



WHATCOM TRANSPORTATION POLICY BOARD

Wednesday, October 13, 2021, 4:00 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*
- 4-6 D. APPROVAL OF MINUTES*
Meeting of July 14, 2021
- E. OLD BUSINESS (if any)
- 7-8 F. PUBLIC HEARINGS
Hearing No. 1: Amendment No. 21-10 to the 2021 WCOG Transportation Improvement Program
 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*
- 9-51 Hearing No. 2: Adoption of the 2022 WCOG Transportation Improvement Program
 1. Staff Presentation – Mr. 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*
- 52-53 G. NEW BUSINESS
 1. Obligation Authority Process – Mr. Coe*
 - 54-59 2. 2021 North Sound Passenger-only Ferry Study – Melissa Fanucci
 - 60-76 3. Regional Transportation Goals – Hugh Conroy
 4. Other New Business (if any)

- H. OBLIGATION STATUS UPDATE – Mr. Coe
- I. PLANNING DIRECTOR’S REPORT – Mr. Conroy
- J. CORRESPONDENCE
- K. BOARD OPEN FORUM
- L. 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
JULY 14, 2021

IN ATTENDANCE (IN PERSON OR VIA ZOOM):

MEMBERS VOTING: **Bellingham:** Pinky Vargas (1st Vice Chairwoman); **Blaine:** Bonnie Onyon; **Everson:** John Perry; **Ferndale:** Greg Hansen (2nd Vice Chairman); **Lynden:** Scott Korthuis (Chairman); **Nooksack:** Tom Jones; **WSDOT:** Jay Drye; **Whatcom County:** Satpal Sidhu, Carol Frazey EX-OFFICIO: Rep. Sharon Shewmake; CTAG: Terry Terry; PUD: Atul Deshmane

GUESTS Todd Carlson, WSDOT; Les Reardanz, WTA; Intisar Surur, McBride Public Affairs

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

A. CALL TO ORDER

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

B. PUBLIC COMMENT

No members of the public were in attendance.

C. AGENDA APPROVAL

MOTION: Mr. Jones moved, Ms. Frazey seconded, to approve the agenda, as presented.

MOTION PASSED

D. APPROVAL OF MINUTES OF MAY 12, 2021

MOTION: Ms. Vargas moved, Mr. Jones seconded, to approve the minutes of the meeting of May 12, 2021, as presented.

MOTION PASSED

E. OLD BUSINESS

No old business was discussed.

F. PUBLIC HEARING

Transportation Improvement Program (TIP) No. 21-07

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

Add new Whatcom Transportation Authority project *Purchase Electric Buses and Infrastructure* to acquire two electric buses and related infrastructure. This project is funded through the Washington State Public Transportation – Green Transportation Capital Grant program.

PUBLIC HEARING OPENED AT 3:33 P.M.

No members of the public were present, and Mr. Wilson informed the Board that no written comments had been received prior to the public hearing. The Notice of Public Hearing published in *The Bellingham Herald* on June 27, 2021, informed the public that comments pertaining to TIP Amendment No. 21-07 had to be submitted in writing to the Secretary of the Policy Board prior to the meeting, and provided the Secretary’s e-mail and postal addresses.

PUBLIC HEARING CLOSED AT 3:34 P.M. BY UNANIMOUS CONSENT

MOTION: Ms. Vargas moved, Ms. Frazey seconded, to approve Amendment No. 21-07 to the 2021 WCOG Transportation Improvement Program.

MOTION PASSED

G. NEW BUSINESS

1. Public Transportation Safety Targets

Mr. Conroy explained the Policy Board’s statutory requirement to adopt public transportation safety targets. He then briefly described the safety targets and answered questions posed by the members.

MOTION: Ms. Frazey moved, Mr. Jones seconded, to adopt Whatcom Transportation Policy Board Resolution No. 21-07-01, “Establishing Regional Public Transportation Safety Performance Targets,” as presented.

MOTION PASSED

2. Federal Fiscal Years 2025-26 Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) Awards

Mr. Coe described the seven projects recommended by the Transportation Technical Advisory Group (TTAG) to receive STBG or TA funding, and answered questions posed by the members.

MOTION: Ms. Vargas moved, Mr. Jones seconded, to approve the allocation of Federal Fiscal Years 2025 and 2026 regional Surface Transportation Block Grant and Transportation Alternatives funds as recommended by TTAG.

MOTION PASSED

3. Draft WCOG Public Participation Plan

Mr. Wilson briefly described the draft Public Participation Plan and explained that it would be brought before the Council Board in October for adoption, following a 45-day public comment period. He then answered questions and accepted recommendations from members on groups from which comments should be sought.

H. OBLIGATION STATUS UPDATE

Mr. Coe briefed the Board on the region's current progress toward meeting its Federal Fiscal Year 2021 obligation target.

I. PLANNING DIRECTOR'S REPORT

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

J. CORRESPONDENCE

A letter from Mr. Wilson to U.S. Secretary of Transportation Buttigieg supporting the Port's request for funding for its Rail Span Barge Dock Rehabilitation project was included in the meeting packet, along with an e-mail he sent to WSDOT staff with recommendations for the upcoming Slater Road improvement project.

K. BOARD OPEN FORUM

Mr. Sidhu informed the Board that the Whatcom County Council is preparing to conduct its meetings using a "hybrid" format (in-person and virtual attendance) on a permanent basis.

L. ADJOURNMENT

There being no further business, the meeting adjourned at 4:28 p.m.

Robert H. Wilson, AICP
Secretary

Approved October 13, 2021



MEMORANDUM

To: Whatcom Transportation Policy Board
From: Lethal Coe, Senior Planner
Date: October 7, 2021
Subject: WCOG 2021 TIP Amendment

Amendment #4 (21-10) of the WCOG 2021 Transportation Improvement Program (TIP) includes the following:

1. Add Washington State Department of Transportation (WSDOT) planning project *Whatcom Council of Governments IMTC 17-19, 19-21 & 21-23* in support of the WCOG International Mobility and Trade Corridor (IMTC) program. The planning program is funded through the federal Surface Transportation Program (STP) and will provide funding for 2021 – 2023 biennia.
2. Add new WSDOT project *SR 548/Alderson Road Vicinity – Culvert Replacement* to replace poorly functioning culvert with new culvert to convey water properly. This project is funded through federal STP program and will begin construction in 2023.
3. Move City of Everson project *Blair Drive Improvements* construction phase from 2024 to 2025. This moves the construction phase outside of the fiscally constrained four-year program to finish the 2021 federal fiscal year (FFY) cycle in financial feasibility. This project will continue in the fiscally constrained four-year program in the WCOG 2022 TIP.
4. Move City of Lynden project *West Main St and Berthusen Roundabout* construction phase from 2024 to 2025. This moves the construction phase outside of the fiscally constrained four-year program to finish the 2021 FFY cycle in financial feasibility. This project will continue in the fiscally constrained four-year program in the WCOG 2022 TIP.

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 #4 for the Whatcom Council of Governments 2021 Transportation Improvement Program.”

TIP Amendment #4 (21-10) Table

#	Agency	Project Title	Amended Action	Added Funds	Total Cost	Source
1	WSDOT	<i>Whatcom Council of Governments IMTC 17-19, 19-21 & 21-23</i>	Add planning project	110,000	552,320	STP
2	WSDOT	<i>SR 548/Alderson Road Vicinity – Culvert Replacement</i>	Add new project	429,703	429,703	STP
3	Everson	<i>Blair Drive Improvements</i>	Move CN phase to 2025	-935,466	1,100,551	STBG (RU)
4	Lynden	<i>West Main St and Berthusen Roundabout</i>	Move CN phase to 2025	-1,250,000	1,450,000	STBG (US)

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
Bellingham	<i>James/Bakerview Intersection Reconstruction</i>	Move CN phase from 2023 to 2024	3,170,000	STBG (US)
Bellingham	<i>Telegraph Road Multimodal Safety Improvements</i>	Move CN phase from 2022 to 2023	6,990,000	STBG (US)
Blaine	<i>Bell Rd and Peace Portal Lane Improvements</i>	Move CN phase from 2022 to 2023	475,350	STBG (US)



To: Whatcom Transportation Policy Board
From: Lethal Coe, Senior Planner
Date: October 6, 2021
Subject: WCOG 2022 Transportation Improvement Program adoption

Each year WCOG prepares and manages the region’s Transportation Improvement Program (TIP) to meet the 4-year federal requirement as the Metropolitan Planning Organization and 6-year state requirement as the Regional Transportation Planning Organization.

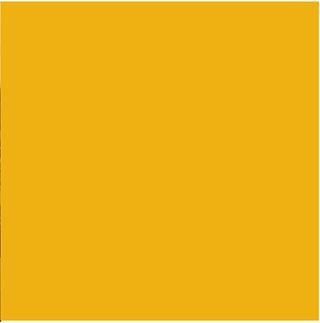
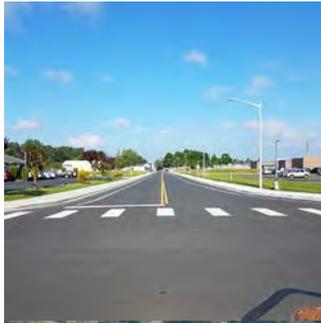
The **WCOG 2022 TIP** enclosed with this packet is a draft pending your approval. It has been prepared using member city, county, transit and state six-year programs. The TIP includes projects funded through federal transportation programs and statewide transportation programs that impact the regional significant system (can be found at <https://whatcommobility.org/>) as well as includes projects from recently awarded WCOG-managed Surface Transportation Block Grant program (STBG) and Transportation Alternatives program (TA). The 2022-2027 program contains 41 securely funded projects or project phases for a total of \$255.7 million.

Formal adoption of the regional TIP requires a public hearing scheduled to take place at the October 13th Policy Board meeting. The public hearing advertisement has been posted in the WCOG newspaper of record (Bellingham Herald).

Please review the enclosed *WCOG 2022 TIP* draft. I will be present to answer any questions.

Suggested motion:

“Approve the WCOG 2022 Transportation Improvement Program.”

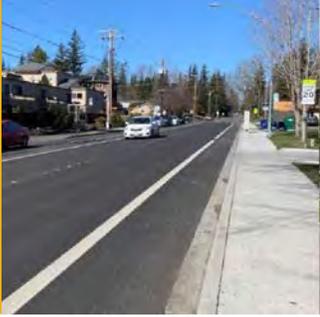
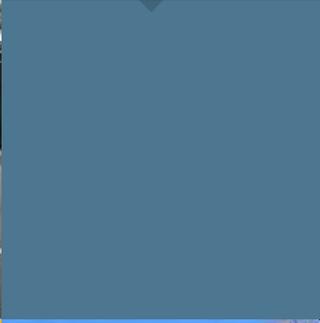


whatcom council of governments

2022

Transportation Improvement Program

DRAFT 20 September 2021



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.

Information provided in this Transportation Improvement Program (TIP) is gathered from member jurisdictions and is used to represent the region's projects in the Statewide Transportation Improvement Program (STIP). Qualifying transportation projects for the Whatcom County region include both MPO and non-MPO areas. This document also contains annual certifications required by federal law.

Whatcom Council of Governments (WCOG) complies with **Title VI of the Civil Rights Act of 1964** that assures no person shall, on the grounds of race, color, national origin or sex be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Aid Highway program or other activity for which WCOG receives Federal financial assistance. WCOG also provides services to people with **Limited English Proficiency**. For further information regarding Title VI or language assistance, please contact Bob Wilson, Title VI Coordinator by phone (360) 676-6974 or email to TitleVI@wcog.org.

For questions, concerns or comments please contact the Whatcom Council of Governments:

314 East Champion Street
Bellingham, WA 98225
Phone: (360) 676-6974
Email: wcog@wcog.org

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Draft

2021 Whatcom Council of Governments Membership

Executive Committee

Bellingham City Council
Mayor of Bellingham
Mayor of Ferndale
Nooksack City Council

Mayor of Lynden
Port of Bellingham
Whatcom County Council
Whatcom County Executive

Council Board (Executive Committee plus)

Bellingham City Council
Birch Bay Water & Sewer District
Lake Whatcom Water & Sewer District
Lummi Indian Business Council Chair
Mayor of Everson
Mayor of Sumas

Mayor of Ferndale
The Opportunity Council
Sudden Valley Association
Western Washington University
Whatcom County Council
Whatcom Transportation Authority

WTPB Policy Board (Executive Committee plus)

Bellingham Technical College
CTAG Representative
Mayor of Everson
Mayor of Blaine
Mayor of Sumas
Nooksack Tribal Council Chair
TTAG Representative
Western Washington University
Whatcom Community College

Whatcom Public Utility District No. 1
Whatcom Transportation Authority
WA State Department of Transportation
40th District Senator
40th District Representative
40th District Representative
42nd District Senator
42nd District Representative
42nd District Representative

Past Project - Lincoln Street Improvements



Opened in 2019, Everson’s Lincoln St was reconstructed from Everson Rd to Washington St and extended the roadway construction from Washington St to Blair Rd.

IN THE MATTER OF ADOPTION OF THE
2022 WHATCOM COUNCIL OF GOVERNMENTS
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution #2021-10-1

WHEREAS, the Whatcom Council of Governments' Whatcom Transportation Policy Board, hereinafter referred to as the POLICY BOARD, is the Metropolitan Planning Organization (MPO) for the Bellingham-Ferndale urbanized area; and

WHEREAS, the POLICY BOARD, is the Regional Transportation Planning Organization (RTPO) for Whatcom County; and

Whereas, the POLICY BOARD, as the MPO and RTPO has the responsibility of annually developing, adopting and amending a Transportation Improvement Program (TIP); and

WHEREAS, transportation improvement projects must be included in the TIP to be eligible for federal assistance under Federal Highway Administration and Federal Transit Administration funding programs; and

WHEREAS, the POLICY BOARD certifies that all requirements of 23 U.S.C. Section 134 Transportation Planning are met; and

WHEREAS, the POLICY BOARD certifies that the TIP meets all Federal and State air quality requirements; and

NOW, THEREFORE, BE IT RESOLVED BY THE WHATCOM
TRANSPORTATION POLICY BOARD:

That it approves the scope and content of the 2022 Transportation Improvement Program, with the understanding that minor changes may be required after federal review, for submission to the Washington State Department of Transportation, Federal Highway Administration and Federal Transit Administration.

