | |
| | \$ 274,383 | | |
| | | | |
| CY 2022 Budgeted Direct Salaries | \$ 570,426 | | |
| | | | |
| Total Indirect Cost | 274,383 | | |
| | ----- | = | 48.10% |
| Total Direct Salaries | 570,426 | | |

Draft #2

Table 7: Reconciliation of 2021 Fringe Benefit Recovery

| 2021 Actual Benefit Expenses | Total | |
|--------------------------------|------------------|--|
| Holiday Leave | \$ 41,610 | |
| Sick Leave | 17,314 | |
| Vacation Leave | 63,528 | |
| Other Paid Leave | 183 | |
| Subtotal | \$ 122,635 | |
| Dental | 12,263 | |
| Disability | 3,471 | |
| Health Insurance | 131,156 | |
| Life Insurance | 741 | |
| Medicare Tax | 11,604 | |
| Retirement Contributions | 87,455 | |
| Social Security | 46,767 | |
| Unemployment Tax | 23,836 | |
| Vision | 2,283 | |
| Workers Compensation Insurance | 2,878 | |
| Subtotal | \$ 322,454 | |
| Totals | \$ 445,089 | Actual 2021 Fringe Benefit costs incurred |
| | 22,133 | +/- 2020 fringe benefit carry-forward |
| | \$ 467,222 | Fringe benefits eligible for recovery in 2021 |
| | <u>437,056</u> | Fringe benefits recovered in 2021 |
| | <u>\$ 30,166</u> | Under/(over) recovered for 2021 (carried forward into 2022 rate) |

Table 8: Estimated 2022 Fringe Benefit Costs

| Benefit | Budget Amount |
|---------------------------------|---------------|
| Holiday Leave | \$ 39,714 |
| Sick Leave | 21,384 |
| Vacation Leave | 58,043 |
| Other Paid Leave | - |
| Subtotal | \$ 119,141 |
| Dental | 12,067 |
| Disability | 3,360 |
| Health Insurance | 126,739 |
| Life Insurance | 720 |
| Medicare Tax | 11,360 |
| Retirement Contributions | 81,415 |
| Social Security | 49,246 |
| Unemployment Tax | 21,036 |
| Vision | 1,923 |
| Workers Compensation Insurance | 2,755 |
| Subtotal | \$ 310,621 |
| Total Estimated Fringe Benefits | \$ 429,762 |

Draft #2

Table 9: 2022 Fringe Benefit Rate Calculation

| | | | |
|---|----|---------------------------------------|-----------------|
| CY 2022 Budgeted Fringe Benefits | \$ | 429,762 | |
| CY 2021 Fringe Benefit carry-forward | | 30,166 | |
| CY 2022 Recoverable Fringe Benefits estimate | \$ | <u>459,928</u> | |
| CY 2022w Budgeted Direct Salaries | \$ | 570,426 | |
| CY 2022 Budgeted Indirect Salaries | | 104,730 | |
| CY 2022 Budgeted Excluded Salaries | | - | |
| Total Salaries & Wages (excluding paid leave) | \$ | <u>675,156</u> | |
| | | | |
| | | Total Fringe Benefits | 459,928 |
| | | ----- | = 68.12% |
| | | Total Salaries (excluding paid leave) | 675,156 |

Introduction

This discussion paper follows the October 13 meeting of the Whatcom Transportation Policy Board (WTPB) where recently summarized results of the 2021 WCOG Public Engagement Questionnaire were discussed – specifically, responses to questions about the outcomes desired from public investments in transportation (goals) and relative ranking of those priorities. Prior to the meeting, [Report 1: Regional Goals](#) (Sep. 23, 2021) was distributed to the WTPB.

At the October 13 WTPB meeting, it was agreed that WCOG staff would further develop scenarios for updating the regional transportation goals for the 2022 regional transportation plan update.

The scenarios presented below are offered as a basis for further discussion leading to adoption of goals for the 2022 plan update. As with the presentation in Report 1, notable elements of how the 2021 Public Engagement Questionnaire was summarized and applied to these scenarios include:

- Discussion starts with the current regional transportation goals (last adopted in 2017 and slightly amended in 2020).
- The public questionnaire was summarized to enable identification of gaps between our current regional transportation goals and contemporary transportation priorities of our community as indicated by questionnaire feedback.
- Modification options are identified that respond to the most robust themes from the 2021 questionnaire.
- Professional judgement and opinion regarding:
 - Federal and state planning requirements.
 - Federal and state legislative and administrative policy objectives.
 - Interpretation of discrepancies likely resulting from the use of jargon.

