



Meeting Summary

Regional Transportation Technical Advisory Group [TTAG]

Thursday, June 27, 2019 10:00 – 12:00

Whatcom Council of Governments
314 E Champion St, Bellingham, WA

Attendees:

Chris Comeau	Bellingham Public Works (City of)
Ravyn Whitewolf	Blaine (City of)
Dave Schoonover	Everson (City of)
Melanie Dickinson	Everson (City of)
Katy Radder	Ferndale (City of)
Mark Sandal	Lynden (City of)
Mike Hogan	Port of Bellingham
John Shambaugh	Washington State Department of Transportation (WSDOT)
Mehrdad Moini	Washington State Department of Transportation
Hugh Conroy	Whatcom Council of Governments (WCOG)
Jaymes McClain	Whatcom Council of Governments
Lethal Coe	Whatcom Council of Governments
Ron Cubellis	Whatcom Council of Governments
Jim Karcher	Whatcom County Public Works

Member updates

Ravyn Whitewolf: The City of Blaine’s Hughes Ave project will be close to completion by August.

Dave Schoonover: The City of Everson’s Lincoln St project phases 1 and 2 are now complete.

Katy Radder: The City of Ferndale is going to ad in August for the Thornton St Overpass project.

Mike Hogan: Granary Ave will be closed at 6pm on July 4th. Laurel St will soon be open to the public after that.

Jaymes McClain: Traffic counts recorded as part of WCOG’s support of the Washington State Department of Transportation (WSDOT) Freight and Goods Transportation System (FGTS) update were sent out to jurisdiction planners. The locations of the counts and Average Daily Traffic (ADT) calculations are available on [WCOG’s GIS site](#).

Hugh Conroy: WCOG is pulling together safety data from the state to meet MPO performance measure requirements and better inform local jurisdictions interested in safety and crash data.

Mr. Conroy and Melissa Fanucci attended a joint U.S.-Canada Transportation Border Working Group (TBWG) meeting last week in Burlington, VT. There was discussion of feasibility studies for the redevelopment of the Sumas and Lynden U.S. ports-of-entry. A feasibility study for Sumas is done and a study regarding Lynden is currently being worked on by the General Services Agency (GSA). Redevelopment of the Canadian Pacific Highway port-of-entry is still three or more years out from construction beginning.

At the WCOG Unified Planning Work Program (UPWP) meeting last month, the Federal Highway Administration (FHWA) committed to working with MPOs more closely regarding performance measures. Mr. Conroy will be attending a FHWA-sponsored peer exchange in Denver next month focused on the state of MPO development and application of performance-based planning and programming.

Ron Cubellis: The International Mobility and Trade Corridor Program (IMTC) received two years of funding from WSDOT (\$100,000 per year). WCOG hopes to receive match funding from Canadian agencies. The Smart Trips program received four years of funding through WSDOT's Consolidated Grant program for student and senior bus training.

Mehrdad Moini: Tareq Al-Zeer has taken over for Harry Haslem as the WSDOT Local Programs Engineer for the Northwest Region. Mr. Haslem has retired. Mr. Al-Zeer will be introduced to the group at the next TTAG meeting.

STBG Rural and TA Urban projects and scoring summary

STBG Urban		
	Project	Rank
Blaine	Bell Rd (SR 548) and Peace Portal Ln Improvements	1
Bellingham	James-Bakerview Intersection Safety Improvements	2
Ferndale	Thornton St Project, Vista Dr to Malloy Ave	3
Lynden	West Main St and Berthusen Roundabout	4
Whatcom	Birch Bay Lynden Rd & Blaine Rd Intersect Improve	5
STBG Rural		
	Project	Rank
Everson	Blair Drive Improvements (Lincoln St, Phase III)	1

Whatcom	Birch Bay Lynden Road Pavement Rehabilitation	2
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TA Urban		
	Project	Rank
Blaine	Peace Portal Community Trail Phase III	1
Blaine	ADA Transition Plan Development	2

TA Rural		
	Project	Rank
Everson	SR 544 Everson Sidewalk Improvements	1

Lethal Coe: There is about \$6MM to allocate to the region for the 2023-2025 Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) call for projects. Based on the scoring results, the top four STBG Urban project applications can receive full funding and the fifth project application can be partially funded. The City of Everson’s STBG Rural project application received the high score and can be fully funded. The City of Blaine was the only jurisdiction to apply for TA Urban funds – both Blaine project applications can receive funding, though there is not enough money to fulfill both funding requests completely. The City of Everson was the only applicant for TA Rural funds – its project application can be fully funded.

Ravyn Whitewolf: Can the City of Blaine’s ADA Transition Plan Development project application, ranked second, be prioritized for full funding ahead of the City’s Peace Portal Community Trail Phase III project application, ranked first?

Lethal Coe: Because Blaine is the only applicant for TA Urban, that request should be fine.

Ron Cubellis: Of the \$6MM allocation, \$1MM is “Any area” funds. Of the two total Whatcom County project applications, one was ranked to receive partial funding and another was not ranked high enough for any funding. The County could potentially split the partial funding between the projects as an “Any area” funding strategy.

Jim Karcher: Mr. Karcher will confer with County staff regarding funding strategies.

Hugh Conroy: The scores and rankings will be brought to Whatcom Transportation Policy Board. WCOG staff can bring forth TTAG’s recommendation for funding flexibility specifically for Blaine and Whatcom County.

Performance Measures – Safety

Hugh Conroy: During the last STBG call for projects process WCOG staff requested but were unsuccessful in receiving crash data from WSDOT to help in project rankings. WSDOT is now providing a monthly data feed of crash data for roadways in Whatcom County. This source, plus the high-level quarterly crash data availed by the Washington State Traffic Safety Commission, will help WCOG align

with WSDOT's Target Zero initiative (zero fatal crashes in the state by 2030) and help plan and program regional projects that will support the state-wide Target Zero goal.

A draft of the Whatcom Region transportation safety document was handed out at the meeting. Using state crash data sources, Target Zero crash indicators can be plotted over time to analyze trends. Currently the statistics are in absolute numbers, but WCOG staff will use the travel demand model to analyze these indicators per 100MM vehicle miles traveled (VMT) on roadway links and corridors in Whatcom County.

Crash Data

Jaymes McClain: Using the crash data feed availed to WCOG by WSDOT, a draft Crash Dashboard was created to visualize where fatal and serious injury crashes are occurring on roadways in Whatcom County over the past five years. The tool can be used to quickly analyze crashes in specific corridors of travel within the County (e.g. between Ferndale and Bellingham) to help identify roadways and intersections where crash history may warrant further investigation and aid in strategy development and project design.