ADOPTED: _____

WTPB Chairmain
Scott Korthuis

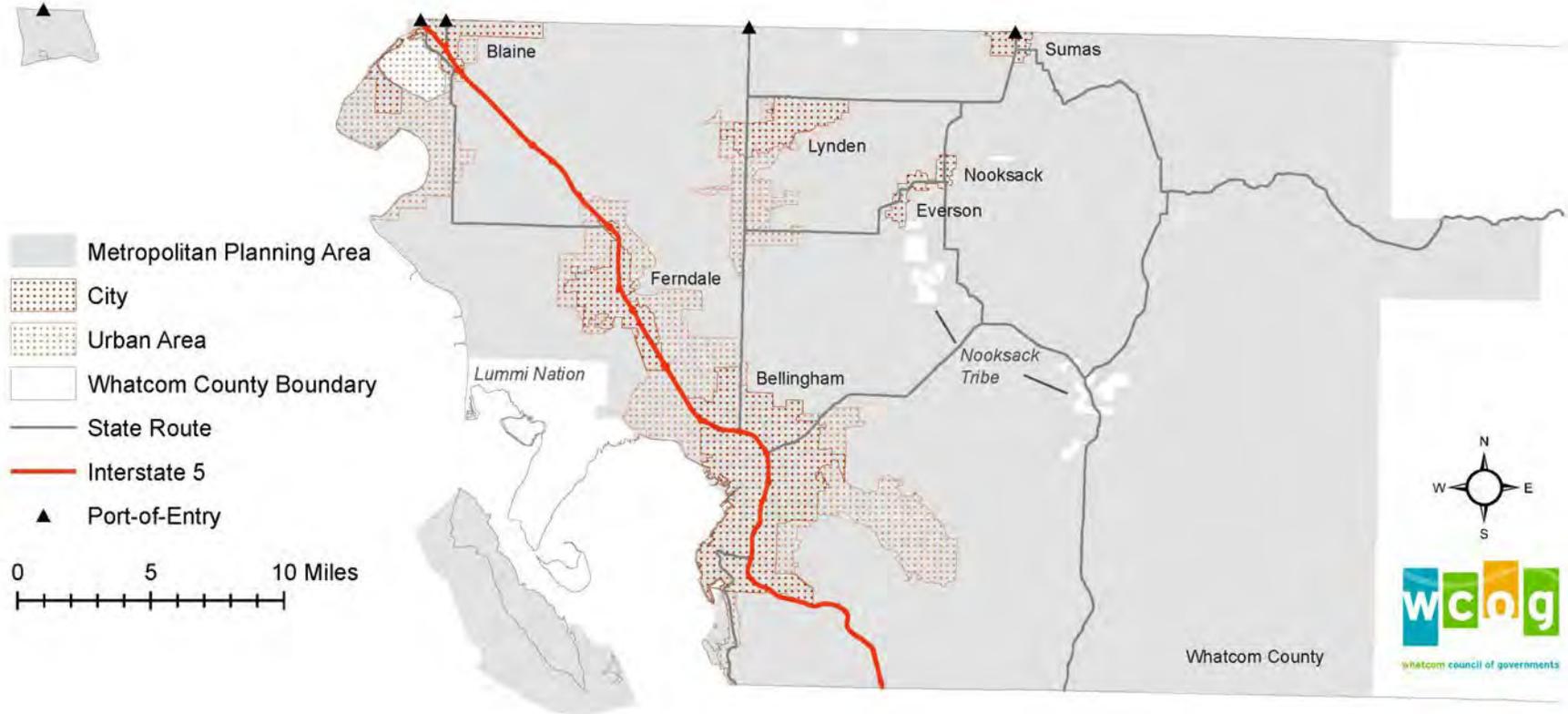
Executive Director
Robert H. Wilson, AICP

Past Project - Lummi Transit Bus Shelters

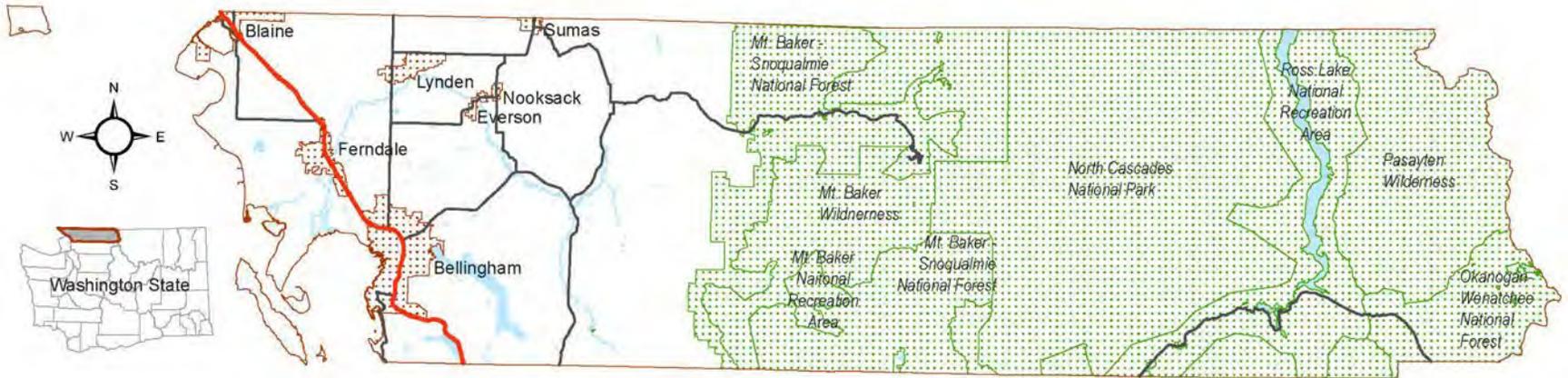


Funded in part by regional Transportation Alternative Program, this project reconstructed bus shelters in Lummi Nation to improve transit infrastructure.

Whatcom Metropolitan Planning Area



Whatcom Regional Transportation Planning Organization (RTPO) Boundary



 Whatcom County & Regional Transportation Planning Organization Boundary

 City

 Interstate 5

 Federal Land

 State Route

0 5 10 15 Miles




INTRODUCTION

Background

The Whatcom Council of Governments (WCOG) was established in 1966 as a 16-member intergovernmental agency. Members of the WCOG represent the general-purpose local and special district governments in Whatcom County. The existing WCOG structure was formed under R.C.W. 36.70.060, which authorized creation of regional planning councils.

The principal mission of the WCOG is to provide a forum for the exchange of information and data on a regional basis. To accomplish this mission, WCOG provides local jurisdictions with technical support and coordination in transportation, and census data information services. This report was prepared as part of the WCOG [2022 Unified Planning Work Program \(UPWP\)](#).

Metropolitan Planning Area

Following the 1980 Census, the City of Bellingham and the surrounding metropolitan area was designated as an "urbanized area," with a population over 50,000. In 1981, WCOG was designated as the area's Metropolitan Planning Organization (MPO). This designation makes additional federal transportation funds available for transit and road improvements and transportation planning.

In 1993, WCOG revised the Whatcom County Metropolitan Planning Area boundaries to reflect the requirements of the Intermodal Surface Transportation Efficiency Act. The metropolitan planning area includes the cities of Bellingham and Ferndale, the unincorporated area of Whatcom County known as Sudden Valley, and portions of the unincorporated county north of Bellingham and Ferndale (Figure 1). WCOG is annually recertified as the Whatcom County MPO.

In 2013, the Whatcom Transportation Policy Board, with concurrence from the Governor, expanded the Metropolitan Planning Area boundary to encompass the populated areas of Whatcom County with a couple exceptions. The Lummi Nation reservation, the Nooksack Tribe trust lands and the portion of State Highway 20 east of Mount Baker are excluded from the boundary.

Regional Transportation Planning Organization

On September 20, 1990 the WCOG was designated by the governor as the Regional Transportation Planning Organization (RTPO) for Whatcom County. In 1990-1991, the RTPO Policy Board was established from the membership of the WCOG Full Council. Each member jurisdiction in the WCOG agreed to the RTPO acting as the designated project selection body for Regional Surface Transportation Program funds and Transportation Alternative Program funds. The region encompasses all of Whatcom County.

Purpose and Scope of the Transportation Improvement Program

WCOG is required by Federal and State regulations to develop a Transportation Improvement Program (TIP); it must be updated every four years, or more frequently. The TIP is the financial plan that identifies and prioritizes federally funded transportation projects to be carried out in the Whatcom County Metropolitan Planning Area. Projects including Federal funds must appear in the WCOG TIP. Projects in the WCOG TIP are approved by the WCOG Whatcom Transportation Policy Board, Governor, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The projects are then included in the Statewide Transportation Improvement Program (STIP). While the TIP is a six-year document, the primary focus is on the first four years: 2022-2025.

WCOG's annual TIP aids in the coordination and cooperation of transportation planning in the region. The TIP also provides the public, elected officials, state and local staffs, transit providers, and other interested parties the opportunity to review regional projects for consistency with regional goals and policies. All WCOG-managed federal funded projects were awarded through a scoring process based on regional goals outlined in [Whatcom Mobility 2040](#).

TIP Legislative Requirements

The Whatcom Council of Governments' TIP has been developed in response to two pieces of legislation:

1. Public Law 114-357 Fixing America's Surface Transportation Act (FAST Act)
2. Revised Code of Washington, Title 47, Chapter 47.80.

FAST Act requires Metropolitan Planning Organizations to prepare a TIP detailing those projects within the Metropolitan Area Boundary that will utilize federal transportation funds or are considered [regionally significant](#). The Washington State RTPO law requires Regional Transportation Planning Organizations to prepare a TIP in cooperation with Washington State Department of Transportation (WSDOT) that similarly details all projects in Whatcom County that will utilize federal funds or are considered regionally significant. The WCOG TIP reflects both metropolitan projects and non-Metropolitan projects (those outside the adopted Metropolitan area boundary) separately in the project tables.

FAST Act focuses on the first four years of the traditional six-year project lists and requires fiscal constraint and secured funding sources. Projects in the TIP are prioritized on an annual basis as the following;

1. 2022 projects are priority one,
2. 2023 projects are priority two,
3. 2024 projects are priority three,
4. 2025 projects are priority four.

Projects that have not secured funding are shown in the unfunded table.

TIP DEVELOPMENT PROCESS

MPO and RTPO Roles in TIP Development

The metropolitan planning requirements of FAST Act have advanced the role of the MPO in developing the regional Transportation Improvement programs (TIP). As the MPO, WCOG applies a continuous and comprehensive planning process in cooperation with WSDOT and member jurisdictions in the development of the combined Regional and Metropolitan Transportation Plan (MTP) and the combined Regional and Metropolitan TIP. The MPO TIP reflects "the investment priorities established in the current transportation plan". As the MPO, and in cooperation with local and state jurisdictions, WCOG prioritizes proposed federally funded projects according to their significance and consistency with the current regional transportation plan, *Whatcom Mobility 2040*. (23 CFR 450.326)

Under the Washington Growth Management Act (RCW 36.70A.020), the transportation planning requires the "encouragement of efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans." WCOG assumed the RTPO role to achieve regional objectives. RTPOs are required to certify that the transportation chapters of jurisdiction's GMA comprehensive plans are consistent with regional transportation plan. Regional transportation improvement programs are required to be consistent with the regional transportation plans. (WAC 468-86-160)

TIP Development Stages

Whatcom Council of Governments initiates the development of the TIP in July of each year when local jurisdictions and agencies provide copies of their respective TIPs to WCOG. The Washington State Department of Transportation and the Whatcom Transportation Authority also submit their projects to WCOG for inclusion in the WCOG TIP.

The TIP submissions are compiled into a comprehensive document for the metropolitan and non-MPO areas of Whatcom County. Review and refinement occurs throughout the process to arrive at a program of improvements that are both consistent with the regional transportation plan and financially feasible. Stages of the development process include:

1. Preparation and submission to WSDOT of local six-year programs.
2. Submission of six-year road programs to MPO/RTPO(WCOG).
3. Project review and prioritization by WCOG ensuring that:
 - a. All projects scheduled for federal funding are included in the TIP.
 - b. All projects are fiscally constrained by showing a four-year implementation schedule and funding source by program.
 - c. The TIP was developed in cooperation with local jurisdictions, agencies and WSDOT.
 - d. The public and interested parties were afforded an opportunity to comment on the TIP in accordance with the WCOG Public Participation Policy.

- e. The TIP is consistent with [Whatcom Mobility 2040](#).
 - f. The TIP provides for the development of an intermodal transportation system that considers all modes of transportation.
 - g. TIP projects are consistent with Title VI of the Civil Rights Act.
 - h. The TIP includes FTA Title VI Assurances.
4. WCOG will adopt and submit the regional TIP to WSDOT by November 1st.
 5. Final review of the WCOG TIP will be completed by WSDOT with final project selection incorporated into the STIP for the Washington State Governor's approval.
 6. The STIP is submitted to the Federal Highway Administration and the Federal Transit Administration.
 7. After the STIP is approved by the Federal Highway Administration and Federal Transit Administration, the local jurisdiction or agency may proceed with project funding obligation through local agency agreements with WSDOT.

Public Involvement

WCOG's adopted public participation policy includes a requirement for a public notice and availability of draft documents 14 days in advance of a public hearing or meeting where documents will be reviewed or approved. A public notice was published in the Bellingham Herald on September 26, 2021 for the WCOG MPO/RTPO public hearing on October 13, 2021. A copy of the public notice is available at the WCOG.

Additionally, jurisdictions and agencies that submitted projects for inclusion in the regional TIP undertook their own public participation processes that included formal transportation program adoptions through their respective council or board meetings.

Significant comments: WCOG certifies that citizens and interested parties have been provided early and reasonable opportunity to comment on the proposed TIP as required under FAST Act Section 5303 (j)(1) and [WCOG's Public Participation Policy](#).

Additional Information

All federally funded projects in the MPA boundary and in the RTPO region have been included in the TIP. Federal funding for the projects does not exceed the amounts reasonably anticipated to be available to each jurisdiction.

Multimodal Approach

Projects listed in the 2022 TIP were developed from a multimodal approach that includes consideration for modes other than single occupancy vehicles, commonly referred as alternative modes. Alternative modes include bicycle, pedestrian, ride-sharing and transit. The multi-modal transportation system approach is a specified [regional goal](#).

For transit services, Whatcom Transportation Authority provides fixed route and paratransit bus services throughout Whatcom County.

TIP Amendment Process

Federal requirements stipulate that changes to the TIP require an amendment to the original document, which then triggers an amendment to the STIP. This is important because a jurisdiction cannot proceed with a project for which it has been awarded federal money until the TIP and STIP is formally amended and approved by the federal agencies, even though the jurisdiction has been awarded money for the project.

The formal amendment process may take three to four months to complete and proceed through the following steps:

- Submittal of TIP amendment request from official project or program manager
- Public notice and comment opportunity for the proposed amendment
- Review and adoption of proposed amendment from Whatcom Transportation Policy Board
- Submit TIP amendment to WSDOT to request STIP amendment
- WSDOT submittal of amendment request to FHWA or FTA for authorization
- Authorization by federal agencies for local jurisdiction to proceed with amended project or program

Depending upon the kind of change required of the project or program, an amendment may not be necessary, but rather a more streamlined administrative modification or a simple corrective change that does not require STIP correction. All changes are initiated by the respective project or program manager with coordination with WCOG and WSDOT. The following outline the criteria that distinguishes the formal amendment, administrative modification, and simple STIP correction.

1. A formal amendment is triggered by the following conditions
 - a. Adding a new project
 - b. Removing (deleting) a project
 - c. Changes to a project's current total STIP programmed amount by more than 30% (or any amount greater than \$3 million).
 - d. Major project scope changes
 - e. Adding a future phase
 - f. Adding federal funds to a project currently programmed in the TIP/STIP that does not have federal funds (federalizing a project).

2. Administrative modifications – does not require Whatcom Transportation Policy Board approval and are updated monthly by WSDOT, thus total process time typically reduced to under two months.
 - a. Revision to lead agency
 - b. Adding prior phase not previously authorized
 - c. Changes to a project’s current total STIP programmed funding amount by less than 30% (or any amount less than \$3million).
 - d. Minor changes or errors in project information
3. Updates not requiring STIP change – the local agency, WCOG and WSDOT will coordinate to verify no STIP action is necessary.
 - a. Moving a project within the four years of the STIP.
 - b. Changes to federal funding source
 - c. Federal funding authorized for current programmed projects in the STIP without consideration for phase split
 - d. All adjustments in a project’s funding authorization for award of a contract

SPECIAL REGIONAL CONSIDERATION AREAS

Environmental Justice

Environmental Justice (EJ) is the practice of identifying and addressing disproportionately high adverse effects of transportation investments on minority groups and low-income communities to help ensure equitable distribution of both benefits and burdens. WCOG effectively accounts for EJ under the regional goals and is a scoring factor in the regional surface transportation block grant program’s project application and selection process.

Further information regarding EJ can be found in the *Regional Planning* page of [Whatcom Mobility 2040](#). Current EJ mapping data can be found on the [WCOG Geographic Information Systems](#) webpage.

Congestion Management

WCOG is not a Transportation Management Area (TMA) that serves an urbanized area greater than 200,000. TMA provisions of FAST Act planning requirements are not applicable to the WCOG MPO or RTPO.

Air Quality

WCOG is not an air quality non-attainment area. Air quality requirements of FAST Act are not applicable to WCOG 2022 TIP.

PERFORMANCE MANAGEMENT

A significant feature of the Moving Ahead for Progress in the 21st Century Act of 2012, known as Map-21, is the requirement for states and metropolitan planning organizations to establish a performance management program. The performance management program was developed in collaboration with the Washington State Department of Transportation (WSDOT). The following national performance goal areas apply to Whatcom Council of Governments:

Highway Safety Improvement Program

23 USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by (1) focusing on national transportation goals, and (2) improving project decision making through performance-based planning and programming. The stated goal for *Safety: to achieve a significant reduction in traffic fatalities and serious injuries on all public roads*. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five performance targets. These five required performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non- motorized fatalities and non- motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

Metropolitan Planning Organizations (MPOs) are also required to establish the same five target areas with the state DOT for all public roads within 180 days of submittal of the state established targets. An MPO can agree to either support the State DOT targets or establish separate MPO numerical targets specific to the metropolitan planning area boundary.

On January 17, 2018, the WCOG Transportation Policy Board adopted the statewide Highway Safety Improvement Program (HSIP) targets as reported to the Federal Highway Administration (FHWA) in coordination with WSDOT and thus agrees to plan and program projects so that they contribute towards the accomplishment of that HSIP target.

Pavement and Bridge Condition

RCW 47.05 and the Washington State Department of Transportation's (WSDOT's) Highway System Plan set the direction for management of infrastructure condition in Washington State, which is to preserve pavements and bridges at lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the [Target Setting Framework](#), WSDOT worked with Metropolitan Planning Organizations (MPOs) to establish performance measures and communicate its pavement and bridge management practices, as well as what these practices mean in the context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS, WSDOT Local Programs issued a call for projects specifically focused on asset management practices, for pavements on NHS roadways.

Washington MPOs & WSDOT have agreed to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT's [Transportation Asset Management Plan](#), certified by FHWA in May 2018.

