Bellingham Comprehensive Plan
Multimodal Transportation Chapter

2016

I. Introduction

Transportation planning is intricately tied to land use, the pattern of development, and the local economy that evolves as an urban area grows. Bellingham's Citywide multimodal transportation system includes various travel modes such as pedestrian, bicycle, transit, automobile, freight truck, marine ferry, railroad, and airplanes. Bellingham strives to provide, manage, and maintain safe, well-connected **complete networks** for major modes of transportation and users. The ability for people of all ages, abilities, and backgrounds to travel safely, comfortably, and efficiently, using various means of transportation, contributes to the high quality of life that Bellingham residents enjoy.

The Wharf Street roundabout, constructed in 2013, accommodates bicycles, pedestrians, transit, freight, and automobiles.

The purpose of the Transportation Chapter is to:

- Highlight and elaborate upon the **City Council Legacies and Strategic Commitments for Mobility and Connectivity**.
- Update **goals, policies, and implementation strategies** for Citywide multimodal transportation improvements, including arterial streets within the Bellingham urban growth area (UGA).
- Provide guidance for the implementation of **Bellingham's Complete Networks** approach to annual tracking, monitoring, and reporting on progress made toward achieving Citywide multimodal transportation planning goals.

These concepts are further defined under the following five categories, which form the organizational basis for the goals and policies of this chapter:

Integration of Land Use and Transportation Planning
Complete Networks
Non-Motorized Transportation
Transit and Single-Occupancy Vehicles
Transportation Planning Requirements

The chapter's six goals mirror the City's Legacies and Strategic Commitments and emphasize the interdependence of the environment, economy and society:

GOAL T-1 **Limit urban sprawl by linking land use and transportation planning.**

GOAL T-2 **Provide safe, well-connected, and sustainable mobility options for all users.**

GOAL T-3 **Increase infrastructure for bicycles, pedestrian, and non-single-occupancy vehicle modes of transportation.**

GOAL T-4 **Reduce dependence on single-occupancy vehicles.**

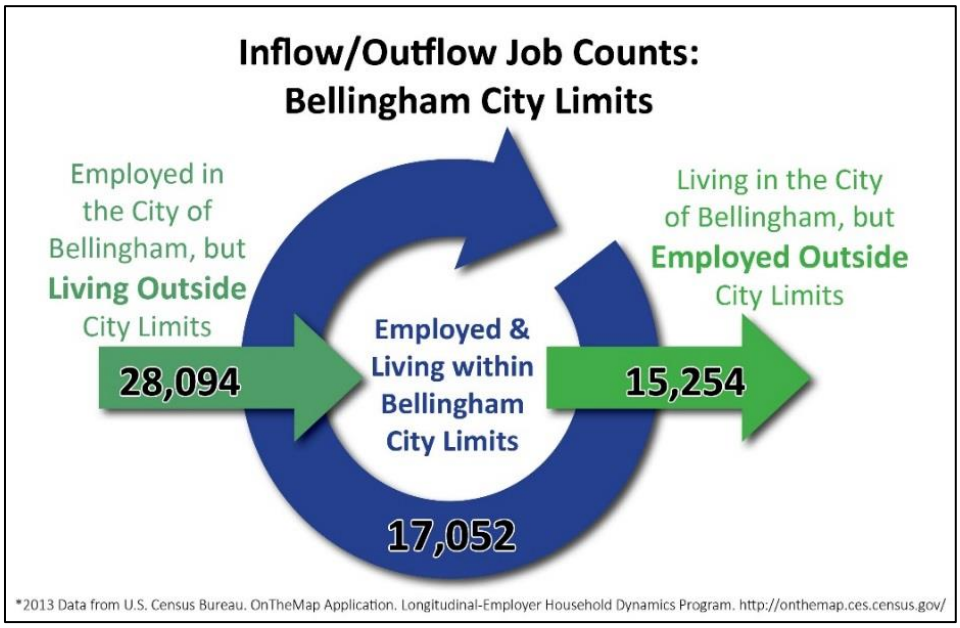
GOAL T-5 **Maintain and improve streets, trails, and other infrastructure.**

GOAL T-6 **Ensure that social equity needs are addressed in all transportation projects.**

II. Goals and Policies

Integration of Land Use and Transportation Planning

Due to Bellingham's status as the largest population, employment, and service center in Whatcom County, the local multimodal transportation network is significantly affected by regional traffic generated from outside the City limits. The affordability of housing options, individual choice to live in the county or another city and commute to work in Bellingham, and the attraction of Canadian shoppers from lower mainland British Columbia just 20 miles to the north all contribute vehicle traffic generated from outside the City. This presents Bellingham with significant challenges in using land use and transportation planning policies to encourage infill development, maintain a compact urban area, and promote transportation mode shift, while also managing increasing vehicle traffic congestion on the Citywide multimodal transportation system.



Bellingham has the highest concentrations of residential density in the Whatcom region. Well-connected pedestrian and bicycle networks and convenient high-frequency transit service become more cost-effective and efficient as residential and urban density increase. For this reason, Bellingham is striving to employ integrated land use and transportation planning policies and regulations that support and incentivize higher-density residential areas located close to employment, shopping, and service centers to provide residents with more opportunities to walk, bicycle, or ride high-frequency transit buses provided by Whatcom Transportation Authority (WTA).

GOAL T-1 Limit urban sprawl by linking land use and transportation planning.

Policy T-1 Continue to develop and implement plans, programs, and regulations that incentivize infill and emphasize multimodal transportation in urban villages. Examples include:

- Urban village master plans and mixed-use districts;
- Multimodal Transportation Concurrency Program (BMC 13.70);
- Urban Village Transportation Impact Fee (TIF) Reduction Program (BMC 19.06.040);
- 2012 Pedestrian Master Plan (incorporated herein by reference);
- 2014 Bicycle Master Plan (incorporated herein by reference); and
- 2016 WTA Strategic Plan.

Pedestrians walk along Railroad Avenue. Downtown is one of seven urban villages in Bellingham.

