



WHATCOM TRANSPORTATION POLICY BOARD

Wednesday, October 14, 2020, 4:00 p.m.

Call-in: (571) 317-3116

Access Code: 829-828-373

AGENDA

PAGES

- A. CALL TO ORDER AND ROLL CALL – Chairman Korthuis
- B. AGENDA APPROVAL*
- C. APPROVAL OF MINUTES*
4-6 Meeting of July 8, 2020
- D. PUBLIC HEARINGS
7-8 Hearing No. 1: Transportation Improvement Program Amendment No. 20-10
 1. Staff Presentation – Lethal Coe
 2. Recitation of Public Comment – Citizens have been provided the opportunity to submit comments in advance of the meeting, and instructions for doing so were included in the public notice. Any comments received prior to the Call to Order will be read into the record by the Secretary and included in the meeting minutes.
 3. Board Discussion and Vote*
9-51 Hearing No. 2: 2021 Transportation Improvement Program
 1. Staff Presentation – Mr. Coe
 2. Recitation of Public Comment – Citizens have been provided the opportunity to submit comments in advance of the meeting, and instructions for doing so were included in the public notice. Any comments received prior to the Call to Order will be read into the record by the Secretary and included in the meeting minutes.
 3. Board Discussion and Vote*
52-56 Hearing No. 3: Amending Whatcom Mobility 2040
 1. Staff Presentation – Hugh Conroy
 2. Recitation of Public Comment – Citizens have been provided the opportunity to submit comments in advance of the meeting, and instructions for doing so were included in the public notice. Any comments received prior to the Call to Order will be read into the record by the Secretary and included in the meeting minutes.
 3. Board Discussion and Vote*

- E. NEW BUSINESS
 - 1. WSDOT Update – Jay Drye
 - 2. Other new business (if any)
- F. OBLIGATION STATUS UPDATE – Mr. Coe
- G. PLANNING DIRECTOR’S REPORT – Mr. Conroy
- H. 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 8, 2020

IN ATTENDANCE (VIA GOTOMEETING):

MEMBERS VOTING: Bellingham: Seth Fleetwood (2nd Vice Chairman) and Pinky Vargas; Blaine: Bonnie Onyon; Ferndale: Greg Hansen; Lummi Nation: Kirk Vinish (for Lawrence Solomon); Lynden: Scott Korthuis (Chairman); Nooksack: Tom Jones; WSDOT: Todd Carlson (for Jay Drye); WTA: Michael Lilliquist; EX-OFFICIO: Chris Comeau, TTAG; Rep. Sharon Shewmake, 42nd Legislative District

GUESTS Tom McBride, McBride Public Affairs; Guy Occhiogrosso, Bellingham Regional Chamber; John Shambaugh, WSDOT; Pete Stark, WTA; Joe Timmons, Office of the Governor

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

A. CALL TO ORDER

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

B. AGENDA APPROVAL

APPROVED BY ACCLAMATION

C. APPROVAL OF MINUTES OF MAY 13, 2020

MOTION: Mr. Lilliquist moved, Mr. Jones seconded, to approve the minutes of the meeting of May 13, 2020.

MOTION PASSED

D. NEW BUSINESS

1. Request for Redistributed Obligation Authority Funding

Mr. Coe explained that when a state fails to obligate its entire annual allocation of federal Surface Transportation Block Grant (STBG) funds, those funds are made available to other states that have met their obligation targets. Although it remains uncertain if redistributed STBG funding will be available, in the event it is, the Policy Board must submit to WSDOT a list of STBG-eligible projects with the amount requested to be eligible. The only project in the region that could accept and obligate additional STBG funding by the end of the current Federal Fiscal Year is Whatcom County's Birch Bay Drive project. Staff recommends that the Policy Board allocate \$500,000 in redistributed STBG funding to that project.

MOTION: Mr. Jones moved, Mr. Lilliquist seconded, to approve the allocation of \$500,000 in Surface Transportation Block Grant funds to Whatcom County's Birch Bay Drive and Pedestrian Facility project, and to officially request from WSDOT funding in that amount, or a lesser amount if the full \$500,000 is not available, in redistributed STBG funding.

MOTION PASSED

2. Amending the Goals of Whatcom Mobility 2040

Mr. Conroy described certain adjustments to the regional goals contained in *Whatcom Mobility 2040* – the adopted long-range transportation plan – for possible Policy Board action at its scheduled meeting in October. The Board indicated its enthusiasm for reviewing the goals and possibly amending the plan at the October meeting.

3. I-5 Operations and Transportation Demand Management Analysis

Mr. Carlson made a presentation on the analysis and answered questions posed by the members.

E. PUBLIC HEARING

Amending the 2020 WCOG Transportation Improvement Program (TIP)

Mr. Coe described the proposed amendments to the 2020 TIP:

1. Add Whatcom Transportation Authority's *Integrated Mobility Innovation Project* that was recently awarded Federal Transit Administration 5312 Public Transportation Innovation funding to provide "Van on Demand" service to improve access to public transportation for seniors, school-aged children, people with disabilities, and lower-income households. The project includes the purchase of three (3) wheel-chair-accessible vans; hiring van drivers for at least one year; developing and implementing marketing strategies; and data collection and research. The total cost of the project is \$899,235.
2. Amend Whatcom County *Birch Bay Drive and Pedestrian Facility* project to add \$500,000 of redistributed Surface Transportation Block Grant funding.

Because of the current public health crisis resulting from the COVID-19 pandemic, the Governor ordered all meetings of governmental bodies to be conducted online. For this reason, the public was informed in the Notice of Public Hearing published in *The Bellingham Herald* on June 21, 2020, that comments pertaining to TIP Amendment No. 20-07 must be submitted in writing to the Secretary of the Policy Board prior to the meeting. Mr. Wilson informed the Board that no public comment had been received.