System Performance and Freight

In 2018, Washington State Metropolitan Planning Organizations (MPOs) and the Washington State Department of Transportation (WSDOT) set, adopted, and reported to FHWA statewide targets for the Highway System Performance and Freight. Washington State MPOs and WSDOT are working to improve the planning and programming process to more fully align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of the group is to increase the consistency between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

Another way WSDOT and its partners are assessing performance and target achievement is through the Regional Integrated Transportation Information System (RITIS) data tool. The state's financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision making processes.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and funded

through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network.

Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

Transit Asset Management

Whatcom Transportation Authority (WTA) is committed to operating a public transportation system that offers reliable, accessible, and convenient service with safe vehicles and facilities. Transit Asset Management (TAM) is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures with the outcome of operating assets in the parameters of a State of Good Repair (SGR).

WTA is currently operating as an FTA-defined Tier II transit operator in compliance with (49 CFR §625.45 (b)(1)). Tier II transit providers are those transit agencies that do not operate rail fixed-guideway public transportation systems and have either 100 or fewer vehicles in fixed-route revenue service during peak regular service, and have 100 or fewer vehicles in one non-fixed route mode service during peak regular service hours.

WTA’s has developed a TAM Plan to provide an outline of how it will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. WTA’s approach to achieving an SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information. WTA will identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired SGR over the life cycle of the assets for a minimal, practical cost.

Public Transportation Safety

In July, 2021, WCOG, in coordination with the Whatcom Transportation Authority (WTA), adopted WTA’s developed Public Transportation Agency Safety Plan (PTASP) inclusive of targets established to address safety performance criteria:

Criteria	Objective	Target
Fatalities	Reduce number of transit related fatalities	Zero fatalities
Preventable Accident Frequency and Severity	Reduce frequency of preventable collisions and events	At least 5% improvement over previous year
Passenger Accidents Frequency	Reduce the frequency of passenger injuries	At least 5% improvement over previous year
On-The-Road Reliability	Reduce frequency of vehicle road failures	At least 5% improvement over previous year

Link Regional Goals and Federal Performance

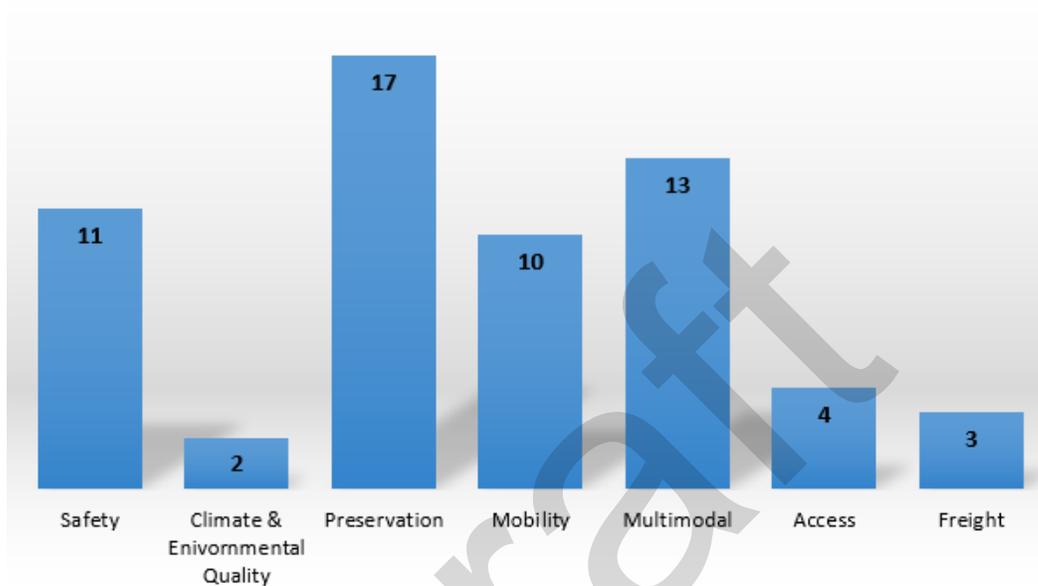
Transportation investments in the WCOG TIP were developed and prioritized towards achieving regional goals. Regional goals closely align with federal performance measures (23 CFR 450.326) as illustrated below.

Ranked Regional Goals		Federal Performance Program	Federal Performance Measures (Criteria or Metrics)
1	Safety	Highway Safety Plan	<ul style="list-style-type: none"> Number of fatalities on all public roads Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads Number of serious injuries on all public roads Number of serious injuries per 100 million VMT on all public roads Number of non-motorist fatalities and serious injuries on all public roads
		Public Transportation Safety	<ul style="list-style-type: none"> Reduce number of transit-related fatalities Reduce frequency of preventable vehicle collisions and events Reduce severity of preventable collisions and events Reduce the frequency of passenger injuries Reduce frequency of vehicle road failures
2	Climate & Environment Quality	Congestion Mitigation and Air Quality	Federal air quality program does not apply to WCOG
3	Preservation	Pavement	<ul style="list-style-type: none"> Percent of Interstate Pavement on the National Highway System in good condition Percent of Interstate Pavement on the National Highway System in poor condition Percent of non-Interstate Pavement on the National Highway System in good condition Percent of non-Interstate Pavement on the National Highway System in poor condition
		Bridge	<ul style="list-style-type: none"> Percent of National Highway System Bridges classified in good condition (weighted by deck area) Percent of National Highway System Bridges classified in poor condition (weighted by deck area)
4	Mobility	Highway System Performance	<ul style="list-style-type: none"> Percent of person-miles traveled on the Interstate System that are reliable Percent of person-miles traveled on the Non-Interstate National Highway System that are reliable
		Transit Asset Management	<ul style="list-style-type: none"> Percentage of non-revenue service vehicles (by type) that meets or exceeds the Useful Life Benchmark (ULB) Percentage of revenue vehicles (by type) that meets or exceeds the ULB (Buses, Paratransit Vans, and Vanpools) Percentage of facilities (by group) rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
		Congestion Management	Federal congestion management program does not apply to WCOG
5	Multimodal		
6	Access		
7	Freight	Freight Movement	Truck Travel Time Reliability (TTTR) Index (on the Interstate System)

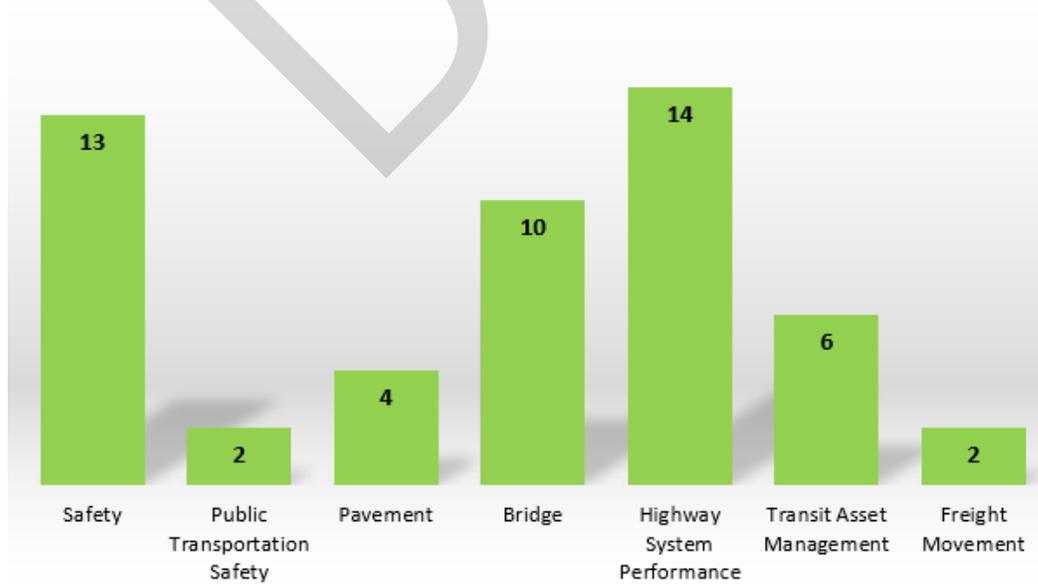
Projects to Advance Regional Goals and Federal Performance

The following graphs display the number of 2022 TIP projects programmed and their primary connections toward advancing regional goals and federal performance measures.

Projects and Regional Goals



Projects and Federal Performance



**METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION
FOR THE FOLLOWING METROPOLITAN PLANNING AREA**

In accordance with 23 CFR Part 450, §450.336, the Washington State Department of Transportation (WSDOT) and the Whatcom Council of Governments (WCOG) Metropolitan Planning Organization (MPO) for the Whatcom Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38, and 28 CFR Part 35;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).

MPO

R. H. Wilson

Signature

ROBERT H. WILSON

Printed Name

EXECUTIVE DIRECTOR

Title

9/8/21

Date

WSDOT

Clifford L. Hall

Digitally signed by Clifford L. Hall
Date: 2021.08.20 13:16:17 -07'00'

Signature

Printed Name

Title

Date

Past Project - Church Rd Improvement Project



City of Ferndale completed the Church Rd widening and reconstruction project in 2019 that improved multimodal connectivity to neighborhood residences.

Past Project - Riverview Rd Gap Elimination



City of Lynden recently finished the new roadway construction of Riverview Rd that connects the S 6th St to Hannegan Rd.

Projects not included in the 2022 TIP

The following projects were programmed in the 2021 TIP but are not programmed for the 2020 TIP for reasons that include: underway, completion, cancellation, delay or transit purchase.

Agency	Project Name	Description	Total Cost*	Status
Bellingham	Orchard Drive Extension beneath I-5	Construct new multimodal roadway under I-5 connecting Birchwood Ave to James St.	\$13,409	Underway
	West Horton Road, Phase 1	New minor arterial roadway construction with bike lanes and seperated pedestrian pathway	5,412	Underway
	West Horton Road, Phase 2	New minor arterial roadway construction with bike lanes and seperated pedestrian pathway	15,000	Delay
Ferndale	Thornton Street Overpass	Construct elevated crossing of railway to connect Portal Way / Second Ave roundabout	26,275	Underway
WCOG	UPWP - SFY 2021 & 2022	Planning and programming responsibilities for WCOG 2021 federal fiscal years	449	Underway
Whatcom County	Birch Bay Drive & Pedestrian Facility	Construct soft shore roadway protection berm and drainage upgrades. Includes ADA compliant pedestrian pathway.	11,716	Underway
	Lummi Island Breakwater Replacement	Replace existing timber pile breakwater with steel pile supporting structures	2,151	Complete
	Marine Drive Reconstruction	Reconstruct to add pedestrian and bicycle facilities	4,124	Underway
WSDOT	I-5/SB Lake Samish Vic - Stormwater Retrofit	Identified as high priority corridor to improve water quality	455	Underway
	I-5/Northbound On-ramp at Bakerview Improvements	Construct northbound on-ramp on east-side of I-5 interchange	10,623	Underway
WTA	Replace Full-size Diesel Buses	Replace seven full-size diesel buses	4,294	Purchased
	Replace Paratransit Mini Buses	Replace twelve paratransit buses	1,927	Purchased
	Purchase Electric Buses and Infrastructure	Purchase two electric buses and supportive infrastructure	2,616	Purchased

*Listed in thousands.

Total Projects Cost \$98,451

CONSISTENCY WITH REGIONAL LONG-RANGE TRANSPORTATION PLAN

The projects contained in the 2022-2027 years of the TIP are consistent with the goals of [Whatcom Mobility 2040](#). WCOG prepares the TIP based on input from local agencies and WSDOT, and all projects are considered for their consistency with Whatcom Mobility 2040.

Financial Plan

This TIP is based on, and therefore consistent with, the region's [Whatcom Mobility 2040](#) as required under Title 23 CFR Part 450. Whatcom Mobility 2040 contains the financial assumptions, revenue and expenditures forecast, and fiscal constraints that account for TIP implementation. The funding sources chart for the full six-year program can be found on **page 20** and the fiscally constrained feasibility table for the first four years (2022 - 2025) can be found on **page 30**. Project expenditures are listed in year of expenditure amounts as determined by the individual agencies.

Federal Funding Programs

FTA Section 5307 Urban Areas

FTA Section 5307 provides transit operators with predictable funding. Grants are allocated on a per capita basis to large urbanized areas. In small urban areas, the funding is distributed on a per capita basis, but the actual "schedule for release" is negotiated between WSDOT and the small transit operators. Section 5307 funds may be used for capital acquisition.

Bridge Replacement and Rehabilitation Program

The Bridge Replacement and Rehabilitation Program is used to fund improvements to bridges determined to be deficient because of structural problems, physical deterioration, or functional obsolescence. The program assists local governments replace or rehabilitate roadway bridges over waterways, topographical barriers, other roadways, railroads, canals, ferry landings, etc. Funding of projects in this program is on a competitive basis. All jurisdictions must inventory their bridges according to state procedures. A statewide priority listing is established based in the inventory. Bridge projects are evaluated and selected on a priority basis by a committee comprised of city, county and WSDOT representatives.

Coordinated Border Infrastructure

The CBI funding is used to improve the safe movement of motor vehicles at or across the land border between the U.S. and Canada and the land border between the U.S. and Mexico.

Highway Safety Improvement Program (HSIP)

The overall purpose of the Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

Safe Routes to School (SRTS)

The Safe Routes to School program was established to address the need for children to safely walk and bike to and from school. SRTS funds the development and improvement of facilities connecting neighborhoods to their respective schools, as well as educational and promotional programs to encourage children and parents to walk and bike. Since MAP-21 and current FAST Act, projects eligible for federal SRTS program funding can be pursued under Transportation Alternatives program and Highway Safety Improvement Program.

National Highway Performance Program (NHPP)

MAP-21 created the NHPP as a new category for federal transportation funding that incorporates Interstate Maintenance, the National Highway System (NHS) and the Highway Bridge Program for bridges that are on the NHS.

Surface Transportation Program (STP) / Surface Transportation Block Grant (STBG)

The FAST Act STBG replaces the SAFETEA-LU's STP grant program that is used on any road (including NHS routes) that is not classified as a local or minor rural collector on the Federal-Aid highway system. Note that projects programmed in the TIP and STIP still use the STP acronym. Bridge projects on any public road and transit capital projects are eligible to utilize STP funds.

Transportation Alternatives (TA)

Created by MAP-21, TA program (set-aside of Surface Transportation Block Grant program) funds transportation alternatives programs and projects including federally funded pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and improved mobility, community improvement activities, and environmental remediation; recreational trail projects; and safe routes to school projects.

Western Federal Lands (WFL)

Federal Lands Highway Program provides funding for the Federal Highway Administration for the use of providing access to, through or within Federal or Tribal Lands.

The MPO section lists the projects within the metropolitan planning area (MPA), the non-MPO section lists the projects outside the MPA boundary, and the unfunded section lists the countywide, planned, regionally significant projects that do not have secure funding.

TIP PROJECTS AND FINANCIAL TABLES

The project and financial tables of the 2022 TIP are arranged in three tabs, MPO, non-MPO and Unfunded.

The MPO section includes the funding secured four-year Metropolitan projects with a Financial Feasibility report.

The non-MPO section includes the funding secured four-year non-MPO projects (outside the MPO boundary).