Policy T-2 Balance land use efficiency with transportation safety and mobility by prioritizing street connectivity within the City limits, mobility for people and goods, and high-occupancy vehicles over single-occupancy vehicles (SOVs). Implementation strategies include:

- Recognize that peak hour vehicle traffic congestion is to be expected in higher-density urban and commercial areas, as well as entry/exit points to Bellingham;
- Prioritize safety and connectivity improvements for all modes of transport over improvements focused solely on reducing vehicle traffic congestion;
- Continue to work with WTA to strategically employ transit as a key high-occupancy mode of transportation between the City's employment, education, parks and recreation, shopping, and entertainment centers and residential concentrations in Whatcom County; and
- Promote active non-motorized forms of transportation over motorized forms of transportation to improve public health and minimize environmental impacts.

Active non-motorized transportation *includes both walking and bicycling for transportation (destination-oriented trip making) rather than recreational purposes. This can include trips on Bellingham's recreational Greenways Trail network, but is primarily focused on Bellingham's Primary Pedestrian and Bicycle Networks, which are made up of on-street sidewalks and bikeways.*

Policy T-3 Encourage higher-density transit-oriented development (TOD) along certain WTA high-frequency transit routes ("GO Lines") connecting urban villages. Implementation strategies include:

- Documentation of existing zoning, allowable densities, housing types, and commercial or office development along WTA high-frequency transit routes.
- Engaging neighborhood associations, other interested stakeholders, and the development community to create a TOD overlay mechanism that could allow higher-density development along WTA high-frequency transit routes if TOD performance measures, such as those listed below, can be met.
  - Design review is required for any new development;
  - Mixed-use (ground-floor commercial, upper-floor residential) development is encouraged;
  - Commercial development: Non-auto-oriented uses, no drive-thru windows, and no vehicle parking fronting high-frequency WTA corridors;
  - Residential development: TOD-oriented townhomes (Peabody example), small-lot development, and multi-family housing with WTA bus passes purchased for residents through the Urban Village TIF Reduction Program;
  - Auto parking: On-site parking requirements are reduced or waived with criteria. Street parking and/or off-site parking along the transit corridor may count toward commercial parking requirements;
  - Bike parking: Adopt long- and short-term bike parking requirements.
- If a TOD overlay is approved, work with WTA to coordinate higher-density development proposals with WTA's plans to maintain or increase high-frequency transit service along various corridors.

This mixed-used building on Dupont Street is located on the WTA Green GO Line.

Transportation is the second largest expense for families (housing is first), but few people consider these costs when choosing a place to live. Compact, mixed-use development close to good transit, jobs, schools and daily needs can save families money by offering transportation choices that reduce automobile dependency.

Policy T-4 Continue to work with Whatcom County to develop a unified standard for the Bellingham UGA to provide safe and efficient multimodal movement of people and goods and adequate levels of service as these areas develop to urban densities and are ultimately annexed into the City.

Complete Networks

Prior to the popular rise of the national "Complete Streets" movement, Bellingham expanded its Citywide focus of transportation planning to include multiple modes of transportation with goals, policies, and project recommendations to accommodate pedestrians, bicyclists, and transit riders, as well as vehicle drivers on all arterial streets. In 2004, Bellingham worked with WTA to establish a Primary Transit Network and with the Bicycle and Pedestrian Advisory Committee (BPAC) to develop the 2006 Bellingham Transportation Element. Since then, Bellingham has created both Primary Pedestrian and Bicycle Networks through a 2012 Pedestrian Master Plan and a 2014 Bicycle Master Plan.

Bicyclist uses green bike boxes on Ohio Street.

Bellingham's multimodal transportation planning has evolved into a **Complete Networks** approach, which incorporates the principles of the Complete Streets movement, but also provides an annual assessment of the progress made toward the completion and improvements to each modal network.

The Transportation Report on Annual Mobility (TRAM) provides an annual inventory and assessment of progress for Bellingham's Complete Networks approach to multimodal transportation planning. The TRAM includes individual chapters on Bellingham's pedestrian, bicycle, transit, automobile, and freight truck networks, with performance measures and status reports for each modal network, as well as an annual update on transportation mode shares to track progress toward Bellingham's transportation mode shift goals. The TRAM also includes a chapter on Bellingham's Transportation Benefit District No. 1 (TBD), which serves as the annual TBD Report to the TBD Board of Directors. TBD sales tax revenue provides dedicated funding for arterial street resurfacing

(including re-channelization for bikeways) and specific bicycle and sidewalk projects. The TBD Report includes information on the financial status of the TBD and highlights various transportation improvements that have been constructed or are programmed for TBD funding.

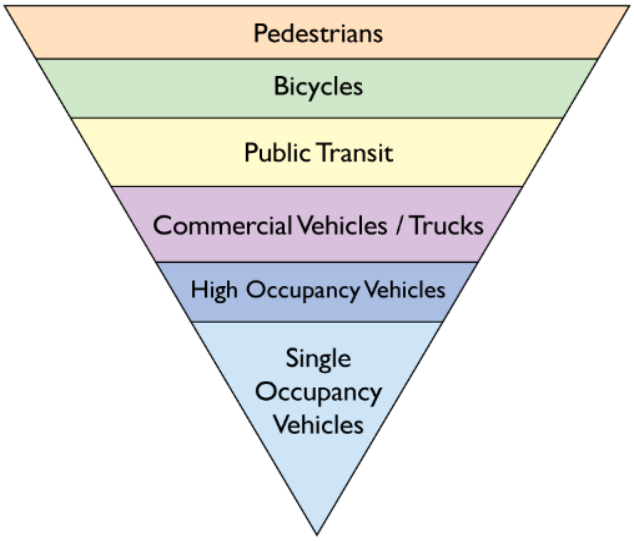
GOAL T-2 Provide safe, well-connected, and sustainable mobility options for all users.

Policy T-5 Connect missing links within the Citywide multimodal transportation network for all modes of transportation, including pedestrian, bicycle, transit bus, freight trucks, and private automobiles.