MOTION: Mr. Lilliquist moved, Mr. Jones seconded, to approve Amendment No. 20-07 to the 2020 WCOG Transportation Improvement Program.

MOTION PASSED

G. PLANNING DIRECTOR'S REPORT

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

H. ADJOURNMENT

There being no further business, the meeting adjourned at 4:29 p.m.

Robert H. Wilson, AICP
Secretary

DRAFT



MEMORANDUM

To: Whatcom Transportation Policy Board
From: Lethal Coe, Senior Planner
Date: October 5, 2020
Subject: WCOG 2020 TIP Amendments and Administrative Modifications

Amendment #5 (20-10) of the 2020 WCOG Transportation Improvement Program (TIP) includes the following:

1. Remove Whatcom County *Birch Bay Drive & Pedestrian Facility* project. The project obligated \$326,786 of the reallocated federal funds in June. This project was allocated an additional \$500,000 of STBG funds in preparation to receive Redistributed federal funds, should they become available. However, redistributed funds were not received this year by the state and the removal of this project enables us to retain our fiscal constraint.
2. Amend WSDOT project *SR 539/Duffner Ditch – Fish Passage* to revise the preliminary engineering and right-of-way, and add the construction phase. This project will remove the current fish passage barrier and replace with a passable barrier. This project is funded through the National Highway Performance Program and state Connecting Washington Account.

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

ACTION REQUESTED: Approve Amendment #5 for the Whatcom Council of Governments 2020 Transportation Improvement Program.

Whatcom Council of Governments
2020 Transportation Improvement Program

Amendment #5 (20-10) Table

#	Agency	Project Title	Amended Action	Added Funds	Total Cost	Fed Source
1	Whatcom	<i>Birch Bay Drive & Pedestrian Facility</i>	Remove	-826,786	11,715,801	STBG
2	WSDOT	<i>SR 539/Duffner Ditch – Fish Passage</i>	Add CN phase	6,133,695	7,424,819	NHPP

No Policy Board Action Required for 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
Blaine	<i>Bell Rd and Peace Portal Ln Improvements</i>	Change the project description and length to add northbound lane.	475,000	STBG



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MEMO

To: Whatcom Transportation Policy Board
From: Lethal Coe, Senior Planner
Date: October 6, 2020
Subject: WCOG 2021 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 2021 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 2021-2026 program contains 35 securely funded projects or project phases with a combined total cost of nearly \$144 million dollars.

Formal adoption of the regional TIP requires a public hearing scheduled to take place at the October 14th Policy Board meeting. The public hearing advertisement has been posted in the WCOG newspaper of record (Bellingham Herald).

Please review the enclosed WCOG 2021 TIP draft. I will be present to answer any questions.

SUGGESTED MOTION: "Approve the WCOG 2021 Transportation Improvement Program."

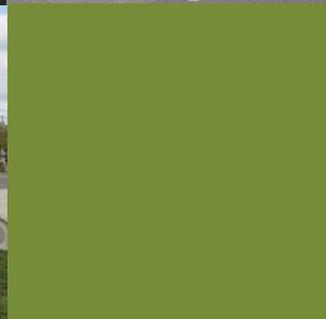


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2021

Transportation Improvement Program

***DRAFT** October 1, 2020*



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 Highways 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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2020 Whatcom Council of Governments Membership

Executive Committee

Bellingham City Council
Mayor of Bellingham
Mayor of Blaine
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 Lynden
Mayor of Sumas
Nooksack Indian 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
2021 WHATCOM COUNCIL OF GOVERNMENTS
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution #2020-10-1

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 2021 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 Korthis

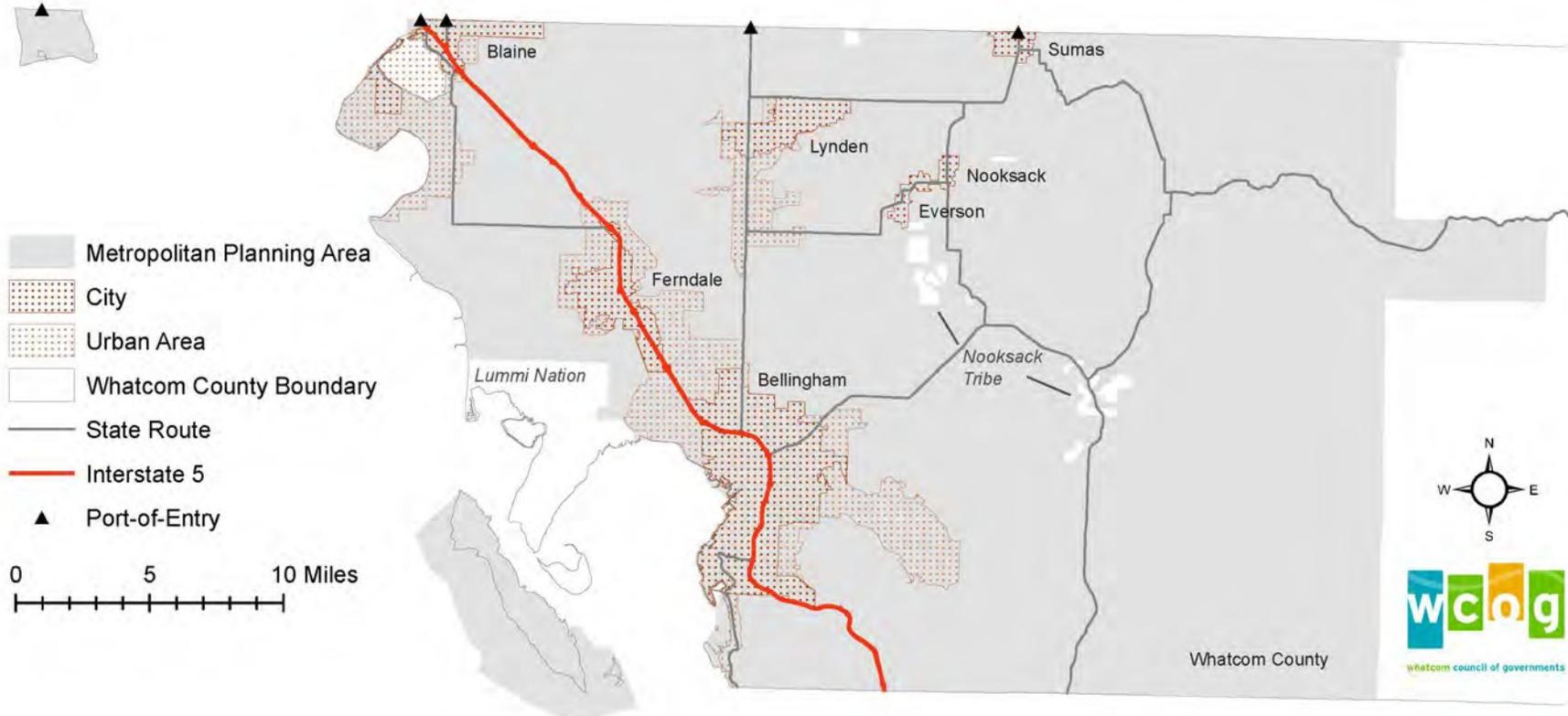
Executive Director
Robert H. Wilson, AICP