The Unfunded section includes the planned but not funding secured six-year MPO and non-MPO projects. The following abbreviations are used throughout the project tables:

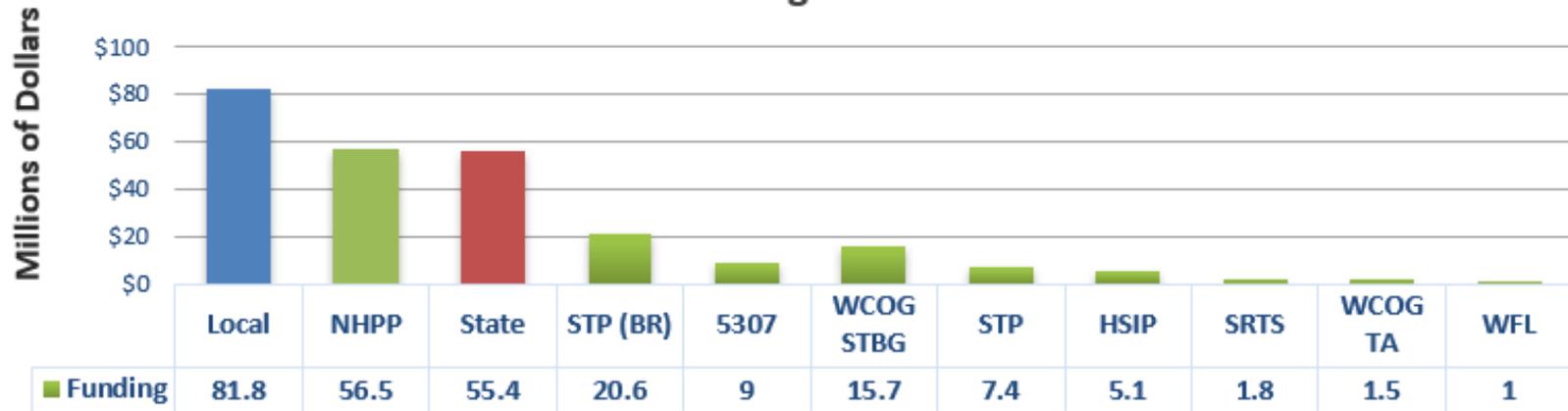
Federal Funding Program Abbreviation

BR	Bridge Replacement or Rehabilitation
CBI	Coordinated Border Infrastructure
Discretionary	Public Highway Lands, Scenic Byways, Others
HSIP	Highway Safety Improvement Program
IRR & TTP	Indian Reservation Roads & Tribal Transportation Program
NHS	National Highway System
NHPP	National Highway Performance Program
SRTS	Safe Routes to Schools
STBG (US)	Surface Transportation Block Grant (replaced STP by FAST-Act) Urban Small
STBG (R)	Area Surface Transportation Block Grant (replaced STP by FAST-Act) Rural Area
STP	Surface Transportation Program (acronym still used by WSDOT program) Surface
STP (R)	Transportation Program Rural Area
STP (US)	Surface Transportation Program Urban Small Area
TA	Transportation Alternatives (replaced TAP by FAST-Act)
TAP	Transportation Alternatives Program (acronym still used by WSDOT program)
TAP (R)	TAP Rural
TAP (US)	TAP Urban Small
TAP (SR)	TAP Safe Routes to School
WFL	Western Federal Lands
5307	Federal Transit Administration – Urban Areas Grant
5339	Federal Transit Administration – Buses and Bus Facilities Program

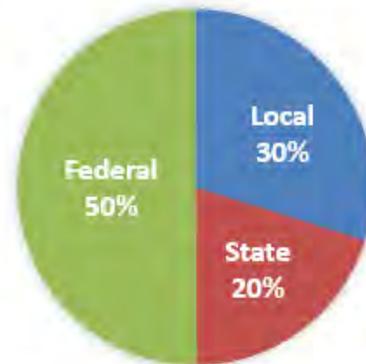
State Funding Program Abbreviations

CRAB	County Road Administration Board
CWA	Connecting Washington
FMSIB	Freight Mobility Strategic Investment Board
TIB	Transportation Improvement Board
OTHER	Any other state fund codes

MPO Secured Funding Sources 2022 - 2027



Funding Share by Level of Government



Past Project - Mahogany Ave Construction



Mahogany Ave connects Pacific Highway to Arctic Ave and Northwest Dr in the growing northern section of Bellingham.

Metropolitan Planning Area Secured Funding Table for 2022 - 2027 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Federal Performance Measure	Program (Federal and/or State)	2022 - 2027 Program Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
F Street Crossing	Improvements include four quadrant gates, pedestrian and bicycle improvements and travel lane channelization.	Bellingham	Access	Highway System Performance	HSIP	2,500			2,500	2,980
James Street/Whatcom Creek Bridge	Remove and replace existing four span precast concrete girder bridge on timber foundations with a single span pre-stressed concrete Deck Bulb Tee girder bridge.	Bellingham	Preservation	Bridge	STP (BR)	3,784		100	3,884	4,522
Meador Avenue / Whatcom Creek Bridge	Remove and replace existing four span precast concrete girder bridge on timber foundations with a single span pre-stressed concrete Deck Bulb Tee girder bridge.	Bellingham	Preservation	Bridge	STP (BR)	3,784		100	3,884	4,522
Telegraph Road Multimodal Safety Improvements	Reconstruct road to add sidewalks, bike lanes, and center turn lane, curb, gutter, storm water, and pedestrian crossing for transit stop access.	Bellingham	Multimodal, Safety	Highway Safety Plan	STBG (US)	1,650		4,840	6,490	6,990
James-Bakerview Intersection Reconstruction	Reconstruct intersection to a multimodal roundabout.	Bellingham	Safety, Mobility	Highway System Performance, Highway Safety Plan	STBG (US) / HSIP	2,900		1,170	4,070	4,070

Metropolitan Planning Area Secured Funding Table for 2022 - 2027 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Federal Performance Measure	Program (Federal and/or State)	2022 - 2027 Program Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
Parkview ES Safe Routes to School Improvements	Pedestrian improvements including sidewalk, curb extensions, ADA ramps, and enhanced marked crosswalks, bicycle improvements including road rechannelization, bicycle wayfinding signs and markings, and safe routes to school programs	Bellingham	Multimodal, Safety	Highway Safety Plan	SRTS	1,620		400	2,020	2,020
Meridian-Birchwood Roundabout Phase I	Connect Squalicum Parkway to Birchwood Ave by regrading and merging the two parallel roadways approximately 500 feet west of Guide Meridian. Construct non-motorized connections along the merged corridor. Decommission Squalicum/Meridian traffic signal.	Bellingham	Safety, Multimodal	Highway System Performance, Highway Safety Plan	STBG (US)	2,500		1,500	4,000	4,000
Boblett St Traffic Channelization and Corridor Improvements	Improvements will include: Channelization, ROW acquisition, non-motorized, sidewalk replacement, storm drainage, roundabout construction.	Blaine	Access	Highway System Performance	STBG (US)	900		141	1,041	1,631
Bell Rd (SR 548) and Peace Portal Lane	The project will lengthen the existing right turn lane SB on SR548 approaching Bell Road, and add an additional lane for Northbound traffic.	Blaine	Safety, Mobility	Highway Safety Plan, Highway System Performance	STBG (US)	357		83	440	475
Peace Portal Community Trail Phase 3	Construct a multi-modal path from Hughes Ave to Bell Rd.	Blaine	Multimodal	Highway Safety Plan	TA (US)	150		136	286	356

Metropolitan Planning Area Secured Funding Table for 2022 - 2027 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Federal Performance Measure	Program (Federal and/or State)	2022 - 2027 Program Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
SR544 S. Everson Sidewalk Improvements	Fill in missing segments of sidewalk along SR 544 from approximately Robinson Street to Everson Road.	Everson	Multimodal	Highway Safety Plan	TA (RU)	1,031	482	901	2,414	2,721
Blair Drive Improvements (Lincoln St Improvements, Phase 3)	Reconstruct roadway to include sidewalks, curb and gutter, on-street parking, and a bike lane.	Everson	Mobility, Multimodal	Highway System Performance	STBG (RU)	1,516		371	1,887	2,013
Thornton Street Project, Vista Drive to Malloy Avenue	Reconstruct roadway that includes ADA compliant pedestrian sidewalks and ramps, with shoulders and illumination.	Ferndale	Mobility, Multimodal	Highway System Performance	STBG (US)	1,095		2,470	3,565	4,025
Main Street, Barrett Road to Old Settler Drive	Reconstruct roadway to include bike and pedestrian improvements and bus pullouts.	Ferndale	Safety, Multimodal	Safety	STBG (US)	1,250		3,985	5,235	5,235
Main Street Corridor Completion	Improve remaining section of Main Street between SR539 and Berthusen Road to full City all-weather arterial standards.	Lynden	Mobility	Highway System Performance	STP (US)	8		1,802	1,810	2,109
West Main Street and Berthusen Roundabout	Construct roundabout.	Lynden	Mobility, Freight	Highway System Performance	STBG (US)	800		650	1,450	1,450
Benson Road Improvements, Sunrise Dr to Badger Rd	Reconstruct roadway to current standards including the addition of bike and pedestrian facilities.	Lynden	Preservation, Multimodal	Highway System Performance	STBG (US)	800		2,969	3,769	3,769
UPWP - 2023	Planning and Programming identified in the Unified Planning Work Program	WCOG			STBG (US)	264		41	305	305

Metropolitan Planning Area Secured Funding Table for 2022 - 2027 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Federal Performance Measure	Program (Federal and/or State)	2022 - 2027 Program Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
E. Smith & Hannegan Road Intersection Improvements	Reconstruct intersection to include: left turn lanes, lengthen Hannegan Road channelization, increase turn radii for truck traffic, and stormwater management.	Whatcom County	Mobility, Freight	Highway System Performance, Freight Movement	STBG (RU), HIP, HSIP	2,000		1,500	3,500	4,050
North Lake Samish Drive Bridge No. 107 Replacement	Replace existing bridge with a new prestressed concrete girder bridge.	Whatcom County	Preservation	Bridge	STP (BR)	8,997		2,249	11,246	12,397
Goshen Road/Anderson Creek Bridge No. 248 Replacement	Replace existing bridge with a new prestressed concrete girder bridge.	Whatcom County	Preservation	Bridge	STP (BR)	4,020		40	4,060	4,510
Birch Bay Lynden Road & Blaine Road Intersection Improvements	Reconstruct stop control intersection with a roundabout to improve level of service and safety.	Whatcom County	Mobility, Safety	Highway System Performance	STBG (US)	950	500	3,600	5,050	5,050
Marine Drive II	Reconstruct to add pedestrian and bicycle facilities	Whatcom County	Preservation, Multimodal	Safety	STBG (US)	800		3,750	4,550	4,550
SR 9/Acme Vicinity to Mt Baker Highway Vicinity - Virtual Weigh-In-Motion Enforcement Area	The project will construct a Virtual Weigh-in-Motion Enforcement Area location. Washington State Patrol WSP will be able to police freight traffic on SR 9 more effectively as a result of this project.	WSDOT	Freight	Freight Movement	N/A			2,752	2,752	2,752
I-5/Squalicum Creek to SR 539 - Bridge Deck Overlays	The project will rehabilitate Bridges 5/820E, 5/822E and 5/822W on I-5 by removing the existing asphalt, reapplying a waterproofing membrane (deck	WSDOT	Preservation	Bridge	NHPP	890		25	914	926

Metropolitan Planning Area Secured Funding Table for 2022 - 2027 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Federal Performance Measure	Program (Federal and/or State)	2022 - 2027 Program Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
SR 546/Benson Road - Intersection Improvements	Installing a compact single lane roundabout at this location will improve mobility and reduce the risk of collisions.	WSDOT	Safety	Safety	HSIP	732		25	757	757
SR 548/Alderson Road Vicinity - Culvert Replacement	The culvert will be replaced in kind with a new culvert that will convey water properly.	WSDOT	Preservation	Bridge	STP	323		7	330	430
NWR Breakaway Cable Terminal Replacement 21-23	The BCTs will be removed and replaced with guardrail terminals meeting current standards reducing the risk of injury	WSDOT	Safety	Safety	HSIP	46		1	47	53
SR 539/Bay-Lyn Dr to International Boundary - Corridor Improvements	Constructing a four-lane divided highway will improve mobility, reduce the risk of collisions, and facilitate freight movement across the international border.	WSDOT	Mobility	Highway System Performance, Freight	CWA		40,000		40,000	40,000
SR 20/Tributary to Thornton Creek - Culvert Replacement	The project will replace the existing 2 feet in diameter corrugated metal culvert with a larger culvert to adequately allow stream water flow.	WSDOT	Environmental Quality		STP, WFL	917		97	1,014	1,014
Concrete Roadway Preservation Whatcom Council of Governments	Replace existing concrete with a thicker concrete and steel bars at the joints. This work will extend the life of the highway at least another 40 years, and provide a smoother ride.	WSDOT	Preservation	Pavement	NHPP	1,858		74	1,932	1,932

Metropolitan Planning Area Secured Funding Table for 2022 - 2027 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Federal Performance Measure	Program (Federal and/or State)	2022 - 2027 Program Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
Asphalt/Chip Seal Preservation Whatcom Council of Governments	Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity of the roadway and extend the service life of the pavement.	WSDOT	Preservation	Pavement	NHPP, STP	49,801		43,788	93,589	93,589
I-5/Slater Road Interchange - Improvements	The project will relieve congestion on the I-5 off ramps at the Slater Road Interchange. This will include the implementation of improvements at the Slater Road NB/SB ramp terminals, as well as the intersections on Northwest Ave, Pacific Highway and Rural Ave.	WSDOT	Mobility	Highway System Performance	CWA		13,219		13,219	20,961
SR 539/Duffner Ditch - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure.	WSDOT	Environmental Quality		NHPP, CWA	6,126	1,173		7,298	7,564
SR 539/Telegraph Road to Westerly Road - ADA Compliance	This project will improve pedestrian safety by upgrading ADA sidewalk ramps within the project limits.	WSDOT	Access	Safety	NHPP	836		17	853	1,044
SR 542/Bagley Creek Bridge - Bridge Scour	The footing for the bridge has been exposed due to erosion to the point of forming a void beneath one of the footings. Filling the void and placing riprap around the exposed footings will protect the bridge from further erosion.	WSDOT	Preservation	Bridge	STP, WFL	715		99	814	865
SR 546/Pepin Creek and Duffner Ditch - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure.	WSDOT	Environmental Quality		STP	3,546		72	3,618	4,490

Metroplitan Planning Area Secured Funding Table for 2022 - 2027 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Federal Performance Measure	Program (Federal and/or State)	2022 - 2027 Program Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
Replace Fixed Route Diesel Buses	Program to replace diesel buses	WTA	Preservation	Transit Asset Management	5307	4,219		1,055	5,274	5,274
Replace Paratransit Mini Buses	Program to replace paratransit mini buses	WTA	Preservation	Transit Asset Management	5307	2,588		457	3,045	3,045
Replace Fixed Route Hybrid Buses	Replacement of hybrid buses	WTA	Preservation	Transit Asset Management	5307	2,173		543	2,716	2,716
Totals						118,446	55,373	81,809	255,728	271,162

*Total project costs estimate accounts for all phases of a project that includes previously obligated, secured and planned phases.

Funding Secured Non-MPO Projects (listed in thousands)

Project Title	Description	Agency	Regional Goal	Federal Performance Measure	Program (Federal and/or State)	2022 - 2027 Program Funding				Total Estimated Cost*
						Federal	State	Local	Total Program	
Mackenzie Rd Sidewalks Safety Project	Pedestrian lighting at crossings, marked crosswalks, speed feedback signs, and sidewalk with curb and buffer separation	Lummi	Access	Highway Safety Plan	SRTS	200		550	750	840
Totals						\$200	\$0	\$550	\$750	\$840

*Total Project Costs estimates all phases of a project that includes previously obligated, secured and planned phases.

WCOG 2022-2025 TIP Feasibility Table

Anticipated Federal Funding & Programmed Expenditures (in Thousands)

	Funding Type	Year	Starting Balance	Annual Allocation	Total Available	Total Program	Remaining Balance	
WCOG-Managed Federal Funds	STBG (US & R)	2022	\$115	\$2,980	\$3,095	\$2,573	\$522	
		2023		2,980	3,502	2,780	722	
		2024		2,980	3,702	2,800	902	
		2025		2,980	3,882	3,301	581	
	TA (US & R)	2022	458	273	731	137	594	
		2023		247	841	150	691	
		2024		247	937	0	937	
		2025		247	1,184	1,179	4	
	WCOG Subtotals			573	12,933	13,505	12,920	585
		Funding Type	Year	Starting Balance	Annual Allocation	Total Available	Total Program	Remaining Balance
State-Managed Federal Funds	HSIP	2022		\$3,677	\$3,677	\$3,677	\$0	
		2023		601	601	601	0	
		2024		900	900	900	0	
	NHPP	2022		8,111	8,111	8,111	0	
		2023		3,165	3,165	3,165	0	
		2024		7,982	7,982	7,982	0	
		2025		1,857	1,857	1,857	0	
	SRTS	2022		200	200	200	0	
		2023		1,620	1,620	1,620	0	
	STP	2022		6,535	6,535	6,535	0	
		2023		453	453	453	0	
		2025		287	287	287	0	
	STP (BR)	2022		16,565	16,565	16,565	0	
		2024		4,020	4,020	4,020	0	
WFL	2023		519	519	519	0		
	2025		500	500	500	0		
Other	5307 (FTA)	2022		6,072	6,072	6,072	0	
		2023		2,908	2,908	2,908	0	
State and Other Subtotals				66,223	66,223	66,223	0	

	Total Available	Total Program
Federal Funds	\$79,477	\$78,892
State & Local Funds	63,830	63,830
All Funds	143,308	142,723

Past Project - Hannegan Road / Ten Mile Creek Bridge



Completed in 2019, this Whatcom County bridge project replaced a failing bridge with a new expanded bridge.