Current regional transportation goals

WCOG’s current regional transportation goals and prioritization are shown at right. These goals were developed for the 2017 plan update and were based primarily on the most common goals listed in the Whatcom region’s local comprehensive plan transportation elements.

| Current Regional Goals & Priority | |
|-----------------------------------|--|
| 1 | Safety |
| 2 | Climate & environmental quality |
| 3 | Preservation |
| 4 | Mobility (all modes & emphasis on trip capacity) |
| 5 | A multimodal transportation system |
| 6 | Access |
| 6 | Freight transportation |

Public feedback

While responses to many of the public survey questions provide good context for understanding regional goals and transportation priorities, responses to two questions (covered in more detail in Report 1) are used here to develop scenarios: 1) the open-ended question, “*What do you believe are the most important outcomes for society that should result from public investments in transportation?*” and 2) the subsequent question that asked respondents to select their top five goals from the list of the Whatcom region’s current seven transportation goals (listed above).

Current goals versus the questionnaire’s open-ended responses

Responses to the open-ended question about goals were subsequently interpreted and batched into categories and sub-categories (when appropriate). Categorizations were not developed ahead of time but developed organically. As the first 200 or so responses were read, themes and corresponding category labels emerged. These are listed in the right column (2021 Questionnaire Outcomes) in the table below

The 2021 outcomes (22 categories and subcategories) were grouped (when needed) to align with the seven 2017 goals shown in the left column. Lastly, the 2017 goals, along with several *newly identified* goals from the 2021 questionnaire, were re-sorted in descending order of the 2021 percentage of responses stating support for that goal.

| Current Regional Goals | | Corresponding 2021 Questionnaire Outcomes (Goals) | |
|------------------------|--|---|---------------|
| 1 | A multimodal transportation system | Improved/Increased Transit | 7.7% |
| | | Multimodal | 6.3% |
| | | Fewer cars | 2.7% |
| | | Active Transportation (subcat. of Infrastructure) | 1.7% |
| | | Bike Facilities (subcat. of Infrastructure) | 1.1% |
| | | Introduce new modes (subcat of Infrastructure) | 0.6% |
| | | Multimodal (subcat. of Infrastructure) | 0.5% |
| | | 20.6% | |
| 2 | Climate & environmental quality | Environmental Improvements | 18.5% |
| 3 | Mobility (all modes & emphases on trip capacity) | Congestion Relief | 7.2% |
| | | Mobility | 7.1% |
| | | Vehicle Facilities (subcat. of Infrastructure) | 1.0% |
| | | Infrastructure Improvements (no subcategory) | 0.5% |
| | | 15.8% | |
| 4 | Access | Access | 13.8% |
| 5 | Safety | Safety | 7.4% |
| 6 | | Equity | 6.2% |
| 7 | Preservation | Preservation (subcat. of Infrastructure) | 3.5% |
| 7 | | Economic Vitality | 3.5% |
| 8 | | Health | 2.5% |
| 9 | | Community Building | 1.9% |
| 10 | | Cost Effective Spending | 1.2% |
| 11 | | Better Land Use | 0.5% |
| | | Other | 4.4% |
| 12 | Freight transportation | | 0.0% |
| | | | 100.0% |

The above re-ordering and integration of newly identified goals is one way to view the public-engagement feedback and inform discussion of possible modifications to the regional transportation goals.