Past Project - Lummi Transit Bus Shelters

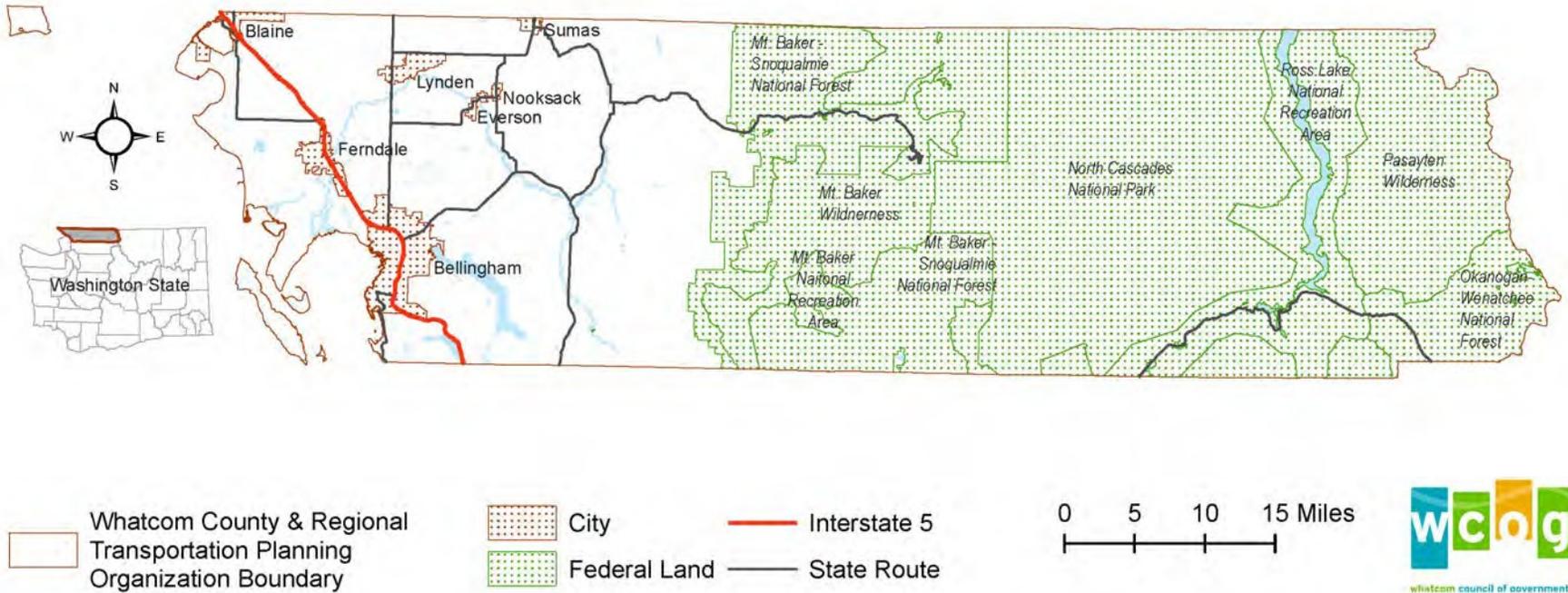


Funded in part by regional Transportation Alternative Program, this project reconstructed bus shelters in Lummi Nation to improve transit infrastructure.

Whatcom Metropolitan Planning Area



Whatcom Regional Transportation Planning Organization (RTPO) Boundary



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 [2021 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: 2021-2024.

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. 2021 projects are priority one,
2. 2022 projects are priority two,
3. 2023 projects are priority three,
4. 2024 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 13, 2020 for the WCOG MPO/RTPO public hearing on October 14, 2020. 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 2021 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 2020 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.

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.

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.

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.

**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 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

Robert H. Wilson Digitally signed by Robert H. Wilson
Date: 2020.08.24 13:10:16 -07'00'

Signature

Robert H. Wilson
Printed Name

Executive Director
Title

See Signature
Date

WSDOT

Clifford Hall Digitally signed by Clifford Hall
Date: 2020.08.31 08:47:06
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Signature

Clifford L. Hall
Printed Name

Regional Coordinator
Title

See Signature
Date

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.