Unfunded Projects (listed in thousands)

Agency	Project	Type	Cost Estimate
Bellingham	James Street Multimodal Improvements; Segments 1, 2, 3 & 4	Reconstruction	14,100
	North James Street Multimodal Arterial Connection	Construction	3,600
	Meridian St / Birchwood Roundabout Phase 2	Roundabout	6,000
	Lincoln St Multimodal Safety Improvements	Reconstruction	2,200
Blaine	Hughes Ave Pedestrian Improvements	Reconstruction	720
	Marine Dr Phase 3 - Lighthouse Point Water Rec. to Public Pier	Construction	3,000
	H St Sidewalk and Road Reconstruction	Reconstruction	3,350
Everson	BNRR R/W - Trail/Utility Corridor	Right-of-Way	300
Ferndale	Thornton Road - Church to Maureen	Construction	1,150
	Portal Way Corridor Pedestrian and Bike Improvements	Design	125
Lummi	Lummi Shore Rd Pedestrian Safety Improvements	Reconstruction	1,850
	Lummi Nation Kwina/Marine Dr./Lummi Shore Intersection	Reconstruction	4,500
Lynden	Line Road - Aaron to Badger Road	Reconstruction	1,550
	Main St Corridor Completion	Reconstruction	1,800
	Pepin Parkway Arterial	Construction	5,290
	SR-546 Intersection with city arterials	Intersection Reconstruction	500
Nooksack Tribe	Mt Baker Hwy - Mitchell Rd to Marshall Hill Rd	Corridor reconstruction	5,000
Sumas	Sumas Ave - Front Street to Garfield Street	Construction	2,150
WCOG	Unified Planning Work Program	Planning	330
	IMTC Cross-border freight study	Planning	130
	Passenger-only ferry business plan	planning	50
	Smart Trips program	Education and Incentives	1215
	Kendall Trail	Pathway Construction	6,500
	Jackson Road / Terrell Creek Bridge No. 81	Replacement	650
	Marine Drive / Little Squalicum Bridge No. 1	Rehabilitation	250

Unfunded Projects (listed in thousands)

Agency	Project	Type	Cost Estimate
Whatcom County	Smith Rd and Northwest Dr	Intersection Reconstruction	350
	Birch Bay Lynden Rd & Blaine Rd	Intersection Reconstruction	4,249
	Lincoln Rd - II, Harborview Rd to SR 548	Reconstruction	5,000
	Marine Drive II, Alderwood Ave to Bridge No 172	Reconstruction	5,000
	Everson Goshen Rd & E Smith Rd	Construction	1,500
	Replacement of Whatcom Chief & Terminal Modification	Ferry Construction	6,500
WTA	Replace Paratransit Mini Buses	Purchase	5,360
	Replace Vanpool Vans	Purchase	776
	Replace Fixed Route Diesel Buses	Purchase	4,476
TOTAL			\$99,521



MEMO

To: Whatcom Transportation Policy Board
From: Lethal Coe, Senior Planner
Date: October 7, 2021
Subject: Consideration to approve WCOG Obligation Authority Management Process

WCOG Obligation Authority Management Process

Each year the Whatcom Council of Governments (WCOG) receives an allocation of federal funds to support regional transportation investments through the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) programs. WCOG is responsible for ensuring that obligations of these funds are delivered in a timely manner as guided by Washington State Department of Transportation's (WSDOT) *Local Agency OA Policy* and corresponding delivery targets. Currently, the local agency annual obligations delivery targets are equal to the annual allocation of federal funds received.

The goal for WCOG is to deliver annual obligations equal to the annual delivery target by the July 31st statewide policy deadline. Furthermore, obligations delivered in excess of the delivery target position WCOG to receive redistributed funds (federal funds received from other states) and/or reallocated funds (sanctioned funds received from other regions).

Failure to meet the annual obligations target may result in sanctioned funds – a reduction of a local agency's STBG allocation equal to the obligation shortfall applied in the following year's federal fiscal year (FFY) cycle.

Key Dates and Deadlines

September – December: WCOG prepares the Transportation Improvement Program (TIP) and assists WSDOT's development of the Statewide Transportation Improvement Program (STIP) to include a listing of projects prepared to obligate funds in the federal fiscal year to, at minimum, meet the obligations delivery target. Additionally, the WCOG Policy Board and TTAG will begin to discuss contingency projects that can obligate funds in case any project currently planned for obligation is delayed.

December – February: project managers notify WCOG TTAG that their project has, or may have, issues in obligating their project as planned. Subsequently, contingency projects prepared to advance will be prepared and submitted to the policy board for action.

March and May Policy Board meetings: these policy board meetings are the opportunities to make any needed changes in the TIP and STIP. This will allow project managers the necessary time to draft a local agency agreement (LAA) in coordination with WSDOT Local Programs office and deliver the fully signed LAA package to WSDOT headquarters.

May – July: assess the likelihood of successful project obligations delivered by the July 31st statewide policy deadline. Prepare list of projects, to include specific amount to request, that qualify to receive additional funding should funds be made available following successful delivery of July 31st deadline.

August: upon successful delivery of obligations by the July 31st deadline, WCOG will submit list of qualifying project(s) to WSDOT (by August 10th) for redistributed or reallocated funds. Redistributed or reallocated funds made available to WCOG must be obligated by September 15th.

September 15th Close: the final deadline to obligate projects (current planned, contingency and/or redistributed or reallocated) in the federal fiscal year cycle to avoid loss of funds.

Contingency projects or additional funding opportunities

WCOG and TTAG will prepare projects that can meet the prerequisites necessary to obligate funds by policy deadlines. Projects will generally be identified through TTAG from the following:

1. Current TIP and STIP projects planned for later years that can advance early
2. Current obligated and active projects that can utilize additional funding
3. Unfunded projects identified in the TIP and/or regional plan that can move forward to obligate

Consequences of Projects Failure to Obligate

Failure of a project to obligate funding by their award deadline and/or failure to provide notice of project delay by the key dates and timelines listed in the WCOG Obligation Authority may result in policy board action to rescind project award and move funding towards another project.

Suggested Motion

“Approve the WCOG Obligation Authority Management Process.”



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Memo

To: Whatcom MPO/RTPO Transportation Policy Board (WTPB)
Date: October 4, 2021
From: Hugh Conroy, Director of Planning *HC*
Subject: Considering regional next steps following the state’s 2021 Passenger Only Ferry Study.

Background

In 2019, the Washington State Legislature commissioned a [Puget Sound Passenger Only Ferry Study](#). Completed in January 2021, the study concluded that six route combinations – of 60 initially identified for analysis – were the best candidates for further development. With final-round evaluations based on travel-time savings, commute ridership potential, discretionary trip opportunities, modal connections, community interest, contribution to resiliency, and operational considerations, one of the six finalist routes was Bellingham-to-Friday Harbor (final report with route profile at the above link).

Because two of the finalist routes (highlighted at right) are in the five-county region of the North Sound Transportation Alliance (NSTA) the July 9 NSTA meeting was dedicated to a panel discussion on exploring perspectives of various key agencies in Whatcom, San Juan, Island, and Snohomish counties – the four counties with termini of the two routes. **A summary the July 9 panel discussion is attached.**

Puget Sound Routes
Tacoma - Seattle
Bellingham – Friday Harbor
Whidbey - Everett
Lake Washington – Lake Union
Kenmore - UW
Kirkland – UW
Renton – UW – S. Lk. Union

The Current Question for the Policy Board

Given the strong public interest shown in a Bellingham-Friday Harbor passenger ferry service documented during the Feasibility Study along with the supportive feedback given by many regional transportation agency stakeholders, WCOG staff is asking the Whatcom Transportation Policy Board to consider if it would like to pursue some continued evaluation of how this passenger ferry service might be developed and, if it would, suggest a structure for facilitating that regional discussion.

Some likely dimensions of continued evaluation that have been acknowledged include:

- While regional stakeholders have expressed supportive positions as to how their organizations are well positioned to complement a passenger ferry service, no agency or private entity has indicated an interest in unilateral development and/or operation of such a service at this time.
- This route might likely be most feasible as a public-private partnership (e.g., vessel operation separated from terminal ownership).
- While the recent study identified Bellingham-Friday Harbor as a recreational and seasonal route, that does not necessarily need to be a parameter on further evaluation.
- If there is sufficient interest by the WTPB and/or other key stakeholders, an early step would be to inquire about corresponding interest and involvement from San Juan County and/or the Port of Friday Harbor.

NORTH SOUND TRANSPORTATION ALLIANCE (NSTA)

PROCEEDINGS FROM THE JULY 9, 2021 PANEL: NEXT STEPS FOR IMPLEMENTING NORTH SOUND PASSENGER FERRY ROUTES

Report date: July 28, 2021

INTRODUCTION

The North Sound Transportation Alliance (NSTA) is a coalition of citizens, elected officials, and agency staff from Washington State's five northwestern-most counties: Whatcom, Skagit, San Juan, Island, and Snohomish. NSTA strives to improve ways for people to travel in the region by pursuing the following objectives: 1) Collect travel and system data to identify needs; 2) Improve regional connections and sustain and expand services; 3) Enhance mobility through sustainable, equitable, and innovative transportation solutions; 4) Inform the public about transportation services to enhance awareness of the regional transportation network.

The goal of the July 9 Panel: Next steps for implementing North Sound passenger-only ferry routes, was to hear the views of regional passenger ferry operators and key stakeholders and identify strategies for implementing services on North Sound routes identified in the recently completed Puget Sound Regional Council (PSRC) study.

THE PSRC PASSENGER ONLY FERRY STUDY

The discussion was based on conclusions drawn in the 2020 Puget Sound Regional Council (PSRC) Puget Sound Passenger-Only Ferry Study. This study evaluated the potential feasibility of new passenger only ferry (POF) services to connect communities throughout the Puget Sound area. Initially, 45 route combinations were considered. Routes were assessed in a stepped approach, with potential routes and landings moving forward for further analysis based on the findings of each step. 36 routes were analyzed in Step Two, 18 in Step Three, leading to 7 routes that were analyzed in the greatest detail.

Of the routes that received full analysis, two are in the NSTA region: the Whidbey – Everett route and the Bellingham – Friday Harbor route.

In the analysis of both routes, the report states “the first step toward implementation is identifying a lead agency that will plan, fund, implement and manage the POF route. Following this identification, the selected agency will need to complete the actions required for start-up of any POF service.”¹

The study's recommended start-up actions include:

¹ Puget Sound Regional Council, Puget Sound Passenger Only Ferry Study, Jan. 2021 (<https://www.psrc.org/sites/default/files/210127-pof-study-report-only.pdf>)

- Incorporate route and facilities in the local planning framework
- Route-specific actions and evaluations including tribal coordination, identification of landing sites, environmental impacts, and prioritization of equity
- Develop a business and implementation plan

RELEVANT REGIONAL EXPERIENCES

The first portion of the July 8 discussion focused on what lessons can be learned from the experiences of two currently operating POF services, one publicly owned, and one privately owned.

KITSAP FAST FERRY

John Clauson, Executive Director of Kitsap Transit, provided an overview of the Kitsap Fast Ferry, operated as part of the services provided by Kitsap Transit. His presentation answered the following questions:

1. What was the original plan for the Kitsap ferry service and how does it differ from what you have today?
2. What lessons are the most valuable to pass on to agencies developing these new routes?
3. What are the demographics of your riders?

BLAKE ISLAND FAST FERRY SERVICE

Kevin Clark, CEO & President of Argosy Cruises, discussed the evolution of the Blake Island Marine State Park service and the purchase of a fast ferry initially for moving staff. The COVID-19 epidemic forced the company to evaluate how to operate with minimal tourism and developed the fast ferry commuter service for those visiting the island. His discussion answered the following questions:

1. What was the business model for implementing the Blake Island pilot project?
2. What are the costs involved in transforming a tourist service to a commuter ferry service?
3. What are the regulatory challenges in transitioning a tourist service to a commuter ferry service?

QUESTIONS FOR PORTS AND TRANSIT AGENCIES

A set of questions was also prepared for the NSTA region ports and transit agencies that could potentially have a role providing service on the subject routes.

QUESTIONS FOR PORT AUTHORITIES

1. If a proposal for passenger ferry service could fit into the port mission, would the port support such a service?
2. If there was a passenger ferry service operating out of your facilities, what changes to the operations or facility itself would be needed (if any)?
3. What concerns does the port have about such a service?

QUESTIONS FOR TRANSIT AGENCIES

1. If there was a passenger ferry that connected to a facility in your service area, could you connect to it with the existing transit service? If not, what changes would need to be made?
2. What are the costs associated with providing transit service to passenger ferry terminals?

WHIDBEY TO EVERETT

PORT OF EVERETT

Jeff Lindhout, Chief of Marina Operations for the Port of Everett noted that the Port is interested in ferry service and sees many benefits. However, the port is also the facility that will need the most improvements before accommodating POF service. In addition to replacing aging infrastructure, float and electrical upgrades, and the continuing need for dredging, the port also has insufficient parking.

EVERETT TRANSIT

Tom Hingson, Director of Everett Transit, reported that the agency currently serves the existing ferry terminal and the port and can increase service to the Port with better transit access. There are benefits to transit in having the POF service out of the Port, given the existing route for the state ferry service is less efficient in terms of transit travel time. Other than some changes in where transit would meet the port and frequency of service, Everett Transit would be able to accommodate POF operations.

PORT OF S. WHIDBEY

Curt Gordon, Commissioner, and Stan Reeves, CEO for the Port of South Whidbey both addressed questions raised during the panel. The Port is amenable to offering POF service and has the walkway and service areas needed. The port would need some facility improvements to accommodate ferries, and ADA accessibility would need to be improved. The Port is seeking a grant to create a POF-ready facility and hoping they may time improvements with the WA State Ferry terminal electrification improvements at Clinton to reduce costs. Parking is also an issue they are currently working to address.

ISLAND TRANSIT

Shawn Harris, Operations Manager for Island Transit, said that Island Transit already provides regularly scheduled service to the Port and WA State ferry terminal and can connect with future ferry services as needed. Sunday service would need to be added into the schedule, but that is currently in planning.

BELLINGHAM TO FRIDAY HARBOR

PORT OF BELLINGHAM

John Michener, Economic Development Specialist at the Port of Bellingham, reported that the Port is interested in the mobility, tourism, and accessibility that a POF between Bellingham and San Juan County would provide. The Port is also fully capable of having such a service operate out of its facilities. The Port currently operates the terminal for the Alaska Marine Highway service out of its Fairhaven facility and could easily accommodate additional ferry services.

WHATCOM TRANSPORTATION AUTHORITY

Tim Wilder, Planning Director for WTA noted that WTA currently serves the Port of Bellingham's facilities, including the ferry terminal, and would be able to consider adjustments to its schedule based on incoming ferry service from San Juan County.

PORT OF FRIDAY HARBOR

Todd Nicholson, Executive Director for the Port of Friday Harbor, informed the attendees that the Port of Friday Harbor is also fully capable of adding POF service to its existing operations.

POF READINESS CHART

Based on feedback from this panel, the status of regional facilities and transit connections/connections with transportation network companies (TNCs) like Uber and Lyft are listed below:

	WHIDBEY – EVERETT (Island Co – Snohomish Co)	BELLINGHAM – FRIDAY HARBOR (Whatcom Co – San Juan Co)
PORT FACILITIES	Whidbey facilities NEED MINOR IMPROVEMENTS Everett facilities NEED MAJOR IMPROVEMENTS	Bellingham port facilities READY TO GO Friday Harbor facilities READY TO GO
TRANSIT/OTHER CONNECTIVITY	Whidbey transit (Island Transit) has EXCELLENT CONNECTIVITY but would need Sunday service; TNCs AVAILABLE Everett Transit CONNECTED but needs better access; TNCs AVAILABLE	Bellingham transit (WTA) CONNECTED; TNCs AVAILABLE Friday Harbor has SEASONAL TRANSIT only, although could change; TNCs NOT AVAILABLE , limited taxi service

DISCUSSION ON NEXT STEPS

The panelists discussed what would be the priority for continuing actions.

- WA state law allows counties to form ferry districts (<https://app.leg.wa.gov/RCW/default.aspx?cite=36.54.110>)
- It may be possible to have a ferry district extend across multiple counties, though this will need to be investigated.
- Kitsap transit originally sought to create a separate ferry taxing district separate from its PTBA taxing district but was later encouraged to combine the two so that people who travel into the area from rural portions of the PTBA had an opportunity to vote on it. State law allows a PTBA to collect up to 9/10ths for bus service and 4/10ths for a ferry operation. Kitsap currently collects 8/10ths and 3/10ths respectively.
- It is important to confirm this is what these communities want. If their agencies are going to spend that money, it must be a priority for them. The costs for running a ferry for under 149 passengers a day (any larger would require higher regulatory compliance and operations costs) is equal to or more than three bus services. That trade-off may not be worth it for the community, especially if the route is seen as discretionary (e.g., if the Friday Harbor – Bellingham route is considered a tourism route only). For Kitsap, there was initial interest, but the community didn't support it until a high-speed vessel could be developed that wouldn't damage beaches. Their process included hiring a consultant to build a business plan to put forward to voters. This took a year to build the plan; a year to present it to voters and receive community input to refine what they wanted; and lastly the formation of a community citizen group that campaigned for the concept.
- Transit agencies noted that if the community expressed interest and support and wanted to pay taxes for it, then there would need to be a look at governance.