Policy T-6 Design multimodal transportation improvements on existing and new streets with the safety and mobility needs of all user groups considered and with priority emphasis placed on the most vulnerable user groups, as illustrated below.

Riders wait for the bus to arrive. Photo courtesy of WCOG.

Bellingham's Transportation Modal Hierarchy



Policy T-7 Provide mobility choices and opportunities for people with special transportation needs, including persons with disabilities, school children, senior citizens, and low-income populations.

Policy T-8 Work with WTA to maintain average speed and on-time performance metrics for WTA transit bus routes identified in the WTA Strategic Plan.

Non-Motorized Transportation

The City's Complete Networks approach to transportation planning is geared toward completing mobility networks for all users. Much of this effort involves building new sidewalks or bikeways on the existing street network or including sidewalks and bikeways on new streets when they are constructed by either public or private interests.

Bellingham's Pedestrian Master Plan identifies a 266-mile Primary Pedestrian Network and 343 individual sidewalk and intersection crossing projects that have been subject to significant analysis and prioritized according to the needs of pedestrians. Bellingham's Bicycle Master Plan identifies a 160-mile Primary Bicycle Network and 185 individual bikeway projects that have been subject to significant analysis and prioritized according to the needs of bicyclists. Both of these extensive multi-year planning efforts were informed with broad community input and are incorporated into the Transportation Chapter by reference.

GOAL T-3 Increase infrastructure for bicycles, pedestrian, and non-single-occupancy vehicle modes of transportation.

Policy T-9 Incorporate sidewalks, crosswalks, and bikeways identified in the Pedestrian and Bicycle Master Plans into all transportation capital improvements on public streets, wherever feasible.

Policy T-10 Work closely with WTA to support the WTA Strategic Plan, ensure that City and WTA policies are consistent, and prioritize transportation improvements that support transit ridership for neighborhood residents.

Policy T-11 Require all new development to construct sidewalks on all public streets identified as part of Bellingham's Citywide Pedestrian or Transit Network per City street standards (BMC 13.04). Where possible, sidewalks should be separated from roadways with landscape strips, street trees, rain gardens, or other low impact development techniques.

Kids walk to school in the Columbia Neighborhood. Photo by Gabriel Boon.

Policy T-12 Require all new development to construct bike lanes on all arterial streets identified as part of Bellingham's Citywide Bicycle Network per City street standards (BMC 13.04). Where possible, bike lanes should be constructed of pervious asphalt or concrete.

Policy T-13 Develop an administrative process that allows for departures from required infrastructure improvements in cases where no public purpose would be served by strict compliance with the required standard.

Policy T-14 Work closely with the Bellingham School District to prioritize the construction of sidewalks and bikeways to support Safe Routes to School.

Policy T-15 Allow private developers to fund and construct sidewalk and bikeway improvements identified in the Pedestrian and Bicycle Master Plans if there are not enough Person Trips Available (PTA) in a Concurrency Service Area (CSA) as a form of transportation concurrency mitigation (BMC 13.70).

Policy T-16 Employ Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies, including, but not limited to, those listed below to increase the safety, efficiency, and long-term sustainability of the Citywide multimodal transportation system.

TDM Actions:

- Enhance the WTA Primary Transit Network and encourage transit-oriented development along high-frequency GO lines and transit-supportive development throughout Bellingham;
- Educate and encourage the public to use bicycle and pedestrian modes of transportation;
- Implement urban village plans and Multifamily Design Review Guidelines to encourage development to be transit supportive, pedestrian oriented, and bicycle friendly;
- Encourage compact land use patterns that reduce vehicle trips and vehicle miles traveled;
- Monitor U.S. Census data and report annual progress in the TRAM toward achieving transportation mode shift goals for increasing the share of work trips made by bicycle, pedestrian, and transit trips and reducing work trips made by SOVs;
- Support and implement a Commute Trip Reduction program aimed at reducing congestion, air pollution and energy consumption by requiring large employers and major new developments to reduce the number of SOVs being driven to and from those projects;
- Encourage car sharing organizations to locate vehicles close to major employment centers and WTA transit stops to offer an alternative to automobile ownership;

Transportation Demand Management *refers to methods used to improve the efficiency and effectiveness of a community transportation system by reducing travel demand generated by users rather than physical expansion to increase system supply.*

Transportation System Management *refers to methods used to improve the safety and efficiency of a community transportation system by providing better connectivity and mobility for all users of the system.*

The City of Bellingham and WCOG co-sponsor Bike to Work and School Day in May of each year. Photo courtesy of WCOG.

- Encourage the presence and success of ride sharing organizations to offer alternatives to making unnecessary SOV trips; and
- Review parking standards to reduce the impacts of parking lots on urban form, pedestrian mobility, and the natural environment. Continue to pursue parking management best practices.

TSM Actions:

- Complete pedestrian and bicycle networks, which help to reduce energy consumption and promote physical activity to improve public health;
- Explore the financial feasibility of a privately-funded bike share program for Bellingham;
- Identify opportunities to improve local arterial street connectivity of the Citywide transportation network that will create better mobility throughout the City for all transportation modes;
- Identify and seek available state and federal transportation grant funding and collect transportation impact fees to support necessary multimodal transportation system improvements; and
- Demonstrate the success of local funding sources such as Transportation Benefit Districts.

Transit and Single-Occupancy Vehicles

The City and WTA continually strive to increase opportunities for, and the convenience of, making trips by walking, biking, or riding transit, while also encouraging people to make fewer SOV trips. The City's aim is not to eliminate private automobiles, but to encourage the use of other transportation modes, while reducing the costly transportation capacity demand made by private automobiles on City arterial streets.