CONSISTENCY WITH REGIONAL LONG-RANGE TRANSPORTATION PLAN

The projects contained in the 2021-2026 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 19** and the fiscally constrained feasibility table for the first four years (2021 - 2024) can be found on **page 29**. 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.

Ferry Boat Program or Ferry Boat Discretionary (FBP)

The Ferry Boat Program Program provides a special funding category for the construction of ferry boats and ferry terminal facilities.

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.

2020 TIP projects not included in the 2021 TIP

The following projects existed in the 2020 TIP but are no longer programmed for the 2021 TIP for reasons that include: underway, complete, cancelled, delayed or on hold.

Agency	Project Name	Description	Total Cost*	Status
Bellingham	State-Ellis Bridge Replacement	Remove and replace existing bridge with new flaired two-span pre-stressed concrete slab bridge.	\$3,961	Underway
	West Horton Road, Phase 1	New minor arterial roadway construction with bike lanes and seperated pedestrian pathway	5,412	Underway
Blaine	Ada Transition Plan Development	Develop ADA transition plan to remove barriers and improve access for disable persons.	100	Underway
	Peace Portal Community Trail Phase III	Construct multi-modal trail that connects the central business district to the Bell Rd intersection.	356	Underway
	Hughes Ave Reconstruction	Widen to truck standards include sidewalks, bus stop, and intersection improvements	2,447	Underway
Everson	Lincoln St Improvements - Phase I	Road reconstruction including sidewalk and bike lanes	2,489	Complete
	Lincoln St Improvements - Phase II	New road construction extending Lincoln St from Washington St to Blair Dr, includes sidewalks and bike lanes	1,767	Complete
Lynden	Riverview Road Gap Elimination	New minor arterial roadway construction with pedestrian facilities	3,002	Complete
Port of Bellingham	Harris Ave Crossing	Construct railroad pedestrian/bike crossing, upgrade system signals and relocate Marine Park entrance	762	Underway
WCOG	UPWP - SFY 2021	Planning and programming responsibilities for WCOG 2021 federal fiscal years	250	Underway
	Border Data Warehouse 3.0	Integrate booth status data system into wait time calculations by upgrading the existing Cascade Gateway Border Data Warehouse.	200	Underway
Whatcom County	Lummi Island Terminal Preservation Project	Paint and strength bolt replacement on transfer span and towers at terminal	820	Complete
	Birch Bay Dr and Pedestrian Facility	Construct a soft shore roadway protection berm and drainage and includes pedestrian pathway	11,716	Underway
	Horizontal Alignment Advisory Speed Review	Evaluate curve advisory speeds throughout Whatcom County	111	Underway
WSDOT	SR 539/Bay-Lyn Dr to SR 546 - ADA Compliance	Evaluate and improve pedestrian safety by upgrading sidewalk ramps	1,397	Underway
	NWR Breakway Cable Terminal Replacement - 17-19 (Phase 2)	Remove and replace guardrail terminals	28	Underway
	NWR Breakway Cable Terminal Replacement Non-interstate - 17-19 (Phase 2)	Remove and replace guardrail terminals	13	Underway
WTA	Replace Full-size Diesel Buses	Replace eight full-size diesel buses	4,800	Purchased
	Replace Full-size Diesel Buses	Replace eleven full-size diesel buses	5,761	Purchased
	Integrated Mobility Innovation Project	Provide "Vans on Demand" service to improve access to public transportation for seniors, school children, people with disabilities and lower income households.	899	Underway
	Replace Paratransit Mini Buses	Replace nine paratransit buses	1,194	Purchase

*Listed in thousands.

Total Projects Cost \$47,485

Past Project - Jim Kaemingk Sr Trail Extension



Funded by Transportation Alternatives Program and Safe Routes to School, Lynden's Jim Kaemingk Sr trail connects neighborhoods to the local elementary school through pathways and sidewalks.

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 2021 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
FBP	Ferry Boat Program
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 Area
STBG (RU)	Surface Transportation Block Grant (replaced STP by FAST-Act) Rural Area
STP	Surface Transportation Program (acronym still used by WSDOT program)
STP (R)	Surface 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
5307	Federal Transit Administration – Urban Areas Grant
5339	Federal Transit Administration – Buses and Bus Facilities Program

State Funding Program Abbreviations

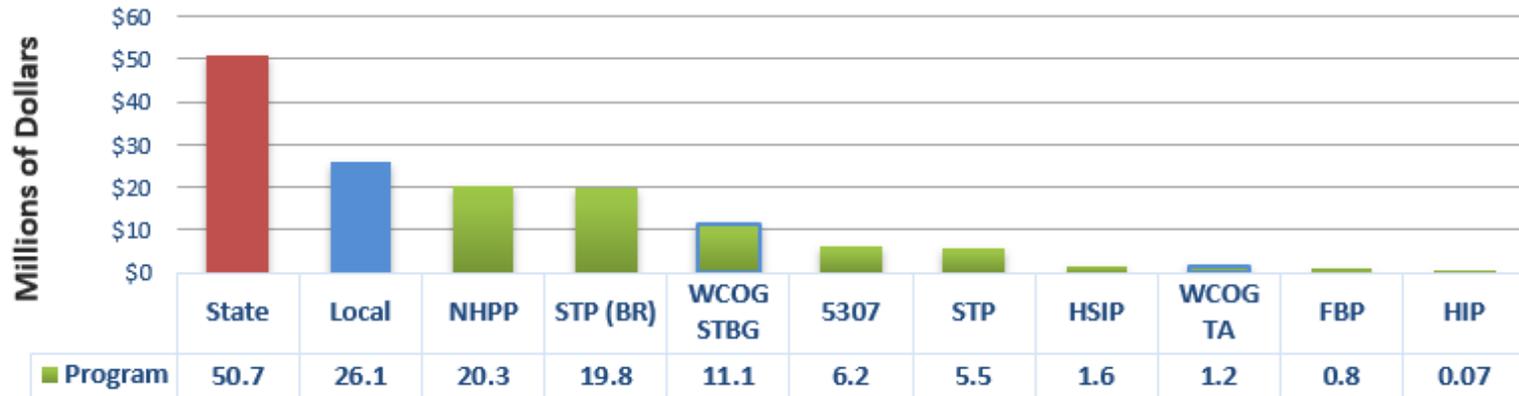
CRAB	County Road Administration Board
CWA	Connecting Washington
FMSIB	Freight Mobility Strategic Investment Board
TIB	Transportation Improvement Board
OTHER	Any other state fund codes

