



WHATCOM TRANSPORTATION POLICY BOARD

**Wednesday, July 10, 2019, 3:30 p.m.**

Gordon W. Rogers Conference Room

314 East Champion Street

Bellingham, Washington

**AGENDA**

PAGES

- A. CALL TO ORDER
- B. PUBLIC COMMENT  
Citizens may speak informally to the Board on matters pertinent to its statutory responsibilities and which are not the subject of a public hearing. *Each speaker is allowed a maximum of three minutes.*
- C. AGENDA APPROVAL\*
- D. APPROVAL OF MINUTES\*  
Meeting of May 8, 2019  
2-5
- E. OLD BUSINESS (if any)
- F. PUBLIC HEARING  
Amendment No. 1907 to the 2019 WCOG Transportation Improvement Program (TIP)  
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.*  
3. Close Public Hearing\*  
4. Board Discussion and Vote\*  
6-9
- G. NEW BUSINESS  
1. Surface Transportation Block Grant Program Awards – Mr. Coe\*  
2. WSDOT Projects Update – Todd Carlson  
3. Other New Business (if any)  
10
- H. OBLIGATION STATUS UPDATE – Mr. Coe
- I. PLANNING DIRECTOR'S REPORT – Hugh Conroy
- J. CORRESPONDENCE  
11
- K. BOARD OPEN FORUM
- L. ADJOURN

\* Action item

Persons with disabilities needing a special accommodation for this meeting should contact the WCOG office at (360) 676-6974, at least six (6) days prior to the meeting to receive assistance.

Para asistencia en español, por favor llame al (360) 685-8389.

WHATCOM TRANSPORTATION POLICY BOARD  
MINUTES – DRAFT  
MAY 8, 2019

IN ATTENDANCE:

MEMBERS VOTING: Jon Mutchler, Ferndale (Chairman); Scott Korthuis (1<sup>st</sup> Vice-Chairman), Lynden; Jack Louws (2<sup>nd</sup> Vice-Chairman) and Satpal Sidhu, Whatcom County; Kelli Linville and Terry Bornemann, Bellingham; Bonnie Onyon, Blaine; Tom Jones, Nooksack; Kyle Christensen, Sumas; Todd Carlson (for Jay Drye), WSDOT; Cathy Watson, WTA; NON-VOTING: Rep. Sharon Shewmake, 42<sup>nd</sup> District; Terry Terry, CTAG

GUESTS Bryan Yon, Office of Rep. Luanne Van Werven; Eric Trower, Sudden Valley Association; Pat Alesse, Larry Brown, Carol Frazey and Pete Stark, Council Board

STAFF Bob Wilson (Secretary), Rob Cubellis. Hugh Conroy, Lethal Coe

A. CALL TO ORDER

Chairman Mutchler called the meeting to order at 3:34 p.m. with a quorum present.

B. PUBLIC COMMENT

No public comment was received.

C. AGENDA APPROVAL

**ADOPTED BY UNANIMOUS CONSENT**

D. APPROVAL OF MINUTES OF MARCH 13, 2019

**ADOPTED BY UNANIMOUS CONSENT**

E. OLD BUSINESS

No old business was discussed.

F. PUBLIC HEARING

Amending the 2019 WCOG Transportation Improvement Program (TIP)

Mr. Coe described the proposed amendment to the 2019 TIP:

1. Add WCOG International Mobility and Trade Corridor Program *Border Data Warehouse 3.0* project. This project will build on the investment made in 2016 to integrate U.S. Customs and Border Protection's booth-status data system into wait-time calculations by upgrading the existing Cascade Gateway Border Data

- Warehouse. The project has been awarded \$100,000 by the Federal Highway Administration. The total project cost is \$200,000.
2. Add WCOG project *UPWP – SFY 2020*. This project effectively replaces *UPWP – SFYs 2018 & 2019* and *UPWP – SFYs 2020 & 2021*. The project is funded through the regional Surface Transportation Block Grant program. It is programmed for \$191,924 and reduces the amount programmed for the current *UPWP* by \$113,746.
  3. Remove WCOG projects *UPWP – SFYs 2018 & 2019* and *UPWP – SFYs 2020 & 2021*.
  4. Amend WSDOT project *SR 539/Telegraph Road to Westerly Road – ADA*. This project’s funding – which comes from the National Highway Performance Program (NHPP) – has increased from \$461,264 to \$1,344,312. The project’s length has also increased from 0.55 to 0.67 miles.
  5. Add new WSDOT project *I-5 Southbound/Lake Samish Vicinity – Storm-water Retrofit*. This project will improve water quality along a high-priority corridor and is funded through the NHPP. Construction will begin in 2021, and the total cost of the project is \$3,212,000.

**PUBLIC HEARING OPENED AT 3:39 P.M.**

No members of the public were in attendance.

**PUBLIC HEARING CLOSED AT 3:39 P.M. BY UNANIMOUS CONSENT**

**MOTION:** Mr. Korthuis moved, Ms. Linville seconded, to approve Amendment No. 1905 to the 2019 WCOG Transportation Improvement Program.