Whatcom Smart Trips *is a program that helps community members make more of their trips by walking, bicycling, sharing rides or riding the bus. The program is operated by WCOG with financial support of the City of Bellingham, Whatcom County, the Whatcom Transportation Authority, the Washington State Department of Transportation and the U.S. Department of Transportation.*

The program includes these features, among others:

- *An online trip diary*
- *Smart Trips incentives*
- *Emergency rides home*
- *School Smart Trips program*
- *EverybodyBIKE*
- *Targeted outreach to seniors and women*

As illustrated in the inflow/outflow graphic on page three of this chapter, Bellingham's multimodal transportation network is significantly affected by regional traffic generated from outside the City limits, much of which is work-related. Bellingham works with major employers, WTA, and the Whatcom Council of Governments (WCOG) to reduce SOV trips through the Commute Trip Reduction (CTR) and Smart Trips programs. Bellingham constructs sidewalk and bikeway infrastructure to create more opportunities for walking and biking and promotes non-automotive trip making whenever possible. WTA offers high-frequency transit service to all of Bellingham's urban villages and along major transportation corridors where many of Bellingham's largest employers are located.

The City uses American Community Survey (ACS) data from the U.S. Census Bureau to track transportation mode-to-work patterns, with five-year averages reported at the beginning of each year. This data is the most widely accepted, standardized, and comparable data to use when

measuring progress relative to other cities with similar situations and characteristics. This data is included each year in the TRAM and allows the City to track progress being made toward its long-term transportation mode shift goals.

Regardless of fuel source, it is likely that private automobiles will continue to be the dominant mode choice for the majority of the regional population for the next 20 years. However, there are important technological innovations occurring in the transportation industry that will affect both individual mode choices, as well as the availability, safety, and efficiency of various transportation modes. Examples include car sharing organizations, ride sharing networks, working remotely from home, and innovations in driverless and connected vehicle technology. The City will to continue to provide a safe and efficient transportation network for automobiles while also incorporating and adapting to technological innovations.

The Whatcom Transportation Authority provides fixed route, paratransit and zone service; two transit stations; and a vanpool program throughout Bellingham and Whatcom County. This photo was taken at WTA's northern hub, Cordata Station.

Given Bellingham's circumstances as the major population, employment, and service center in Whatcom County, City leaders recognize that they cannot build their way out of traffic congestion by continually widening arterials and intersections to add capacity for automobiles. Instead, City leaders expect that there will be vehicle traffic congestion in some locations, especially during the local evening rush hour (p.m. peak period), and that this is a normal urban condition.

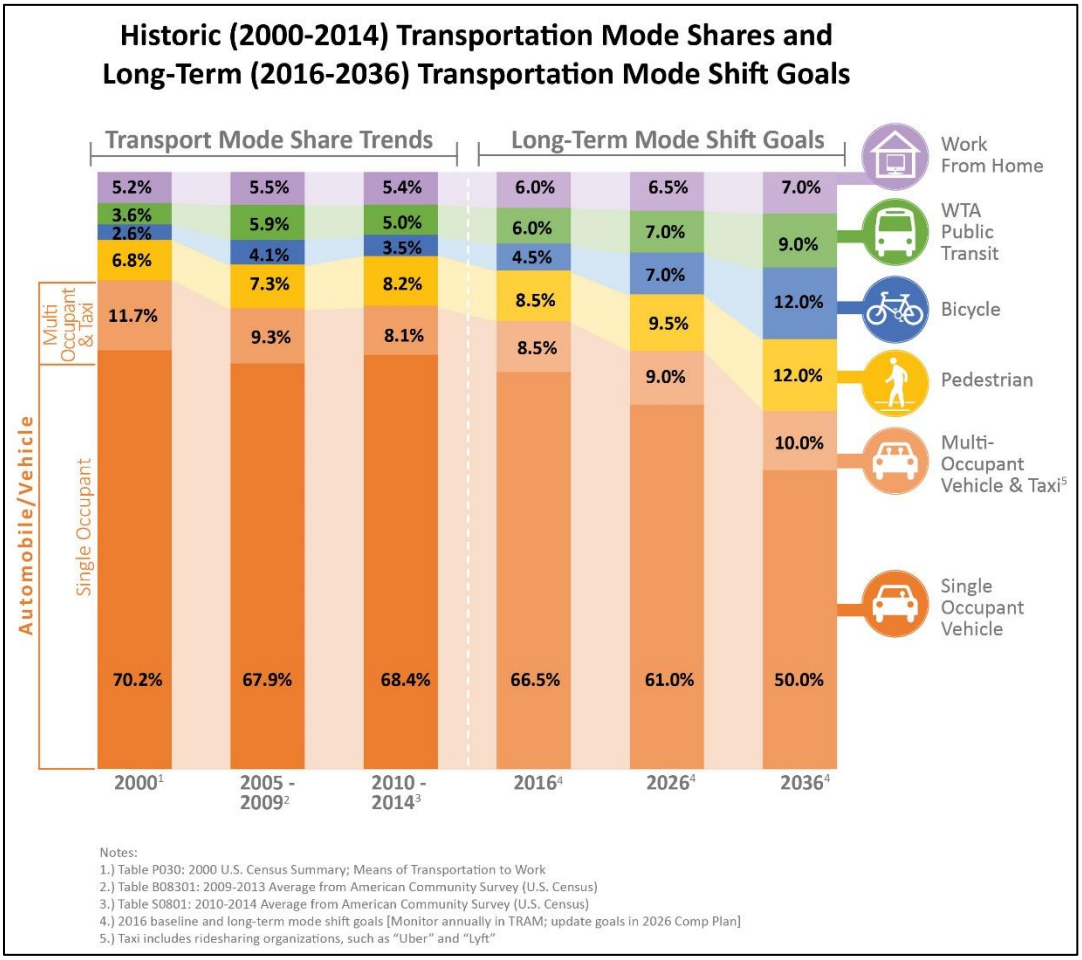
The City focuses transportation funding on improvements that will make walking, bicycling, and transit safe, comfortable, and convenient. The City is committed to enhancing the public realm at the street level, which is everyone's community space, and designing the urban streetscape primarily for people rather than automobiles. At the same time, there are some significant vehicular transportation improvements needed to support regional economic development, especially in the northern portion of Bellingham. Bellingham's overarching goal for transportation is to provide facilities and opportunities for safe, convenient, and reliable movement of people and goods throughout the City by multiple modes of transportation.