Regional Goals and Performance Measures

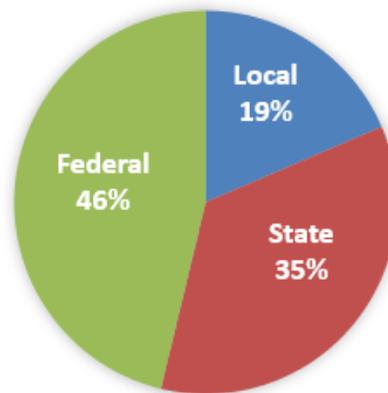
Projects in the WCOG TIP were developed and prioritized towards achieving regional goals that also links our region’s transportation investments to federal performance measures (23 CFR 450.326).

Ranked Regional Goals		Federal Performance Programs	Federal Performance Measures
1	Safety	Highway Safety Improvement Program	<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
2	Environmental Quality	Congestion Mitigation and Air Quality	Particulate Matter less than 10 microns (PM10)(kg/day) – not applicable to WCOG
	Sustainability (Efficiency and effectiveness)		
	Multimodal System (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 	
3	Access & Convenience		
4	Preservation and Maintenance	Pavement Condition	<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 Condition	<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)
	Freight	Freight Movement	Truck Travel Time Reliability (TTTR) Index (on the Interstate System)

MPO Secured Funding Sources 2021 - 2026



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 2021 - 2026 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Performance Measure (Federal)	Program (Federal and/or State)	Federal Funds	State Funds	Local Funds	Total Funds	Total Cost*
Orchard Drive Extension beneath Interstate 5	Orchard Drive Extension is a new multi-modal arterial and multi-use trail connection extending from east Birchwood Ave/Squalicum Parkway, under I-5 along the railroad tunnel, to west of James Street.	Bellingham	Mobility, Access	Highway System Performance	CWA		9,727		9,727	13,409
West Horton Road Extension, Phase 2	New road construction extending Horton Rd west as a secondary urban arterial with sidewalks, bike lanes, and turn lanes.	Bellingham	Mobility	Highway System Performance				160	160	15,000
F Street Crossing	Improvements include four quadrant gates, pedestrian and bicycle improvements and travel lane channelization.	Bellingham	Mobility, Access	Highway System Performance	HSIP	640		30	670	730
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)	3,153		631	3,784	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)	3,153		631	3,784	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	Safety, Mobility, Access	Safety, Highway System Performance	STBG (US)	1,650		5,340	6,990	6,990

Metropolitan Planning Area Secured Funding Table for 2021 - 2026 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Performance Measure (Federal)	Program (Federal and/or State)	Federal Funds	State Funds	Local Funds	Total Funds	Total Cost*
James-Bakerview Intersection Safety Improvements	Intersection reconstruction to include dedicated turn lanes or roundabout and ADA curb ramps and crosswalks.	Bellingham	Safety, Mobility	Safety, Highway System Performance	STBG (US)	2,000		1,170	3,170	3,170
Boblett St Traffic Channelization and Corridor Improvements	Improvements will include: Channelization, ROW acquisition, non-motorized, sidewalk replacement, storm drainage, roundabout construction.	Blaine	Mobility	Highway System Performance	STBG (US)	1,210		239	1,449	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	Safety, Highway System Performance	STBG (US)	357		83	440	475
SR544 S. Everson Sidewalk Improvements	Fill in missing segments of sidewalk along SR 544 from approximately Robinson Street to Everson Road.	Everson	Safety, Mobility	Safety	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, Access	Highway System Performance	STBG (RU)	842		259	1,101	1,101
Thornton Street Project, Vista Drive to Malloy Avenue	Reconstruct roadway that includes ADA compliant pedestrian sidewalks and ramps, with shoulders and illumination.	Ferndale	Safety, Mobility, Access	Safety, Highway System Performance	STBG (US)	1,095		505	1,600	1,600
Thornton Street Overpass	Construct elevated crossing of the railway to connect to Portal Way / Second Ave roundabout.	Ferndale	Mobility	Highway System Performance	CWA		5,000		5,000	26,275

Metropolitan Planning Area Secured Funding Table for 2021 - 2026 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Performance Measure (Federal)	Program (Federal and/or State)	Federal Funds	State Funds	Local Funds	Total Funds	Total Cost*
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	Highway System Performance	STBG (US)	800		650	1,450	1,450
UPWP - 2021	Planning and Programming	WCOG	n/a	n/a	STBG(US)	151		24	175	175
Lummi Island Breakwater Replacement	Replace existing timber pile breakwater with steel pile supported structures	Whatcom County	Preservation	n/a	FBP	885		1,165	2,050	2,150
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	STBG (RU), HIP, HSIP	2,000		2,230	4,230	4,230
Marine Drive Reconstruction	Reconstruct to add pedestrian and bicycle facilities	Whatcom County	Safety, Mobility	Safety	STBG (US), TA (US)	1,510		1,701	3,211	3,211
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		3,399	12,396	12,396
Goshen Road/Anderson Creek Bridge No. 248 Replacement	Replace existing bridge with a new prestressed concrete girder bridge.	Whatcom County	Preservation	Bridge	STP (BR)	4,110		965	5,075	5,075
Birch Bay Lynden Road & Blaine Road Intersection Improvements	Reconstruct intersection to reduce traffic delays and improve safety.	Whatcom County	Safety, Mobility	Highway System Performance	STBG (US)	801		2,199	3,000	3,000