Observations

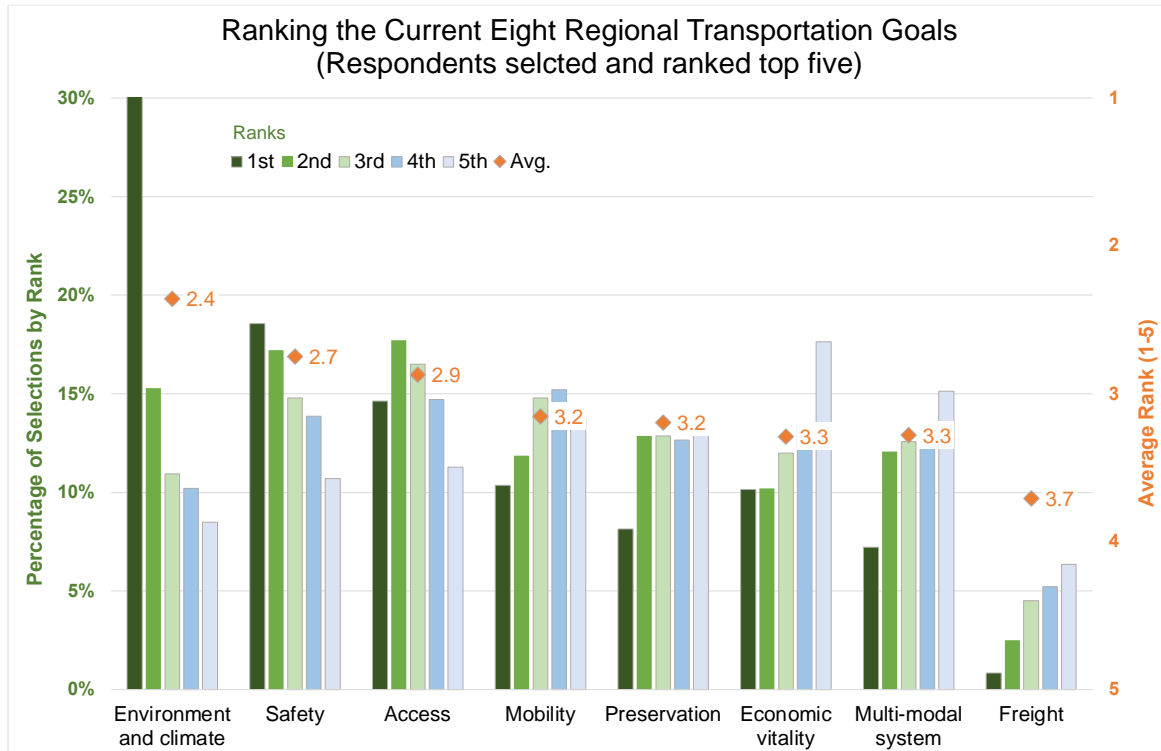
Comparing the above table to the priority order of existing goals we can see:

- When response categories were grouped by the current goals **multimodal transportation system** rose to the top. To be sure though, most of these responses did not use the term, “multimodal.”
- Respondents identified **safety** much less than would align with its current first-priority status.
- Respondents identified **preservation** much less than would align with its current third-priority status.
- **Freight** was never mentioned by respondents.
- Significant numbers of responses identified goals that are not directly relatable to the current goals, specifically, **equity, economic vitality, health,** and others.

Ranking existing goals

Following the above-discussed question, respondents were asked to look at the list of *current* goals (longer text descriptions of the goal titles were also available) and choose and rank-order their top five. The chart below shows the percentage of respondents that selected each goal as one of their top five broken out further by the assigned rank.

Note: “Economic Vitality” is not one of the current Whatcom regional transportation goals but, since the survey software allowed for eight choices and Economic Vitality is a WA state legislative transportation policy goal, it was included in the question.



The tables below show the 2017 goals in their current priority order alongside the re-ordering that would result from a straight interpretation of the results of the ranking question.

| Existing Prioritization | |
|-------------------------|--|
| 1 | Safety |
| 2 | Climate & Environmental Quality |
| 3 | Preservation |
| 4 | Mobility (all modes & emphasis on trip capacity) |
| 5 | A multimodal transportation system |
| 6 | Access |
| 6 | Freight transportation |
| (7)* | Economic Vitality* |

| 2021 Questionnaire Result | |
|---------------------------|--|
| 1 | Climate & Environmental Quality |
| 2 | Safety |
| 3 | Access |
| 4 | Mobility (all modes and emphasis on trip capacity) |
| 5 | Preservation |
| 6 | Economic Vitality* |
| 7 | Multimodal System |
| 8 | Freight |

Observations

- In contrast to the open-ended question about goals, when respondents were given a picklist that included **safety**, it scored much higher.
- In both the open-ended and the pick-list format, **climate & environment** scored very high.
- When respondents submitted goals in their own words that indicated **multimodal** transportation objectives (“transit,” “bike lanes,” “trails,” “sidewalks,” etc.) it was the highest percentage outcome. “Multimodal” as the term on the picklist question scored seventh of eight. While some of this discrepancy is likely attributable to this question’s relative-ranking dimension, it also seems that, for many (maybe most) people, the term “multimodal” is not meaningful.