Streets are a public stage where life unfolds. From town parades and trick-or-treating, to markets and public gatherings, they're where people celebrate and come together with their neighbors.

Bellingham's focus is to view streets in their entirety - not just their function in transporting people and goods, but the vital role they play in animating the social and economic life of communities.

GOAL T-4 Reduce dependence on single-occupancy vehicles.

Policy T-17 Strive to decrease SOV work trips, while increasing work trips made by walking, biking, public transit, and ridesharing, as illustrated in the Mode Shift Goals graphic.



Policy T-18 Report standardized ACS data from the U.S. Census Bureau to track transportation mode to work patterns, with five-year averages reported at the beginning of each year in the TRAM.

Policy T-19 Continue to work with WCOG to administer the state-required Commute Trip Reduction program for large employers and encourage smaller employers to help both employees and customers make local trips by walking, biking, and riding transit or sharing rides.

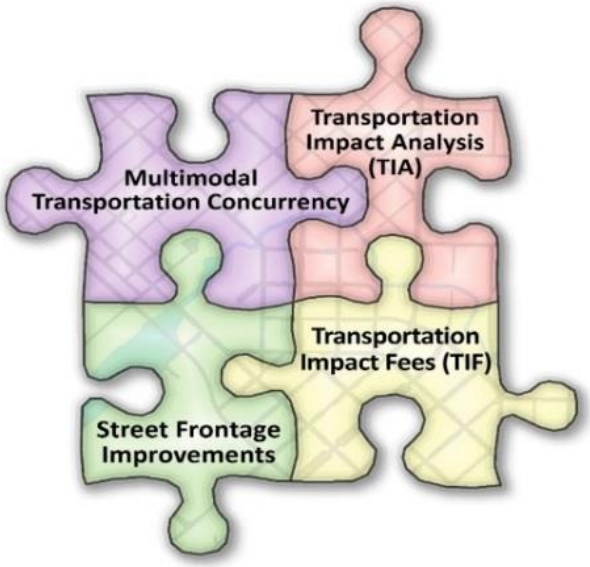
Policy T-20 Encourage WCOG to continue reinforcing the link between City sidewalk, bikeway, and transit infrastructure improvements and travel decision-making by Bellingham residents and employees through the WCOG Smart Trips program.

Transportation Planning Requirements

In order to maximize benefit and minimize cost, it is important to look for opportunities to take advantage of cost efficiencies when preparing and prioritizing publicly-funded transportation capital improvements. For example, when underground sewer, water, or stormwater utilities need repair, it may provide an opportunity to add a bikeway identified in the Bicycle Master Plan. When asphalt resurfacing is scheduled, sidewalk and curb ramp upgrades are automatically required by the federal Americans with Disabilities Act, which offers an opportunity to include improvements identified in the Pedestrian Master Plan. Asphalt resurfacing also offers an opportunity to re-channelize an arterial street to include bikeways identified in the Bicycle Master Plan. Likewise, if infrastructure improvements are scheduled on a corridor in an urban village that has been identified for placemaking opportunities, efficiencies may be gained in constructing both the transportation and placemaking improvements, provided funding can be allocated for all of the work. All of these examples also provide an opportunity to make these improvements using funding from sources (sewer, water, stormwater) other than transportation-specific funds (Street, TBD, grants).

Installation of rain gardens downtown was coordinated with pedestrian improvements.

The City also requires private development to help fund and construct transportation infrastructure that is needed to accommodate new growth and development. Both new development and redevelopment in Bellingham is subject to review to ensure that projects meet both local and state transportation planning regulations. The City has adopted multimodal LOS standards, a multimodal transportation concurrency ordinance, multimodal street standards, and multimodal transportation impact fees. The graphic to the right illustrates the four major transportation planning requirements used to review development proposals.



Multimodal Transportation Concurrency

The Washington State Growth Management Act (GMA) requires local jurisdictions to adopt level of service (LOS) standards for local arterials and transit service, as well as transportation concurrency management ordinances, to monitor and maintain locally adopted LOS standards [RCW 36.70A.070 (6)(a)(iii)(B) and WAC 365-196-430]. These GMA requirements are intended to ensure that local transportation infrastructure is adequate to serve the level of planned future growth in the community.

The state does not dictate any particular LOS standard, concurrency methodology, or what constitutes adequate transportation infrastructure in any community. These important decisions are made by each local jurisdiction, but coordination and consistency with other agencies and adjacent jurisdictions is required. In Bellingham, providing adequate transportation infrastructure to serve future planned growth occurs through the completion of mode-specific networks that have been adopted and constitute Bellingham's Complete Networks approach described above.

The multi-modal roundabout at Cordata Parkway and Kellogg Road was the first roundabout in the City (2002).

GOAL T-5 Maintain and improve streets, trails, and other infrastructure.

Policy T-21 Calculate "**Person Trips Available by Concurrency Service Area**" as Bellingham's adopted LOS standard to serve planned growth in different parts of the City. Per BMC 13.70 Multimodal Transportation Concurrency, Bellingham and the UGA are divided into Concurrency Service Areas (CSA) based on differing land use contexts and multimodal LOS is calculated for each CSA using the following performance measurements:

- Completeness of sidewalk network;
- Completeness of bicycle network;
- WTA transit capacity, transit route frequency, and transit ridership;
- Vehicle traffic volume to capacity; and
- Access to multiuse trails.

The City's LOS standards provide measurable criteria to judge the adequacy of the multimodal transportation system for new development by calculating person trips available for transportation concurrency evaluations, which are a pre-application requirement. As required by GMA, new development will be prohibited unless adequate person trips are available or multimodal transportation system improvements are made concurrent with the development. While adding vehicle capacity to an arterial street or intersection may be necessary in some circumstances, continual road widening is not a long-term solution to p.m. peak (rush-hour) traffic congestion. The City's transportation policies are focused on managing the multimodal transportation network safely, efficiently, and sustainably for all modes without unnecessarily widening arterial streets simply to add capacity for automobiles.