- Even if a public transit agency oversees it, it may be beneficial to have a private company operate it. They will already have the equipment, expertise, and staff.
- Although the PSRC study mentions the need to identify a lead “agency”, the interested organizing party could also be a private sector company or a collaborative effort.
- The success of the Kitsap model came about because they offered routes that differed from what WA State Ferries was offering, and a faster service. These commuters wanted more direct and faster service. That said, it still took three ballot attempts to pass it.
- Operators of POF routes encouraged the region to seek standard designs – a standard docking mechanism for a standard vessel that could be easily swapped out, for more affordable ongoing maintenance and vessel-swapping, maybe even between the two routes.
- One suggestion is to run a pilot project to give communities a taste of what such a service could provide. However, the infrastructure needed to facilitate a pilot project may make this idea unrealistic.

NEXT STEPS

1. Assess community support for these POF routes
2. Incorporate consideration/planning of these routes in regional planning organizations

Determining community appetite for POF service is a big issue. In the case of Kitsap, a consulting agency developed a specific marketing plan for the concept. However, currently there is no funding identified for even conducting this basic market research, so the jurisdictions/agencies at the four subject terminal locations (Bellingham/Whatcom County, Friday Harbor/San Juan County, Clinton/Langley/Island County, Everett/Snohomish County) may need to work with their regional planning organizations to coordinate funding requests for phased evaluation of service types, partnership models, and revenue options.

MORE INFORMATION

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Memo

To: Whatcom MPO/RTPO Transportation Policy Board (WTPB)
Date: October 5, 2021
From: Hugh Conroy, Director of Planning *HC*
Subject: WCOG's 2021 Public Engagement Questionnaire & summarized feedback on our region's transportation goals.

During the months of April and May 2021, WCOG conducted a regional, public engagement effort using the online survey platform MetroQuest. The questionnaire covered several dimensions that WCOG will use to inform its 2022 update to the Regional/Metropolitan Transportation Plan (currently *Whatcom Mobility 2040*).

The first set of feedback that WCOG staff has summarized are the questions that address overall goals for the regional transportation system.

A report visualizing and discussing this questionnaire feedback, **Report 1, is attached.**

At the October 13 WTPB meeting, WCOG staff will ask the board if and how it would like to use this feedback to inform the 2022 plan update and specifically any changes to **the regional transportation goals** – the basis for WCOG's performance-based planning & programming approach.

Additional reports summarizing responses to the rest of the questionnaire will be completed soon (mapping, transportation problem identification, demographic and geographic cross-tabulations, etc.).



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WCOG 2021 Public Engagement Questionnaire

Report 1: Regional Goals

September 23, 2021

1 What moves you?
A brief introduction before you begin.

Welcome

Thank you for your perspectives on regional **TRANSPORTATION** needs. Whatcom County will be home to 60,000 more people in 20 years. Your input is critical for our elected officials as they plan future investments.

Español [Begin](#)

We depend on many types of transportation.

Roads

- CAR
- TRUCK

Active

- WALK
- ROLL
- BIKE

Transit

- CITY BUS
- PARAT RANSIT VAN
- BUS STOP
- INTERCITY BUS
- COMMUTER VAN
- FERRY

Aviation

- PLANE
- AIRPORT

Marine

- SHIP
- TERMINAL

Rail

- TRAIN
- RAIL STATION

What's it all about? | Priorities today | Get it on the map! | Wrap-up

Introduction

As an early phase of the 2022 regional transportation plan update process, WCOG conducted a large-scale public engagement questionnaire during the months of April and May of 2021. This first report focuses on public feedback regarding what our region's goals should be when planning and investing in our transportation system.

Questionnaire format, distribution, and response

Following an early conclusion that the questionnaire would be conducted primarily on-line, several internet-based survey platforms were evaluated for desired functions, price, and resulting data output. Product review resulted in the selection of MetroQuest. Well-known in the transportation planning community, MetroQuest offered the best balance of user engagement, intuitive interface, mapping features, high-quality output, and customer support.

A Spanish language version of the on-line MetroQuest questionnaire was also developed.

In addition to the on-line questionnaire, a document version (PDF) was available in various ways as needed – e.g. emailed to those who had concerns about entering responses on an internet-based form, printed and mailed to people who did not have internet access, and used in conjunction with a screen reader by those with visual impairment.

The questionnaire was promoted in multiple ways

- **Post cards:** mailed to one-third of all Whatcom County residential addresses (randomly selected) plus 100 percent mail saturation on USPS carrier routes matching census-tract data indicating low-income and traditionally under-represented ethnic groups. The total mailing list was over 40,000.
- **Press release** with press-kit.
- **Social media:** Facebook, LinkedIn, NextDoor, Twitter.
- **Partner websites & social media:** City of Bellingham, Whatcom County, WSDOT, Western Washington University, Whatcom Housing Alliance

When the questionnaire was closed at the end of May, **over 2,000 responses were recorded.**

Regional Goals for the Transportation System

The starting point for any plan is to establish goals. While the current regional transportation plan has [seven goals](#) based on public input, the cited public dialog these goals are based on took place twenty years ago. This 2021 public engagement questionnaire provides a refreshed assessment of what Whatcom region residents want from their transportation system.

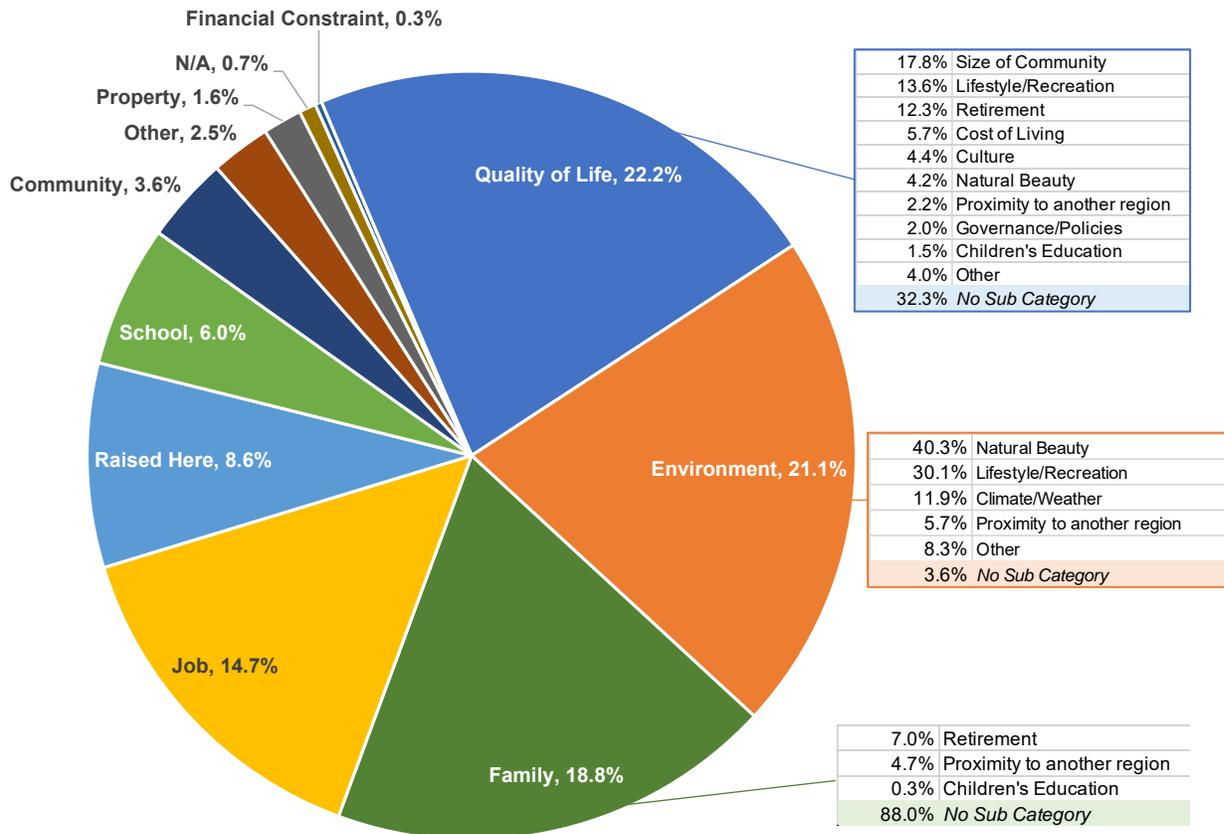
While the full set of questionnaire responses will continue to be synthesized and cross tabulated to help address a variety of planning questions about system improvement strategies, this first report homes in on information the Whatcom Transportation Policy Board can use when considering possible updates to our regional transportation goals. Thus, the following summaries focus on the initial sections of the questionnaire – broader contextual questions about the values underpinning people's choice to live in the Whatcom region, how people rank transportation relative to other broad categories of public investment, expectations of what should result from transportation investments (goals), recommendations of what elected officials can do to advance those goals, and finally, a ranking of the goals that are listed in the current regional transportation plan.

Question summaries

Q1: What is the primary reason you live in Whatcom County?

Open ended. n = 1,827

Categorized Responses with selected sub-categorizations:



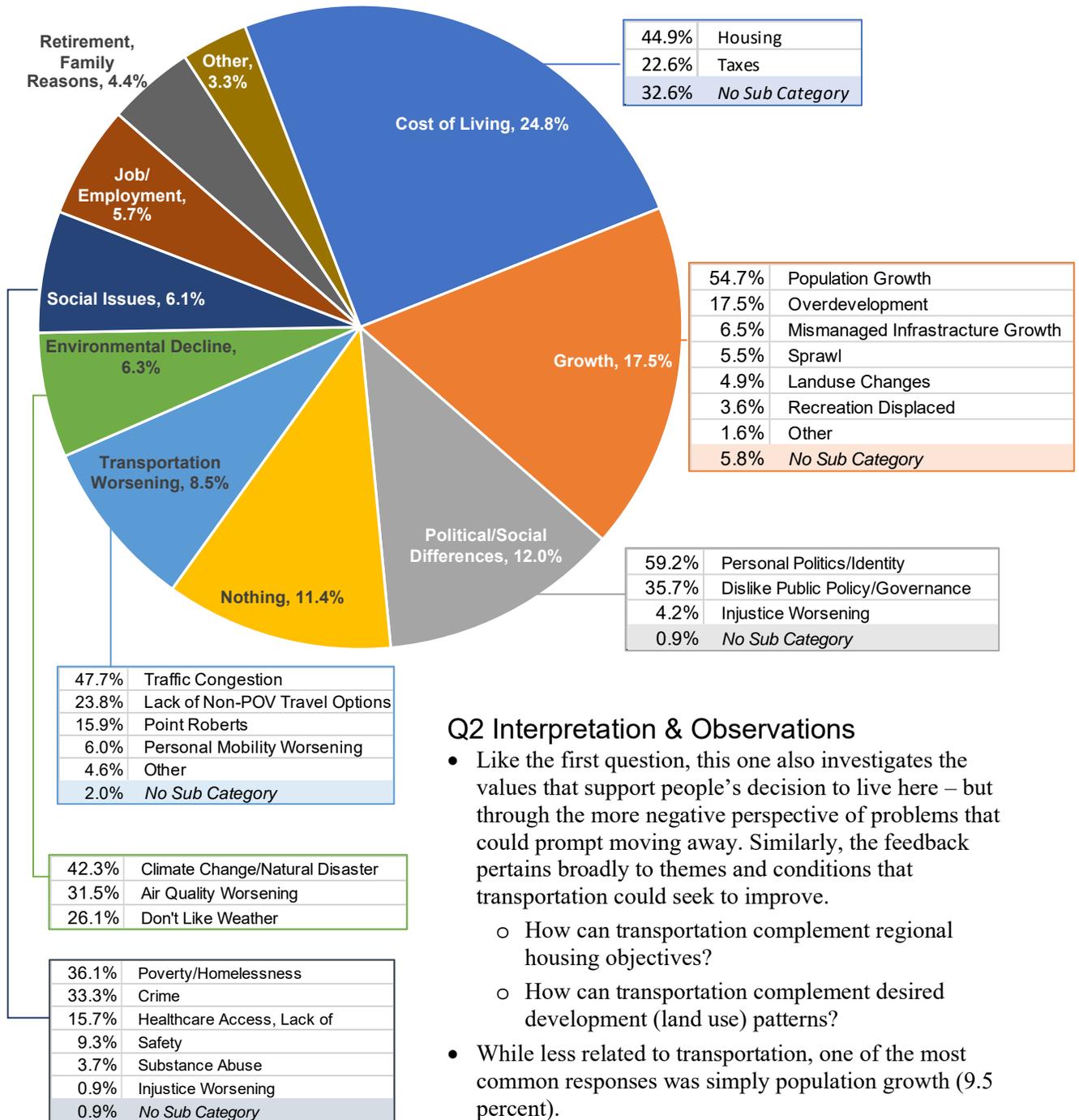
Q1 Interpretation & Observations

- While transportation is not mentioned at all in this question, we can view this feedback as pertaining to those themes that transportation can support and/or that transportation investments should take care not to harm.
- While many reasons factor into a person's residential location (hopefully there's an element of choice involved), we assume that this is what is top-of-mind for that individual – i.e., it may also be true for an individual that, while the environment or recreational opportunities are most influential, other categories would compel them to live here as well.
- There is certainly some overlap with the identified categories. For example, Quality of Life was assigned to responses that lead with comments about general quality or that listed that phrase verbatim. Environment was assigned to responses that specified natural areas, habitat, outdoor recreation, etc.
- It is interesting to see Retirement emerge as measurable subcategory in two subcategories -- Family and Quality of Life.
- The subcategory "Proximity to another region" usually notes a reference to Canada.

Q2. What about our region, or future change, could cause you to consider moving away?

Open ended. n = 1,769

Categorized responses with selected sub-categorizations:



Q2 Interpretation & Observations

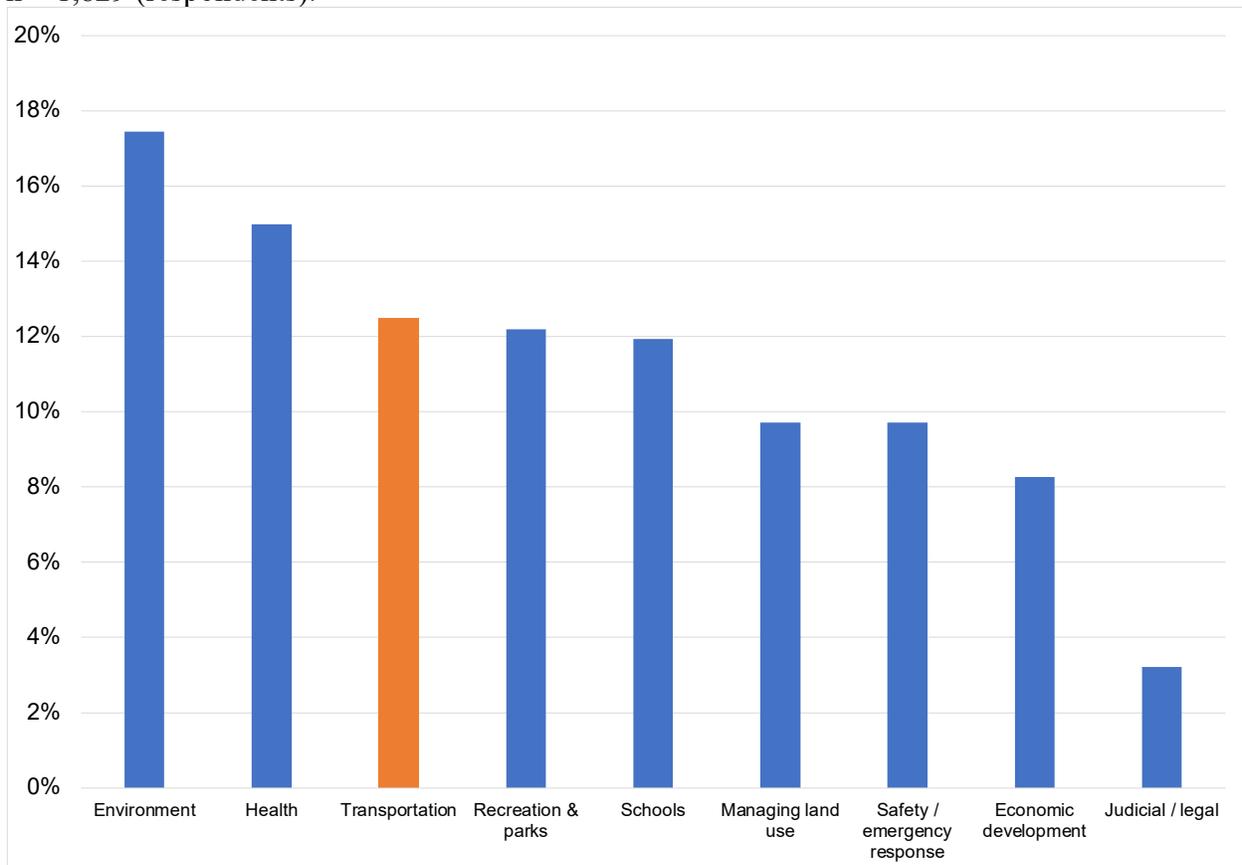
- Like the first question, this one also investigates the values that support people’s decision to live here – but through the more negative perspective of problems that could prompt moving away. Similarly, the feedback pertains broadly to themes and conditions that transportation could seek to improve.
 - How can transportation complement regional housing objectives?
 - How can transportation complement desired development (land use) patterns?
- While less related to transportation, one of the most common responses was simply population growth (9.5 percent).