Regional Goals Update Scenarios

To initiate this discussion four scenarios are listed and/or presented below:

- The **do-nothing** option – leave the 2017 goals as they are (self-explanatory),
- A “**pure public feedback**” scenario, and
- An “**integrating public feedback**” scenario.
- An “**integrating public feedback & TTAG comments**” scenario – Incorporates discussion at the October 28 Transportation Technical Advisory Group (TTAG) meeting.

Pure Public Feedback

This scenario would simply adopt the list of goals and priorities (the top seven or eight?) from the list shown on page 2.

Staff comments:

What’s fine:

- **Multimodal** rising to the top seems okay. It acknowledges the strong public interest shown through the questionnaire. It is also a strong complement to other high-priority goals. Safety would no longer be “safety first” (but it should probably be higher than 5th for reasons discussed below).

| Pure Public Feedback 2021 Questionnaire | |
|--|-------------------------------------|
| 1 | A multimodal transportation system |
| 2 | Climate & environmental quality |
| 3 | Mobility (all modes, trip capacity) |
| 4 | Access |
| 5 | Safety |
| 6 | Equity |
| 7 | Preservation |
| 8 | Economic Vitality |

What’s problematic:

- **Safety** should probably be higher than 5th. Under federal law, WCOG, as the MPO, has agreed to align with the state’s federally required safety-performance targets and direct funding to projects that support meeting these state-wide targets. Setting safety as the fifth priority goal could seem at odds with these obligations.
- **Preservation** is too low (7th). It is understandable that the public is not going to think first about the state of existing infrastructure (though many did). But governments and the private sector are very focused on the crisis of long-deferred repair and preservation and the urgent need to first sustain what we have. Respondents did score preservation higher in the picklist format (5th) – likely because the list reminded them to think about it.
- **Equity and Economic Vitality:** Adding goals to an already-long list could be cumbersome. Because Equity and Economic Vitality themes are strongly connected to Access, scenarios presented below add these objectives to the Access goal and possibly the Freight goal.
- **Freight** has disappeared. It’s not surprising that the public didn’t mention freight in the open-ended question – likely thinking of goals in terms of their personal travel needs. It *is* surprising that only about 20 percent selected freight from the picklist as one of their top five priorities. While freight should be retained on the list for various reasons, unlike with preservation, there is very little public interest in prioritizing it over the other objectives.

Integrating Public Feedback

This scenario strives to balance public feedback with legislated and policy-based obligations.

The scenario is portrayed in the table below. Current goals (left column) are linked by arrows of varying thickness (indicating the degree of rank change) to re-ordered goals to the right. Other columns are:

- **Rationales for changes**, relative to the pure “pure public feedback” scenario or the existing regional goals and rankings.
- Likely needs to **update the description** of the goal in the plan, and
- **Suggestions for renaming** the goal (based on observed issues with jargon such as “multimodal” and “preservation.”)

WCOG Discussion Paper
Scenarios for Updating Regional Transportation Goals for 2022 – October 29, 2021

Integrating Public Feedback – scenario for updating Regional Transportation System Goals for 2022

| Existing Goals (amended 2020) | | Integrating Public Feedback scenario (for 2022) | | Rationale for rank and/or description | Updated plan description to: | Renaming? |
|-------------------------------|-------------------------------------|---|---|---|--|---|
| 1 | Safety | 1 | A multimodal transportation system | Matches public feedback. | Include <i>Active Transportation</i> (an update to terminology more than substance). | All Types of Transportation - Integrated and Effective |
| 2 | Climate & environmental quality | 2 | Climate & environmental quality | Matches public feedback as well as current ranking. | | |
| 3 | Preservation | 3 | Safety | Some lowering of Safety's relative priority is responsive to public feedback but it doesn't match it. 3rd rather than 5th retains stronger alignment with state and federal policies and MPO-state agreements on programming. | | |
| 4 | Mobility (all modes, trip capacity) | 4 | Preservation | Responsive to public feedback (drops from priority 3 to 4) but not pushed down as far as questionnaire feedback would indicate in acknowledgement of the known need for investments. | | Restore & maintain existing infrastructure and systems in good operating condition. |
| 5 | A Multimodal transportation system | 5 | Mobility (all modes, trip capacity) | If Safety and Preservation are kept higher, Mobility and Access are pushed to 5th and 6th (pure questionnaire feedback ranked them 3rd and 4th respectively). | | System Efficiency & Reliability |
| 6 | Access | 6 | Access -- <i>incorporating Equity & Economic Impact</i> | Questionnaire responses indicated distinct and significant public interest in transportation investments advancing Equity and Economic Impact. Because those outcomes align well with the currently-identified goal of Access, this scenario incorporates them with Access rather than adding more goals to the list. | Incorporate Equity & Economic Impact. | Access, Equity, & Economic Opportunity |
| 6 | Freight | 7 | Freight | Questionnaire respondents never mentioned freight. Here, the goal is retained because it is essential and aligns with required planning factors, state and federal programs, etc. | | |