**MOTION PASSED**

G. PUBLIC HEARING

Amending Whatcom Mobility 2040

Mr. Conroy described the proposed amendments he was recommending, including certain revisions, additions and deletions to the Plan’s project list, and revised language in the sections addressing performance measures and safety.

**PUBLIC HEARING OPENED AT 3:41 P.M.**

No members of the public were in attendance.

**PUBLIC HEARING CLOSED AT 3:41 P.M. BY UNANIMOUS CONSENT**

Messrs. Conroy and Wilson then answered questions posed by the representatives.

**MOTION:** Mr. Louws moved, Mr. Bornemann seconded, to approve the 2019 Whatcom Mobility 2040 project list and the revisions to the discussions of adopted safety and system performance measures, as presented.

**MOTION PASSED**

H. NEW BUSINESS

1. Adoption of the State Fiscal Year 2020 Unified Planning Work Program (UPWP)

Mr. Conroy described the UPWP, and he and Mr. Wilson answered questions posed by the representatives.

**MOTION:** Ms. Onyon moved, Mr. Korthuis seconded, to approve the SFY 2020 Unified Planning Work Program, as presented.

**MOTION PASSED**

2. Debriefing on the 2019 State Legislative Session

Tom Parker, WCOG's lobbyist, briefed the Board by phone on the 2019 session, which adjourned on April 28<sup>th</sup>. Rep. Shewmake and Mr. Wilson also shared their reflections on the session. Messrs. Parker and Wilson then answered questions posed by the representatives.

I. OBLIGATION STATUS UPDATE

Mr. Coe briefed the Board on the obligation status of federally-funded regional projects.

J. PLANNING DIRECTOR'S REPORT

Mr. Conroy briefed the Board on current and upcoming transportation planning activities, including an update on WCOG's Seventh Grade Bus Pass program.

J. CORRESPONDENCE

Mr. Wilson directed the representatives' attention to an e-mail that was included in the meeting packet.

M. BOARD OPEN FORUM

No comments were offered.

N. ADJOURNMENT

There being no further business, the meeting adjourned at 4:45 p.m.

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Robert H. Wilson, AICP  
Secretary

DRAFT



## MEMO

To: Whatcom Transportation Policy Board  
From: Lethal Coe, Senior Planner  
Date: July 10, 2019  
Subject: WCOG 2019 TIP Amendments and Administrative Modifications

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**Amendment 4 (1907)** of the 2019 WCOG Transportation Improvement Program (TIP) includes the following:

1. Remove Bellingham project *Cordata Safe Routes to School Program* that obligated in November, 2018.
2. Remove WSDOT project *SR 9/Acme Vicinity to Mt Baker Highway Vicinity – Weigh-in-Motion Enforcement Area*. This project has been delayed until the 2025-2027 biennium.
3. **Correction:** Amend the Whatcom *Lummi Island Breakwater Replacement Project* to add in the Preliminary Engineering (PE) phase and remove the Construction phase. The PE phase will utilize Ferry Boat Program (FBP) funds at the total amount of \$100,000. Note the Construction phase will be added back in at a future date.
4. **Correction:** Add new Whatcom County *Lummi Island Terminal Preservation Project* to paint and strengthen transfer span and towers at Lummi Island Ferry Terminal. This project is funded through federal Ferry Boat Program for a total cost of \$820,000 and will begin in 2019.
5. Revise TIP document to add 'Transportation Performance Management' language to meet federally required Performance-Based Planning and Programming (PBPP) rules.

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

**REQUESTED MOTION:** Approve Amendment 4 for the Whatcom Council of Governments 2019 Transportation Improvement Program.

Whatcom Council of Governments  
2019 Transportation Improvement Program

**Amendment 4 (1907) Table**

#	Agency	Project Title(s)	Amended Action	Added Funds \$	Total Costs \$	Fed Source
1	Bellingham	<i>Cordata Safe Routes to School Program</i>	Remove Project (Obligated)	-1,720,200	1,951,200	SRTS
2	WSDOT	<i>SR 9/Acme Vicinity to Mt Baker Highway Vicinity – Weigh-in-Motion Enforcement Area</i>	Remove Project (Delayed)	-2,403,672	2,403,672	STP
3	Whatcom	<i>Lummi Island Breakwater Replacement Project</i>	Remove CN Add PE	-1,210,759 +100,000	1,800,000	FBP
4	Whatcom	<i>Lummi Island Terminal Preservation Project</i>	Add new project	820,000	820,000	FBP

**#5 on next page.**

**No Policy Board Action Required**

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**Recent Non-Amendment TIP Activities** - administrative modifications are less substantial project changes and are administered by WCOG staff.

**Administrative Modifications**

Agency	Project	Modification Administered	Total Costs \$	Federal Source
WSDOT	<i>SR 9/Acme Vicinity to Mt Baker Highway Vicinity – Virtual Weigh-in Motion</i>	Revise project title and description	1,017,021	STP

**TIP Amendment #5** - Revise TIP document to add 'Transportation Performance Management' language for Pavement and Bridge, and System Performance and Freight to the regional TIP document. This inclusion completes compliance with the federally required Performance-Based Planning and Programming (PBPP) rules. Note, the WCOG 2019 TIP document currently includes performance management language for Highway Safety Improvement Program (page 8) and Transit Asset Management provided by Whatcom Transportation Authority (page 9).