Metropolitan Planning Area Secured Funding Table for 2021 - 2026 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Performance Measure (Federal)	Program (Federal and/or State)	Federal Funds	State Funds	Local Funds	Total Funds	Total Cost*
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	Safety, Mobility, Freight	Safety, Highway System Performance, Freight	CWA		13,000		13,000	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	n/a	STP	943		23	966	966
I-5/SB Lake Samish Vic - Stormwater Retrofit	This section of I-5 has been identified in a statewide effort in 2012 as a high priority corridor for improving water quality.	WSDOT	Environmental Quality	n/a	NHPP	336		7	343	455
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 and Maintenance	Pavement	NHPP	336		13	349	349
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	11,926		289	12,215	12,215

Metropolitan Planning Area Secured Funding Table for 2021 - 2026 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Performance Measure (Federal)	Program (Federal and/or State)	Federal Funds	State Funds	Local Funds	Total Funds	Total Cost*
I-5/Northbound On-Ramp at Bakerview - Improvements	The overcrossing at I-5 and Bakerview Rd. experiences significant congestion. This project will construct a northbound on-ramp on the east side of I-5 to address congestion, enhance regional multimodal transportation circulation and support economic development in northwestern Bellingham.	WSDOT	Mobility	Highway System Performance	CWA		5,513		5,513	10,623
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	WSDOT	Mobility	Highway System Performance	CWA		16,861		16,861	20,961
SR 539/Duffner Ditch - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure.	WSDOT	Environmental	n/a	NHPP, CWA	7,145	124	45	7,314	7,425
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	Safety, Access	Safety	NHPP	794		16	811	1,001
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	743		29	772	823

Metropolitan Planning Area Secured Funding Table for 2021 - 2026 (listed in thousands)

Project Title	Description	Agency	Regional Goal	Performance Measure (Federal)	Program (Federal and/or State)	Federal Funds	State Funds	Local Funds	Total Funds	Total Cost*
SR 546/Pepin Creek - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure.	WSDOT	Environmental Quality	n/a	STP	3,708		76	3,784	4,768
Replace Full-Size Diesel Buses	Replacing approximately 9 diesel buses.	WTA	Mobility	Transit Asset Management	5307	4,608		1,152	5,760	5,760
Replace Paratransit Mini Buses	Replace approximately 14 paratransit mini buses	WTA	Mobility	Transit Asset Management	5307	1,624		287	1,911	1,911
Totals						66,557	50,707	26,730	143,993	223,899

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

Funding Secured Non-MPO Projects (listed in thousands)

Project Title	Description	Agency	Regional Goal	Performance Measure (Federal)	Program (Federal or State)	Federal Funds	State Funds	Local Funds	Total Funds	Total Cost*	
No Projects											
						Totals	\$0	\$0	\$0	\$0	\$0

*Total Project Costs estimates all phases and funding planned and secured.

Past Project - Alabama St. Corridor Multimodal Safety Improvements



This Bellingham project dramatically improved safety for pedestrians, bicyclists, transit riders, and motorists.

WCOG 2021-2024 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)	2021	\$551	\$3,040	\$3,591	\$2,289	\$1,302
		2022		3,013	4,315	3,320	995
		2023		3,013	4,008	3,221	786
		2024		3,013	3,799	2,317	1,482
	TA (US & R)	2021	248	273	521	0	521
		2022		247	768	432	336
		2023		247	582	0	582
		2024		247	829	804	25
HIP	2021		72	72	72	0	
State-Managed Federal Funds	FBP	2021		885	885	885	0
	HSIP	2021		1,640	1,640	1,640	0
	NHPP	2021		8,275	8,275	8,275	0
		2022		1,978	1,978	1,978	0
		2023		770	770	770	0
		2024		7,717	7,717	7,717	0
	STP	2021		3,881	3,881	3,881	0
		2022		207	207	207	0
		2023		703	703	703	0
	STP (BR)	2022		19,879	19,879	19,879	0
Other Federal	5307 (FTA)	2021		6,232	6,232	6,232	0

	Total Available	Total Program
Federal Funds	\$66,130	\$64,623
State & Local Funds	68,440	68,440
All Funds	134,569	133,062

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	Construction	15,000
	North James Street Multimodal Arterial Connection	Construction	3,600
	Meridian St Roundabouts	Roundabout	10,160
	W Illinois Bicycle and Pedestrian Improvements	Reconstruction	1,545
	Parkview ES Safe Routes to School Improvements	Reconstruction	1,750
	W Horton Rd Extension, Phase 2	Construction	12,260
Blaine	Peace Portal Drive Sidewalk, Tail, and Gap Elimination	Construction	1,150
	Semiahoo Spit Ped Path Safety Improvements	Construction	2,220
	Marine Dr Phase 3 - Lighthouse Point Water Rec. to Public Pier	Construction	3,000
	Mitchell Ave/H St Signalization	Intersection Rehabilitation	600
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	Benson Road - Sunrise Dr to Badger Road	Reconstruction	4,350
	Line Road - Aaron to Badger Road	Reconstruction	1,550
	Main St Corridor Completion	Reconstruction	1,975
	Pepin Parkway Arterial	Construction	5,900
	SR-546 Intersection with city arterials	Intersection Reconstruction	500
Sumas	Sumas Ave - Front Street to Garfield Street	Construction	2,150
WCOG	Unified Planning Work Program	Planning	300
	Border Data Warehouse 3.0 Enhancements	Planning	25
Whatcom County	Jackson Road / Terrell Creek Bridge No. 81	Replacement	650
	Marine Drive / Little Squalicum Bridge No. 1	Rehabilitation	250
	Smith Rd and Northwest Dr	Intersection Reconstruction	350