Q3. Please select the 3 public investment categories that are most important to you.

Select three

- | | |
|--|---|
| <input type="checkbox"/> Health | <input type="checkbox"/> Environment |
| <input type="checkbox"/> Safety / emergency response | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Schools | <input type="checkbox"/> Economic development |
| <input type="checkbox"/> Managing land use | <input type="checkbox"/> Recreation & parks |
| <input type="checkbox"/> Judicial / legal | |

n = 1,829 (respondents).



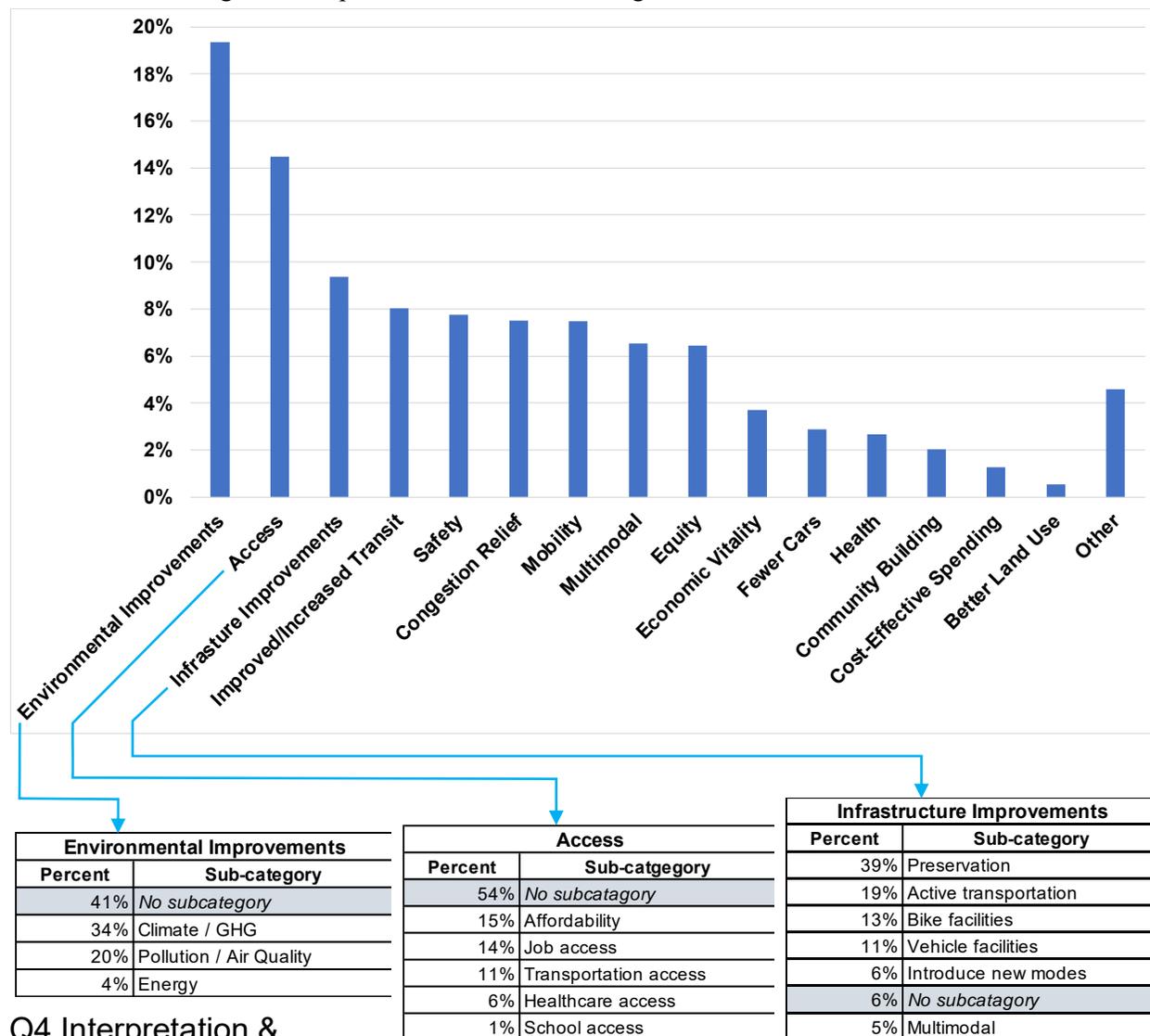
Q3 Interpretation & Observations

- While this is the first question that mentions transportation (as a category of public investment), it's more of a transitional question from overall context to specific questions about transportation
- Transportation emerges as the third most important objective (among categories given to respondents) but can more reasonably be seen as tied for third with Recreation & Parks and Schools.
- Following strong showings in previous questions, Environment received the most attention here, too.
- Not that it would be surprising in any year but it's likely that the strong response to Health is influenced by the ongoing COVID-19 pandemic – perhaps even more top-of-mind in April and May 2021 as vaccines were just starting to become more widely available to all adults.

Q4. What do you believe are the most important outcomes for society that should result from public investments in transportation? Please list one or two.

n = 1,344 (respondents). 2,371 answers (up to two per respondent).

Distribution of categorized responses & selected sub-categories:



Q4 Interpretation & Observations

This is the first question directly asking about transportation. It was open-ended so as not to constrain feedback to a set list of goals. As with previous open-ended questions, written responses were batched into emergent categories and, depending on the comment and level of detail, sub-categories were also added to a large share of responses.

The terms used to label WCOG’s current regional transportation goals were used here as category labels when appropriate (e.g., Access, Multimodal, Safety, etc.). But many responses were specific enough and numerous enough to warrant their own category (e.g., Improved/Increased Transit). Other category labels reflect objectives that have not been discussed in previous plans but turned out to be top-of-mind objectives for measurable portions of respondents (e.g., Equity, Community Building).

Comparing Current Whatcom Regional Transportation Goals with 2021 Questionnaire Results

While many categories were added to WCOG’s current regional goal list in order to summarize feedback in more detail, this expanded list of categories and sub-categories can be used to assess how the 2021 questionnaire feedback aligns with the goals listed in the current regional transportation plan.

Based on the distribution of Q4 categories and sub-categories, the following table groups responses (along with their percentage share of total responses) under the titles of *current-plan* goals. 2021 categories that did not match up with an existing goal are at the bottom of the 2021 column.

Current Regional Goals & Priority		Corresponding 2021 Questionnaire Outcomes (Goals)	
1	Safety	Safety	7.4%
2	Climate & environmental quality	Environmental Improvements	18.5%
3	Preservation	Preservation (subcat. of Infrastructure)	3.5%
4	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%
5	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%
6	Access	Access	13.8%
6	Freight transportation		0.0%
		Additional 2021 Questionnaire Outcomes (Goals)	
		Equity	6.2%
		Economic Vitality	3.5%
		Health	2.5%
		Community Building	1.9%
		Cost Effective Spending	1.2%
		Better Land Use	0.5%
		Other	4.4%
			100.0%

The current seven regional goals cover about 80 percent of the outcome statements (goals) given by respondents. Conversely (depending on how the responses labeled “Other” are treated), between 15 and 20 percent of the transportation goals given by respondents are not reflected by WCOG’s current transportation goals.

Using frequency as an indicator of relative importance, the 2021 questionnaire produces a different priority order of regional goals than the current WCOG transportation plan. The following table re-sorts the previous table based on the 2021 goal-category percentages to show the combined result of 1) aligning existing goals with 2021 questionnaire responses and 2) adding in 2021 categories that don't align directly with existing goals.

Current Regional Goals		Corresponding 2021 Questionnaire Outcomes (Goals)		
1	A multimodal transportation system	Improved/Increased Transit	7.7%	20.6%
		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%	
2	Climate & environmental quality	Environmental Improvements	18.5%	
3	Mobility (all modes & emphases on trip capacity)	Congestion Relief	7.2%	15.8%
		Mobility	7.1%	
		Vehicle Facilities (subcat. of Infrastructure)	1.0%	
		Infrastructure Improvements (no subcategory)	0.5%	
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%	

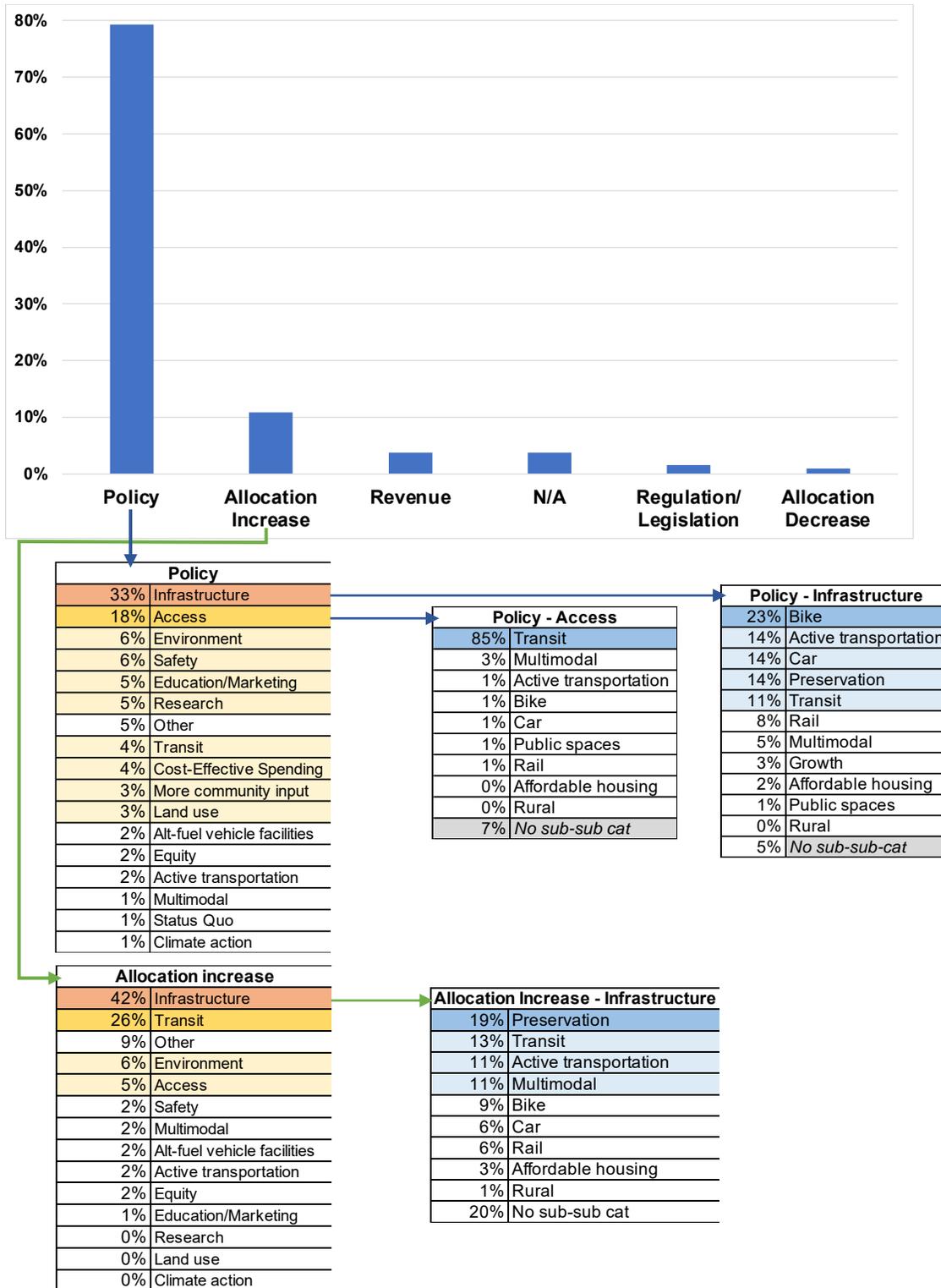
Interpretation & Observations

- Safety and Multimodal Transportation System swap places. Currently, Safety is 1st and Multimodal is 5th.
- Preservation is apparently not top-of-mind with the public.
- Taken on its face, when compared to the current list of seven goals, the 2021 results would suggest that there is sufficient interest in Equity that it could be its own goal.
- The relatively low but equal percentage interest in Preservation and Economic Vitality would have these two categories tied for an eighth goal.
- There is likely sufficient intersection between themes of Access, Equity, and Economic Vitality that subsequent discussion could look at how the plan-definitions of these terms could be updated and aspects of these three goals are consolidated if deemed appropriate.

Q5. What are one or two things you would ask our elected officials to do to achieve the outcomes you listed in the previous question?

n = 1,855 (respondents). 2,143 answers (up to two per respondent).

Distribution of categorized responses, selected sub-categories, and sub-sub categories.



Q5 Interpretation & Observations

The intent of this question was for respondents to offer their ideas of how their elected officials (local, state, federal) could advance their priority outcomes (goals) – the legislative ingredients of high-level strategies to achieve the desired future transportation system.

Responses to this question provide useful information but not the *types* of answers that were hoped for. Instead of answers that identified or were relatable to one or more primary functions that elected representatives conduct on behalf of their constituents (e.g., budgeting, regulation, legislation, taxes & revenue, etc.) answers consisted mostly of (almost 80 percent) statements of support or project-level actions (e.g., “Elected officials could advance improvements to transit by ensuring transit is improved” or “...constructing better bus stops.”)

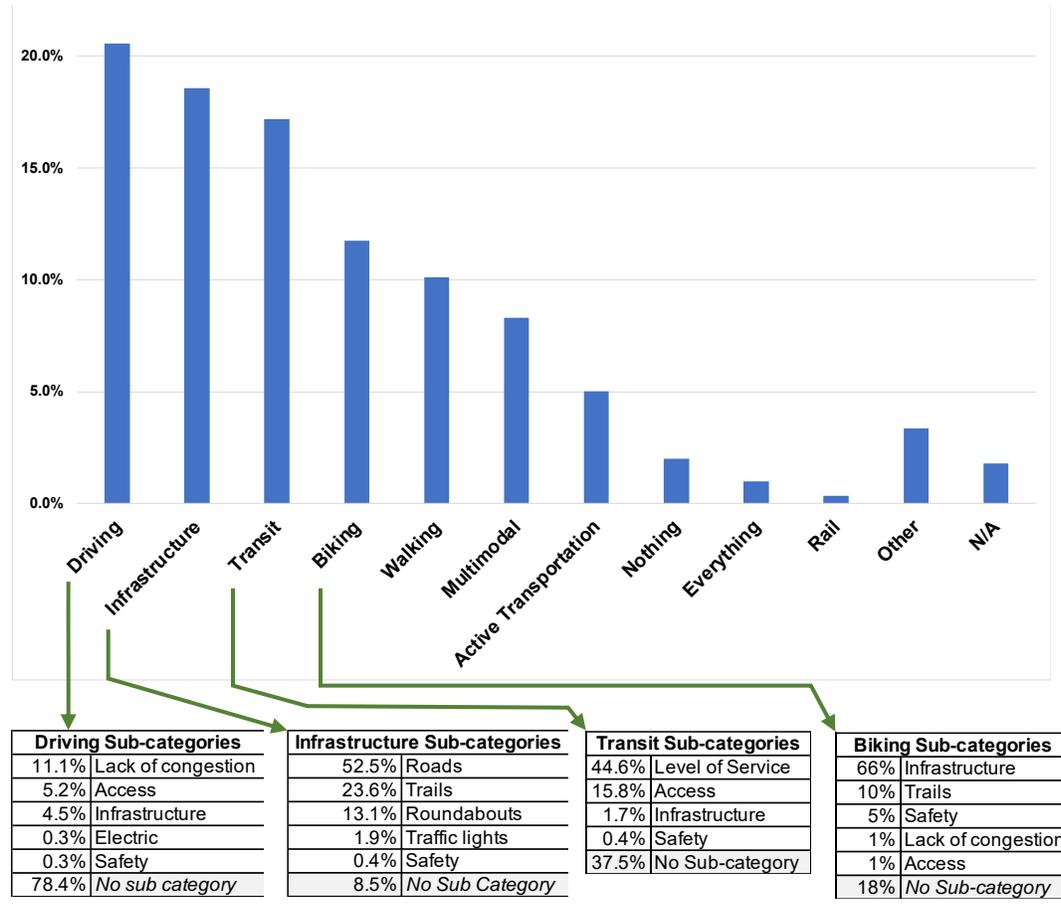
Thus, most of the responses were categorized as **Policy** – an indicator of emphasis but not specific actions by a legislator or legislature. Other categories that did indicate specific actions by elected officials are **Allocation Increase** – moving *existing* resources/funding to advance an outcome (Many respondents may have been advocating for new revenue but the conservative assumption, unless they described new revenue, was that they were advocating for a *reallocation existing revenue.*); **Revenue** – generating additional funding through taxes or fees; **Regulation/Legislation**; and **Allocation Decrease** – some respondents advocated reducing funding for bike lanes.