Policy T-22 Publish an annual report on adopted LOS standards and adequacy of the Citywide transportation system according to its Multimodal Transportation Concurrency Program (BMC 13.70) and the TRAM.

*A **Level of Service (LOS) standard** is a threshold that is adopted by a City to define what constitutes an adequate and acceptable condition at which the transportation system performs.*

***Transportation Concurrency** is a GMA requirement to ensure that a City transportation system keeps up with and can serve the amount of growth that is planned for in the community.*

***Multimodal Transportation Concurrency** is Bellingham's award-winning program, which integrates land use and transportation planning and establishes LOS measurements for all modes of transportation (pedestrian, bicycle, transit, vehicles, and multiuse trails).*

Policy T-23 Allocate adequate levels of local funding for ongoing maintenance and repair to sustain the substantial investments that the City has made to construct the sidewalk, bikeway, freight, and street networks.

Policy T-24 Strive to achieve silver certification using the Greenroads sustainability rating system for transportation improvement projects that exceed $500,000 in costs, where feasible and appropriate, with the exception of arterial resurfacing and sidewalk repair projects.

Policy T-25 New transportation facilities should be sited, designed, and constructed to avoid or minimize environmental impacts to the extent feasible, consistent with the mitigation sequencing requirements in the Critical Areas Ordinance.

The Meador-Kansas-Ellis Trails project received a silver Greenroads certification. The project's sidewalks are composed of recycled toilets ("poticrete").

Transportation Impact Analysis (TIA)

The City's Development Guidelines and Improvement Standards require that a Transportation Impact Analysis ("Traffic Study") be completed for larger development projects that produce significant new p.m. peak hour vehicle trips or where there are known traffic congestion or public safety issues at nearby signalized intersections. Development projects that are required to complete a TIA will not be issued Transportation Concurrency Certificates until the TIA is complete and accepted by the City, including any off-site mitigation that may be required through State Environmental Policy Act (SEPA) regulations.

Policy T-26 Develop innovative new methodology to measure, forecast, and mitigate negative impacts that new vehicle traffic may have on pedestrians, bicyclists, and public transit bus service when Transportation Impact Analyses are completed for new development.

Multimodal Street Standards

The City requires all new development abutting substandard public streets to fund and construct multimodal improvements to bring the street edge up to current Bellingham multimodal street standards (BMC 13.04). If a subdivision is proposed, then the developer must provide residential streets that have concrete curb, gutter and sidewalks unless there are special circumstances. If new development abuts an arterial street, then it must provide concrete curb, gutter, and sidewalk, as well as bicycle lanes at a minimum.

Policy T-27 Incorporate the needs of pedestrians, bicyclists, transit riders, and vehicle drivers of all ages and abilities into Bellingham's multimodal street standards (BMC 13.04).

Policy T-28 Encourage WSDOT to improve bicycle and pedestrian facility safety in all state highway projects, wherever possible.

Multimodal Transportation Impact Fees

The GMA allows local jurisdictions to assess transportation impact fees on new development to recover a proportional share of the local costs of providing transportation system improvements that are needed to accommodate planned future growth. The City has assessed Transportation Impact Fees (BMC 19.06) on new development since 1994. In 2011, Bellingham adopted the Urban Village TIF Reduction Program (BMC 19.06.040 E.), which is an economic development incentive to reward developers in compact, mixed-use urban villages that have complete sidewalk and bicycle networks and are served with WTA high-frequency transit service.

The transportation system improvements needed to accommodate planned future growth in Bellingham include sidewalk projects on the Primary Pedestrian Network and the bikeway improvements on the Primary Bicycle Network that are funded with local dollars. State and federal grant funding is not included in the assessment of TIFs for new development.

A bicyclist rides with traffic in Barkley Village.

Policy T-29 Assess all new development for transportation impact fees to recover a proportional share of the costs of constructing planned transportation system improvements, including those in the Primary Pedestrian and Bicycle Networks that are necessary to accommodate the level of growth planned for 2016-2036.

Policy T-30 Continue to incentivize infill development and redevelopment with the Urban Village Transportation Impact Fee Reduction Program.

Environmental Justice

Public Works produces a Title VI Annual Update Accomplishment Report to the Mayor, which demonstrates the measures that have been taken to comply with federal Title VI requirements for non-discrimination. This annual report provides a policy statement which assures that no person shall on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The policy statement further assures every effort will be made to ensure non-discrimination in all of its programs and activities.

Public Works incorporates social equity and socio-economic needs into all multimodal transportation plans. Low-income housing, social services, and public transit needs were weighted heavily in the project prioritization process for the Pedestrian and Bicycle Master Plans and Whatcom Transportation Authority (WTA) specifically focused on under-served populations in the 2015 WTA Strategic Plan Update, which is also incorporated into Bellingham's multimodal transportation planning and the annual six-year Transportation Improvement Program (TIP).

GOAL T-6 Ensure that social equity needs are addressed in all transportation projects.

Policy T-31 Provide accessible pedestrian and bicycle facilities for all through equity in public engagement, service delivery, and capital investment.

Policy T-32 Through a balanced prioritization process, invest in pedestrian and bicycle infrastructure in all Bellingham neighborhoods.

Policy T-33 Provide opportunities for Bellingham residents regardless of age, gender, ethnicity or income to engage in pedestrian and bicycle related activities.

Policy T-34 When communicating about multimodal transportation programs or projects, develop outreach materials that are accessible through various media to a wide range of constituents in multiple languages.

More Information

Further explanation of Bellingham's adopted LOS standards, Multimodal Transportation Concurrency Program, long-range transportation planning, annual six-year TIP, TIF, the Urban Village TIF Reduction Program, and other multimodal transportation issues are available on the City's website at https://www.cob.org/services/transportation/.

III. Bellingham's Multimodal Transportation System

NON-MOTORIZED TRANSPORTATION NETWORKS

Bellingham's Pedestrian Master Plan and Bicycle Master Plan are incorporated into the Bellingham Comprehensive Plan Transportation Chapter by reference. Each of these long-term master plans include primary networks and extensive project lists that have been prioritized according to significant analysis, mode-specific needs, and broad community input.