Unfunded Projects (listed in thousands)

Agency	Project	Type	Cost Estimate
Whatcom County	Slater Road, Northwest Drive to Aldrich	New Roadway	20,000
	Lincoln Rd - II, Harborview Rd to SR 548	Reconstruction	5,000
	Marine Drive II, Alderwood Ave to Bridge No 172	Reconstruction	5,000
	Mt Baker Chamber Welcome Center Project	Construction	1,500
	Kendall Trail	Pathway Construction	6,500
WTA	BELLINGHAM TRANSIT STATION CONCOURSE	Construction	4,112
	REPLACE PARATRANSIT MINI BUSES	Purchase	4,542
	REPLACE FULL-SIZE DIESEL BUSES	Purchase	10,706
	REPLACE VANPOOL VANS	Purchase	453
	ELECTRIC BUS LEASE AND INFRASTRUCTURE INSTALLATION	Purchase	1,380
		TOTAL	\$136,403



whatcom council of governments

Memo

To: Whatcom MPO/RTPO Transportation Policy Board (WTPB)
Date: October 7, 2020
From: Hugh Conroy, Director of Planning *HC*
Subject: Proposed amendment to the Whatcom planning area's regional transportation goals

Background

At its last meeting on July 8, The WTBP agreed to consider amending the Whatcom planning area's regional transportation goals – a foundational part of the Regional/Metropolitan Transportation Plan (R/MTP).

As discussed at the July 8 meeting, based on my June 29 memo regarding the purpose and scope of the proposed changes, staff would draft an amended Regional Transportation Goals section for consideration for adoption on October 14.

A first draft was emailed to the WTPB and to the Whatcom Transportation Technical Advisory Group (TTAG) on July 13 for review and comment.

Based on feedback, some clarification was added in the discussion of the Multimodal goal.

The current draft amendment (attached), with invitation for review and feedback, was

- Posted on the WCOG website in early September,
- Announced with a public notice in the *Bellingham Herald* on September 13, and
- Emailed to the WTPB and Whatcom Citizens' Transportation Advisory Group (CTAG) on September 21.

Feedback received to date is attached.

Proposed action

Approve amending the Regional Transportation Goals section of the Whatcom Regional/Metropolitan Transportation Plan (*Whatcom Mobility 2040*) as presented.

Introduction to proposed amendment

The Whatcom Council of Governments (WCOG), The Whatcom region’s federally designated metropolitan planning organization (MPO) will be considering an amendment to the regional transportation goals identified in its current regional/metropolitan transportation plan – [Whatcom Mobility 2040](#).

This would be an incremental modification to the existing seven goals in response to observed policy emphases of local and state member jurisdictions and agencies. Generally, this modification would:

1. Elevate the priority of two current goals – *preservation* and *environmental quality*.
2. Make explicit that *environmental quality* is fully inclusive of climate action.
3. Increase the clarity of the goals’ names and move more towards a straight, 1-7 prioritization.

The scope of proposed changes pertains to one section of the current plan – Whatcom Regional Transportation System Goals. This section is copied below.

- Proposed **deletions** are ~~lined-out-in-red~~.
- Proposed **insertions** are **in green**.
- **Notes** about proposed changes are in the right margin **in blue**.

Proposed modifications:

Whatcom Regional Transportation System Goals

To plan for our region’s transportation future, we need to first know what our goals are – what we as a region want to accomplish with our chosen strategies and investments.

Whatcom Mobility 2040 draws on the transportation goals adopted in the comprehensive plans of WCOG’s member jurisdictions – Whatcom County, the seven cities, the Lummi Nation and Nooksack Tribe – in establishing the goals for the Whatcom region. The transportation elements of all of the jurisdictions’ comprehensive plans were carefully reviewed, and the goals emphasized in each of them were compiled in a matrix to identify those shared by a majority of the jurisdictions.

Whatcom regional transportation goals selected from local transportation plans

Priority No.	Goal (and number of jurisdictions that established it as a goal in local comprehensive plans)
1	Safety (10)
2	Climate & environmental quality (8) A multimodal transportation system (8)
32	Preservation (6) Efficiency, effectiveness and system sustainability (8)
42	Mobility (All modes and an emphasis on trip capacity) (8) Environmental quality (8)
53	A multimodal transportation system (8) Access and convenience (7)
64	Access (7) Maintenance and preservation (6)
	Freight transportation (6)

- ← *Environmental quality is renamed to clearly include Climate and moved to priority 2.*
- ← *Maintenance and preservation is renamed Preservation and moved to priority 3*
- ← *Efficiency, effectiveness and system sustainability is renamed, Mobility.*
- } *There is no basis at this time for setting a relative priority for these two goals. They remain together in a 6th priority tier.*

Each of the above goals is more fully described below. These seven regional goals – which largely overlap with the more numerous planning factors that federal and state law, respectively, require MPO and RTPO transportation plans to address (Section xx) – will take precedence in prioritizing project funding requests and developing performance measures and targets (see Section xx).

Note: The goal descriptions starting at left have been re-ordered to match the ordering-change proposed above.

Safety

All ten of the Whatcom region’s jurisdictions included safety as one of their transportation goals. The safety of all users of the region’s transportation system – pedestrians, bicyclists, automobile drivers and passengers, and truckers – must be maximized to the greatest degree practicable in the establishment of regional transportation policies and investment decisions.

Since preparation *Whatcom Mobility 2040*, WCOG member jurisdictions, the state, and others have adopted climate policies and action plans. Transportation figures heavily into carbon emissions and policy responses. This proposed change is a way recognize a much-increased emphasis among MPO members.