Observations

- All the existing goals remain on the list.
- Contemporary public priorities that are not addressed in our current goals (Equity and Economic Opportunity) would be incorporated with the existing goal of Access.
- The rise of Multimodal to first priority would be the biggest shift and the drop of Safety from first to third would be the next biggest shift (and likely the part of this scenario to generate the most discussion). The other shifts are small. Three goals remain at their current rank.
- The presentation of goals in the regional plan is done to 1) Provide the policy-foundation for the plan – how we frame strategies, select metrics for performance monitoring, etc. 2) Communicate to the public and partners that their input is reflected in the values the plan seeks to advance, and 3) Provide a basis for WCOG’s programming functions – allocating federal funding to regional transportation investments (e.g. the Transportation Improvement Program (TIP) and project evaluation for the Surface Transportation Block Grant Program (STBG).

WCOG Discussion Paper
Scenarios for Updating Regional Transportation Goals for 2022 – October 29, 2021

Integrating Public Feedback & TTAG Comments

Two issues were identified by TTAG in review and discussion of a draft of this paper at their October 28 meeting.

- Several members voiced concerns about **safety** shifting to third priority.
- An additional comment about adding economic vitality to the freight goal is also noted on that row of the table.

The scenario portrayed in the table below applies the TTAG feedback.

Integrating Public Feedback & TTAG Comments – scenario for updating Regional Transportation System Goals for 2022

| Existing Goals (amended 2020) | | Integrating Public Feedback scenario (for 2022) | | Rationale for rank and/or description | Updated plan description to: | Renaming? |
|-------------------------------|-------------------------------------|---|--|---|--|---|
| 1 | Safety | 1 | Safety | <i>TTAG Feedback - Safety needs to be high (higher than third and likely first priority). It is a primary component of all system investments.</i> | | |
| 2 | Climate & environmental quality | 2 | A multimodal transportation system | Moved higher in acknowledgement of public feedback. | Include <i>Active Transportation</i> (an update to terminology more than substance). | All Types of Transportation - Integrated and Effective |
| 3 | Preservation | 3 | Climate & environmental quality | Pushed to third by somewhat greater public interest in multimodal investments (which are complementary to climate/environment). | | |
| 4 | Mobility (all modes, trip capacity) | 4 | Preservation | Responsive to public feedback (drops from 3rd to 4th) but not pushed down as far as questionnaire feedback would indicate in acknowledgement of the known need for investments. | | Restore & maintain existing infrastructure and systems in good operating condition. |
| 5 | A Multimodal transportation system | 5 | Mobility (all modes, trip capacity) | If Safety and Preservation are kept higher, Mobility and Access are pushed to 5th and 6th (pure questionnaire feedback ranked them 3rd and 4th respectively). | | System Efficiency & Reliability |
| 6 | Access | 6 | Access -- <i>incorporating Equity & Economic Opportunity</i> | Questionnaire responses indicated distinct and significant public interest in transportation investments advancing Equity and Economic Impact. Because those outcomes align well with the currently-identified goal of Access, this scenario incorporates them with Access rather than adding more goals to the list. | Incorporate Equity & Economic Impact. | Access, Equity, & Economic Opportunity |
| 6 | Freight | 7 | Freight | Questionnaire respondents never mentioned freight. Here, the goal is retained because it is essential and aligns with required planning factors, state and federal programs, etc. <i>TTAG feedback: consider explicit connection of freight and economic vitality objectives.</i> | | <i>Freight & Economic Vitality</i> |