Pedestrian Network

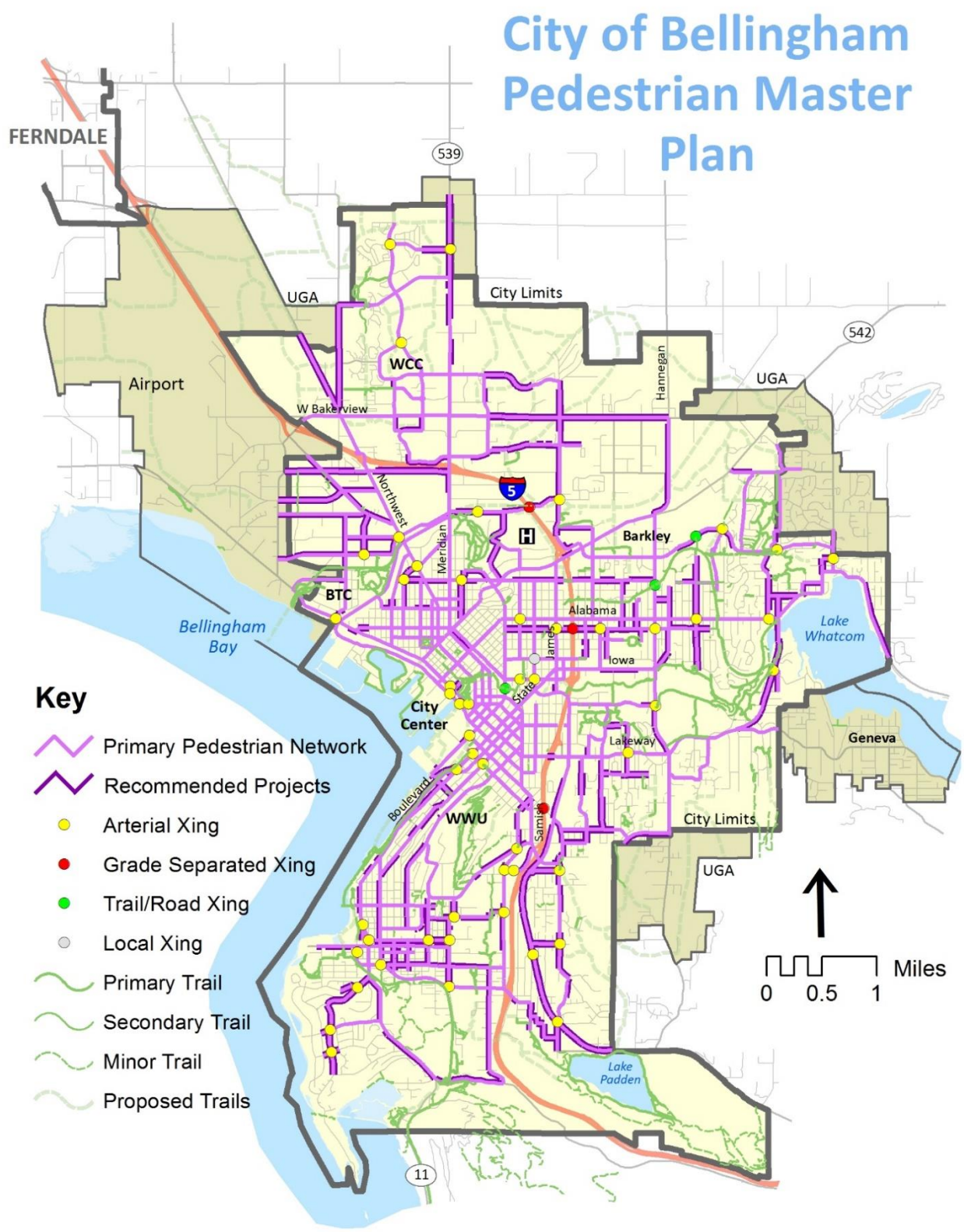
Bellingham's Pedestrian Master Plan identifies a 266-mile Primary Pedestrian Network and 343 individual sidewalk and intersection crossing projects that have been subject to significant analysis and prioritized according to the needs of pedestrians and broad community input. Importantly, not all streets and intersections are included on the Primary Pedestrian Network. The planning-level cost to complete the pedestrian network is estimated to be $225 million or more (2012 dollars).