With the summarization of responses into the above categories, the Policy and Allocation Increase responses were subcategorized to provide a clearer (though slightly repetitive) connection to specific transportation priorities and actions.

- The largest subcategories of both Policy and Allocation Increase are actions on **Infrastructure**.
 - Within the Infrastructure subcategories, the types of infrastructure are diverse – all travel modes with most of those responses focused on **Bicycle** infrastructure and **Active Transportation** infrastructure (all active modes: bike, pedestrian, trails).
- Actions directed at improving **Transit** show up strongly both as the second highest percentage of Policy actions and second highest percentage of Allocation Increase actions. Under Policy actions, transit was often articulated in terms of access – enabling more people to get where they need to go: jobs, school, housing.

Q6. Based on trips that you make - walking, driving, biking, bus, etc. - what is a part of the transportation system that: Works well?
 n = 1,396

Distribution of categorized responses and selected sub-categories.



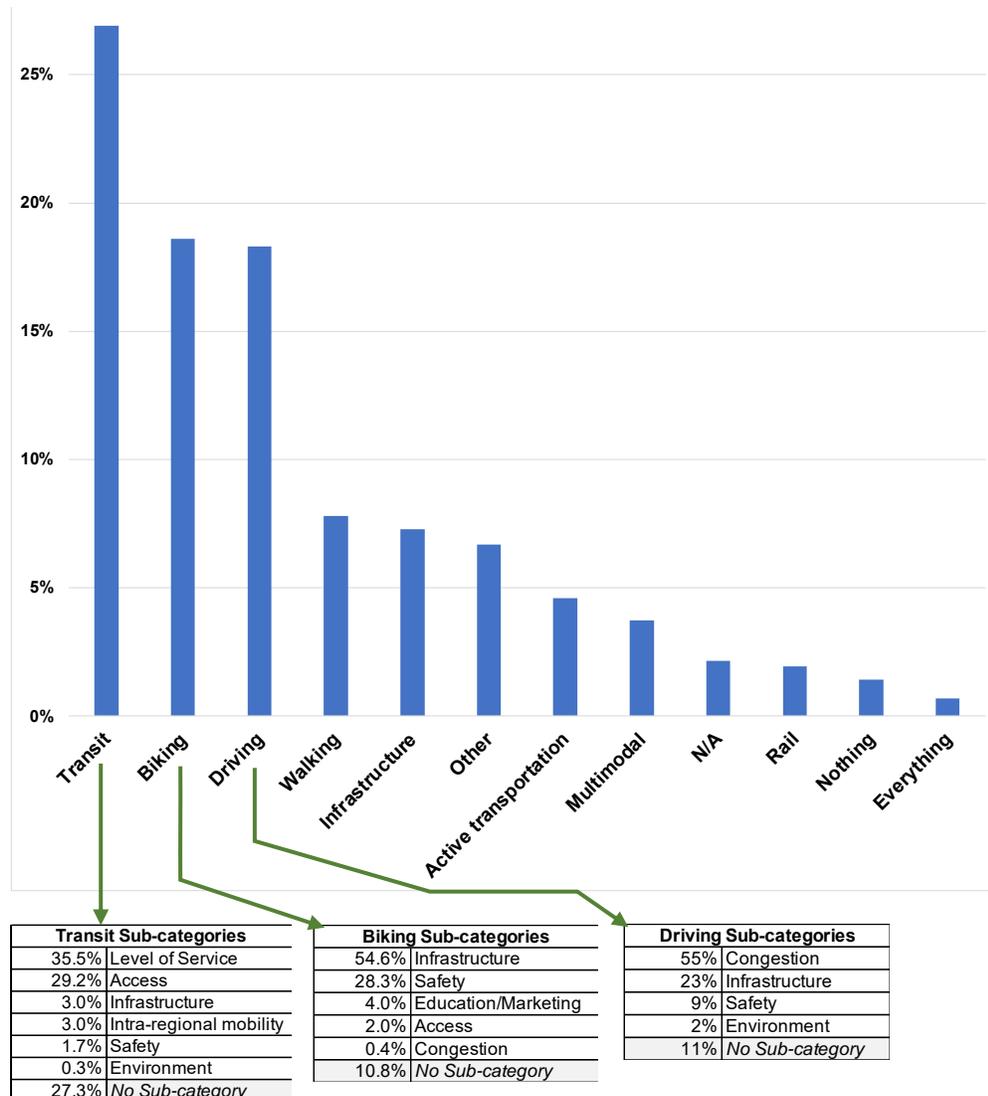
Q6 Interpretation & Observations

This is the first of two questions asking respondents for general assessments of the current system. The open-ended responses were batched into emergent categories and subcategories shown in the summary chart and tables above. For “*What Works Well?*”:

- The results are well distributed. There are significant constituencies who point to various elements of the current transportation as working well for them: the ability to drive, the roads that support that, walking and biking options, transit, etc.
- The large percentage Transit subcategory, “Level of Service” captures comments indicating that WTA travel time and/or frequency was working well for them.
- The large percentage of Biking subcategory “Infrastructure” captures comments indicating approval of recent investments in bike lanes and other bike facilities.
- Another purpose of this question was to give respondents a chance to accentuate the positive before asking what about the system is not meeting their needs and/or expectations.

Q7. Based on trips that you make - walking, driving, biking, bus, etc. - what is a part of the transportation system that: Doesn't work as well as you would like?
 n = 1,349

Distribution of categorized responses and selected sub-categories.

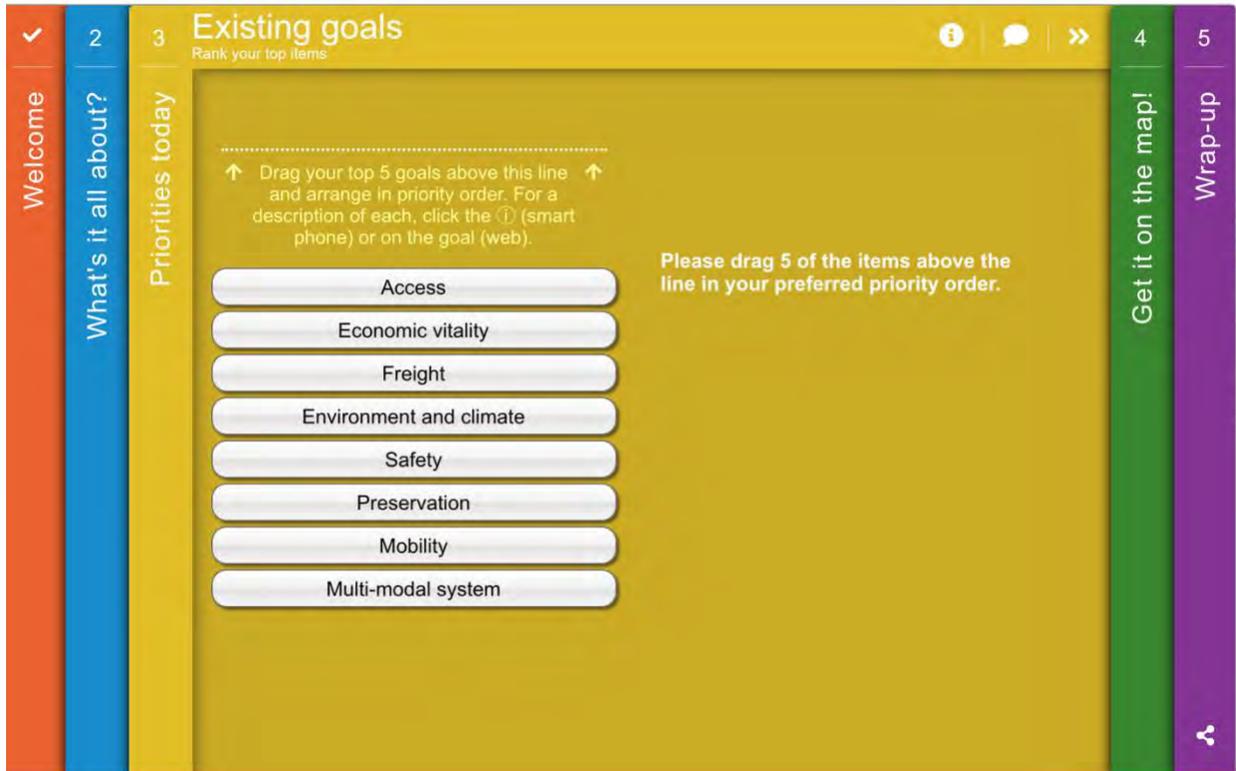


Q7 Interpretation & Observations

- For “What Doesn’t Work Well...” the responses were still well distributed but definitely more concentrated on transit.
- To clarify the Transit subcategories (percentages of that 27 percent)
 - Level of Service (35%) – Frequency or travel time was not good enough.
 - Access (29.2%) – The bus doesn’t go where they need to go.
 - No sub-category (27.3%) – general statements of insufficiency.
- Biking, Driving, and Walking all returned similar parentages in the Works Well and Doesn’t Work Well questions.
- Infrastructure did show a difference with 19 percent identifying it as what Works Well and seven percent identifying it as What Doesn’t Work Well...”.

Q8. Existing Goals

Up to this point in the questionnaire, respondents had not been told anything about the Whatcom region's existing transportation system goals. This MetroQuest screen asked respondents to select five of the eight goals they considered most important and arrange them in their priority order (as explained on the image of the screen below).



For more detailed descriptions of each goal, text and a picture (as shown below) were displayed by clicking on each goal-button.

Environment and climate: Climate, air, water, habitat, etc.



Freight: Movement of goods and services, utility vehicles, etc.



Safety: Continued reduction of crashes and resulting death and injury



Access: The basic ability to travel to a destination as well as the principle that our transportation systems should be equally usable by all people



Economic vitality:

Transportation systems that support people's and businesses' travel and freight connections to jobs, customers, and transactions for goods and services



Mobility:

The quality of travel -- trip time predictability, reliability, comfort



Multi-modal system:

Facilities and operations for multiple types of transportation that work together: driving, buses, biking, walking, ride hailing services

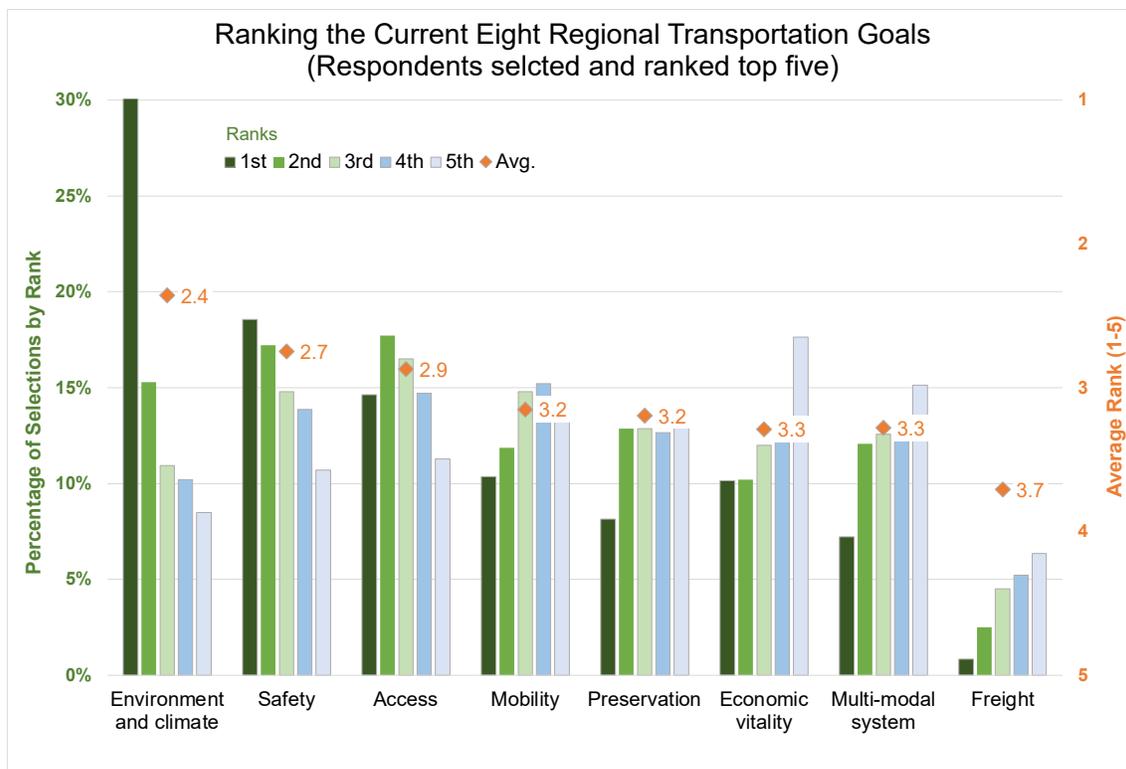


Preservation:

Keeping existing infrastructure and systems in good repair



Q8 Summary Table



Q8 Interpretation & Observations

- This was not an opened ended question. Respondents had to choose from the list of goals they were given.
- Like responses to earlier questions, Environment and climate are the highest percentage category.

- As a current check on existing regional transportation goals, this result would reprioritize them as follows.

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

*Economic Vitality is the only *Washington State legislative transportation priority* not included in the Whatcom plan as a regional goal so was added to the list for this question.

- A notable difference compared the open-ended feedback on **Question 4** (Outcomes) is the much lower priority given here to a Multimodal System. This is likely a function of nomenclature. In summarizing responses to Question 4, we took respondents’ own words and categorized them. In that process, very few of the 20.6 percent of responses that articulated interest in multimodal transportation actually used the word “multimodal”. Rather, summarization of those results into the Multimodal category was based on respondents’ mention of the modes themselves (walking, bike, transit, trails, etc.). Even though more detailed descriptions of the terms used in this ranking question were available by clicking on the associated button, it’s more difficult to attribute this difference to raw inconsistency when 1) the answers to Question 4 are based in more careful, top-of-mind feedback and 2) the other rankings of goals in this question – goals which use more common terminology – align well with the Question 4 summary.
- Safety was ranked higher here than in the Question 4 summary – perhaps because, while very important, prevention of fatalities and injuries is not as top-of-mind for respondents when the question asked about “transportation outcomes.” This is likely a good illustration of the basic difference between summarizing open-ended responses and responses based on a pre-determined list of options.

Next Steps?

There is much more data coming from the survey that will be used to inform discussion in the 2022 regional/metropolitan transportation plan (R/MTP) but this is the first step – providing this public feedback to the Whatcom Transportation Policy Board to inform its 2022 update of regional transportation goals, the foundation of the R/MTP.

- Do the results indicate that the current goals should be updated for 2022?
- If so, how should public feedback be considered alongside established policies, state and federal planning requirements, Policy Board objectives, etc.
 - Consideration of how regional goals then inform performance measures used to identify strategies and eventually inform project selection (Performance Based Planning and Programming).

Some options for discussion

1. Do nothing – leave the current goals as they are for the 2022 plan update.
2. Start an evaluation of goals and their prioritization from ends of the spectrum:
 - a. A straight list of goals as augmented and reprioritized by the 2021 public feedback (pg. 7)
 - b. The 2021 questionnaire-based re-ordering of the existing goals (pg. 14)

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%

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

3. Based on the 2021 feedback, consider some reprioritization and re-packaging with updated plan-definitions.

Example for discussion only – not a proposal.

Current Goals (not in current priority order)	Possible prioritization rationale	Updated to include:	Renaming?
1 Safety	Executive decision: Safety first.		
2 A multimodal transportation system	2021 feedback		Something other than "multimodal" ?
5 Access	2021 feedback combined with %-weight of Equity & Economic Vitality	Equity, Economic Vitality	Access & Equity
3 Climate & environmental quality	2021 feedback		
4 Preservation	Executive decision: All system components need to be preserved, etc.		State of Good Repair
6 Mobility (all modes & emphasis on trip capacity)	2021 feedback		System Efficiency & Reliability
7 Freight	2021 feedback		