Climate (greenhouse gas reduction) & Environmental quality

Whatcom region local governments, tribal governments, and Washington State government have initiated actions to reduce carbon emissions and prepare for the effects of climate disruption. Reducing greenhouse gas (GHG) emissions and more broadly advancing environmental mitigation and restoration (e.g. ~~Residents of the Whatcom region are second to none in their commitment to environmental quality, and, at the very least, they expect transportation investments’ negative impacts to the region’s environment to be minimal if not neutral, or, ideally, positive.~~ Energy conservation, ~~reducing greenhouse gas emissions~~, habitat preservation, and ~~ensuring air and water quality~~) are ~~among the many environmental values that are~~ outcomes of paramount importance in the region.

Maintenance and Preservation

The high priority of the preservation goal indicates the Whatcom region’s intent to ensure that its existing transportation systems are kept in a state of good repair before pursuing system expansions. This goal ~~complements~~ includes the ~~goal~~ principle of sustainability: the importance of ~~first~~ choosing investments in facilities and programs that our region has the fiscal capacity to pay for, ~~and willing to~~ operate, and ~~/or~~ maintain into the future, ~~and then—~~as reflected in this goal—appropriately prioritizing the necessity of keeping our regional transportation system in a state of good repair.

For this high-level statement of goals, maintenance is considered to be part of preservation and so the name of this goal is proposed to be shortened.

Mobility Efficiency, effectiveness and system sustainability

Mobility refers to the summation of qualitative measures of travel and goods movement including travel time, travel-time predictability and reliability, and comfort. The goal of mobility and our region’s strategies to optimize it ~~pertain to all modes~~ (i.e. walking, transit, biking, driving, freight & service trucks, etc.). Mobility depends on adequate transportation system capacity. To advance this mobility goal (and its other goals), the Whatcom region measures capacity primarily as the number of ~~trips~~ that the transportation ~~network~~ can accommodate. Secondarily, traditional, mode specific measures of road-capacity for ~~vehicles~~ are appropriate for certain analyses. ~~A program or project is efficient if it can be implemented for an appropriate cost relative to both its projected benefits (its effectiveness) and the cost of reasonable alternatives. It should also be sustainable, i.e., it will last as long (or longer) than projected and be able to be kept in a state of good repair and/or operated at or below its projected cost.~~

The element of *sustainability* included in the original goal name is now addressed more directly above as part of the *Preservation* goal. The elements of *efficiency* and *effectiveness* are more succinctly captured by the industry-standard term, *mobility* (described in proposed new text)

A multi-modal transportation system

To efficiently and equitably serve the movement of people and goods that our region needs in the years ahead, our transportation network must provide multiple types (modes) of transportation (e.g. walking, buses, trucks, cars, bikes, paratransit, rail, etc.) and good connections between them. While the above goal, mobility, addresses the *quality* of transportation provided by all modes, this goal affirms a commitment to the continued development and integration of the options themselves.

Updated text is proposed here to make a clearer distinction between the *Multi-modal* and *Mobility* goals.

~~Residents of the region consistently express their support for a transportation system that provides mobility for people—all people—and not just those who drive. All modes of transportation should be considered when choosing among the many possible investments in projects to meet the demand for travel and goods movement, and in support of the other goals, notably efficiency and sustainability.~~

Access ~~and convenience~~

The region's transportation system is intended to serve all people and acknowledge and reduce barriers related to age (seniors and youth), income, and disability. ~~mobility that exist for older adults, people with disabilities, and people with low incomes.~~

The word "convenience" is removed to make the title of the goal more succinct. Convenience is also a qualitative aspect that can be considered part of the mobility goal above.

Freight transportation

Given Whatcom County's adjacency to the Canadian border, along with the presence of one of the nation's premier trade corridors within its boundaries (Interstate 5) and BNSF freight rail, goods movement has a significant impact on the region's transportation system.

For questions or comments about this proposed amendment, please contact:

Hugh Conroy
Director of Planning
Whatcom Council of Governments
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360 685-8384

Proposed Regional Goals Amendment

Feedback as of October 7

Submitted by Stonewall Jackson Bird, Bellingham, CTAG

What occurred to me as I read the changes was that installing a complete multi-modal network would aid significantly in achieving all of the other goals.

I'm not quite sure how to fit that idea into the conceptual framework of the system goals, but maybe something like the following would put the importance of the network in perspective:

Residents of the region consistently express their support for a transportation system that provides mobility for people – *all* people – and not just those who drive. A network that was both complete and safe (and perceived as safe) would mean that a great many more people would be able to see their way to using it for the daily business of life. As a result, the main source of danger in the system (cars) would be reduced and the safety of the system as a whole would be increased. The greenhouse gases that cars emit, along with other pollutants, would decrease. As many families are forced to live with lower incomes because of the COVID crisis and the failure of wages in the last decades to keep pace with living expenses, they will have to resort less to cars and will need to get around by other means. A complete and safe multi-modal network will facilitate their need to switch modes. Mobility and access will both be improved. Mobility and access will in any event be improved for those who presently do not drive or may not drive – for example, young people and the elderly. With fewer cars congesting the system, freight transportation (trucks) will be eased.

Because of these benefits, the development of a complete and safe multi-modal network is of the highest priority.

Submitted by Bruce Prior, Blaine, CTAG

The draft revision is well crafted. Go for it!

Submitted by Jillian Trinkhaus, WWU, CTAG

Overall, the suggested changes are clear and speak better to our region's goals than the language that is being replaced.

I have one question. Movement of goods is included in many of the sections, and the language in the Freight Transportation section doesn't bring forward any goals. Is the Freight Transportation section needed; can the language be added to one of the other goals or can some goals be added to the Freight section?