**Proposed revision to WCOG 2019 TIP document to add the following language:**

### **Pavement and Bridges**

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: maintaining acceptable conditions 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 in 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.

## MEMO

**To:** Whatcom MPO/RTPO Transportation Policy Board (WTPB)  
**Date:** July 3, 2019  
**From:** Lethal Coe, Senior Planner  
**Subject:** Allocation of FFY 2023-24 regional Surface Transportation Block Grant (STBG) Program funds and Transportation Alternatives (TA) Program funds—TTAG’s recommendation.

### Background

In response to this year’s request for project funding proposals, local jurisdictions submitted seven STBG proposals and three TA proposals. Applying the criteria and scoring methodology adopted by the Policy Board in 2017, the Whatcom Transportation Technical Advisory Group (TTAG) evaluated and scored all requests. At the June 27 meeting, the TTAG reviewed the compiled scoring results and, based on those results, developed their recommended funding allocation detailed below.

### Project scores, rankings, and TTAG funding recommendation

The tables below summarize the project scoring results and TTAG’s recommendation for allocating funds as available from each geographic project/funding category (rural, urban, any area). TTAG proposed and agreed to withhold STBG Rural and TA Urban project submittals from utilizing any-area funds due to the missed application deadline and subsequent absence from the May 23<sup>rd</sup> TTAG presentation and Q & A.

STBG - All							FFY '23-'24 Funds Available			Rec. Award	TTAG Note
							Urban	Rural	Any		
Proponent	Project	Request	Total Points	Urban / Rural	Rank (Area)		\$4,081,177	\$841,921	\$1,000,000		
Blaine	Bell Rd (SR 548) and Peace Portal Ln Imp.	\$385,000	855.5	U	1	\$385,000				\$385,000	1
Bellingham	James-Bakerview Intersection Safety Imp.	\$2,000,000	839.5	U	2	\$2,000,000				\$2,000,000	1
Ferndale	Thornton St Project, Vista Dr to Malloy Ave	\$1,095,100	799.5	U	3	\$1,095,100				\$1,095,100	1
Lynden	West Main St and Berthusen Roundabout	\$800,000	768.15	U	4	\$601,077		\$198,923		\$800,000	2
Whatcom	Birch Bay Lynden Rd & Blaine Rd Intersect. Imp.	\$2,000,000	732.35	U	5			\$801,077		\$801,077	3
Everson	Blair Drive Improvements (Lincoln St, Phase III)	\$841,921	732.1	R	6 (R1)		\$841,921			\$841,921	4
Whatcom	Birch Bay Lynden Road Pavement Rehab.	\$630,000	641.05	R	7 (R2)					\$0	

TA - All							FFY '23-'24 Funds Available			Rec. Award	TTAG Note
							Urban	Rural	Any		
Proponent	Project	Request	Total Points	Urban / Rural	Rank (Area)		\$255,000	\$90,000	\$255,000		
Everson	SR 544 Everson Sidewalk Improvements	\$345,000	69	R	1			\$90,000	\$255,000	\$345,000	5
Blaine	Peace Portal Community Trail Phase III	\$200,000	58	U	2 (U1)	\$175,000				\$175,000	6
Blaine	ADA Transition Plan Development	\$80,000	55	U	3 (U2)	\$80,000				\$80,000	6

In addition to supporting the above award amounts, TTAG also agreed that jurisdictions with multiple projects (Blaine and Whatcom) should be able to shift awarded funds between projects as they deem appropriate.

#### TTAG Notes:

1. Full amount available from Urban
2. Fund from remainder of Urban and partial Any Area
3. Fund from Any Area
4. Fund from remainder Rural Area
5. Fund with full Rural and Any Area
6. Fund with Urban Area

**REQUESTED MOTION:** Approve allocation of FFY 2023 & 2024 regional STBG and TA program funds as recommended by the Whatcom TTAG.



**whatcom council of governments**

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May 9, 2019

Ms. Tara Clark  
Federal Transit Administration  
Office of Program Management  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

Dear Ms. Clark:

I am writing to express the Whatcom Council of Governments' support for the Whatcom Transportation Authority's (WTA) request to purchase two electric buses and electric-charging facilities through FTA's Low or No Emission Bus Program.

Transit service provided by WTA is a critical component of Whatcom County's multi-modal transportation network. In addition to providing affordable mobility to thousands of our region's residents, WTA transit contributes significantly in reducing greenhouse gas emissions in the region. The addition of more electric buses to WTA's fleet – which is included in the project list of *Whatcom Mobility 2040*, the region's adopted long-range transportation plan – will further enhance the environmental benefit of WTA's service.

Thank you for the opportunity to offer WCOG's support for this important funding request.

Very truly yours,

A handwritten signature in black ink that reads "R. Wilson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Robert H. Wilson, AICP  
Executive Director

Copies: Whatcom Transportation Policy Board  
Whatcom Transportation Authority