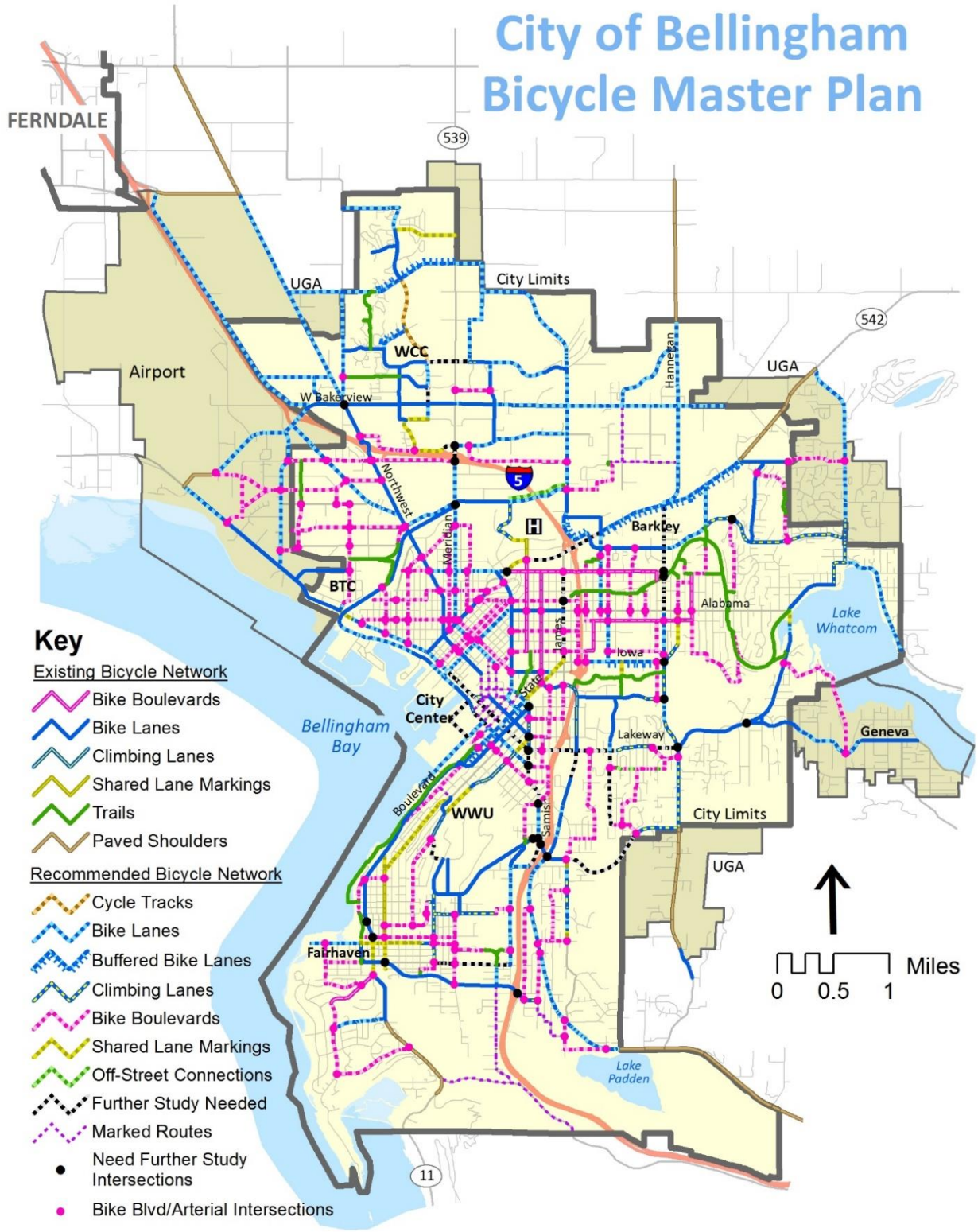
Bicycle Network

Bellingham's Bicycle Master Plan identifies a 160-mile Primary Bicycle Network and 185 individual bikeway projects that have been subject to significant analysis and prioritized according to the needs of bicyclists and broad community input. Importantly, not all streets and intersections are included on the Primary Bicycle Network. The planning-level cost to complete the pedestrian network is estimated to be $30 million or more (2014 dollars).

Multiuse Trail Network

The Parks, Recreation, and Open Space (PRO) Plan identifies an existing 65-mile multiuse trail network and future plans for many more miles of public multiuse trails. While many trails in Bellingham are used by residents to travel, most trails are primarily for recreational use with transportation being a secondary benefit. While sidewalks are dedicated pedestrian facilities and bikeways are dedicated bicycle facilities, Bellingham's multiuse trails are used by a wide spectrum of users, which poses potential conflict issues between user groups. The gravel surfaced multiuse trails are also usually less direct routes to destinations for walkers and bikers. The multiuse Greenways trail network is complementary to, but not part of, the non-motorized pedestrian and bicycle transportation networks.


City of Bellingham
Pedestrian Master
Plan
FERNDALE
539
UGA
City Limits
542
WCC
Airport
W Bakerview
Hannegan
UGA
Northwest
5
Meridian
Barkley
BTC
Alabama
Bellingham
Bay
James
Lake
Whatcom
Iowa
State
City
Center
Lakeway
Geneva
Boulevard
WWU
Samish
City Limits
UGA
Key
Primary Pedestrian Network
Recommended Projects
Arterial Xing
Grade Separated Xing
Trail/Road Xing
Local Xing
Primary Trail
Secondary Trail
Minor Trail
Proposed Trails
Miles
0
0.5
1
Lake
Padden
11


City of Bellingham
Bicycle Master Plan
FERNDALE
539
UGA
City Limits
542
WCC
Airport
W Bakerview
Hannegan
UGA
Northwest
Meridian
5
Barkley
BTC
Alabama
Lake Whatcom
James
Iowa
State
City Center
Bellingham Bay
Lakeway
Geneva
Boulevard
WWU
Samish
City Limits
UGA
Fairhaven
Lake Padden
11
Miles
0 0.5 1
Key
Existing Bicycle Network
Bike Boulevards
Bike Lanes
Climbing Lanes
Shared Lane Markings
Trails
Paved Shoulders
Recommended Bicycle Network
Cycle Tracks
Bike Lanes
Buffered Bike Lanes
Climbing Lanes
Bike Boulevards
Shared Lane Markings
Off-Street Connections
Further Study Needed
Marked Routes
Need Further Study Intersections
Bike Blvd/Arterial Intersections

MOTORIZED TRANSPORTATION NETWORKS

Public Transit Network

The Whatcom Transportation Authority (WTA) provides public fixed route transit bus service, paratransit bus service, and a vanpool program available to the public and employers. WTA is funded by sales tax revenue generated in a Public Transit Benefit Area (PTBA) that is contiguous with the boundaries of Whatcom County. WTA serves the City of Bellingham, as well as the smaller towns and communities of Ferndale, Lynden, Blaine and Birch Bay, Lummi Nation, Sudden Valley, Kendall, Everson, Nooksack and Sumas. WTA also cooperates with Skagit Transit in neighboring Skagit County to provide service between Bellingham and Mount Vernon.

Fixed Route Transit Bus Service

WTA's fixed route transit bus service in Bellingham features 30 routes, including a network of four high-frequency (15-minute) corridors called "GO Lines," which are branded with color schemes (Green, Gold, Blue, and Red). Service is offered seven days a week, with more limited service on Saturdays, Sundays and evenings. WTA transit service moves greater numbers of people in a safe, convenient, comfortable, and more efficient manner than capacity-consuming SOVs, and WTA transit service plays a critical role in helping Bellingham to meet its long-term mode shift goals.

Integrated Transit and Transportation Planning

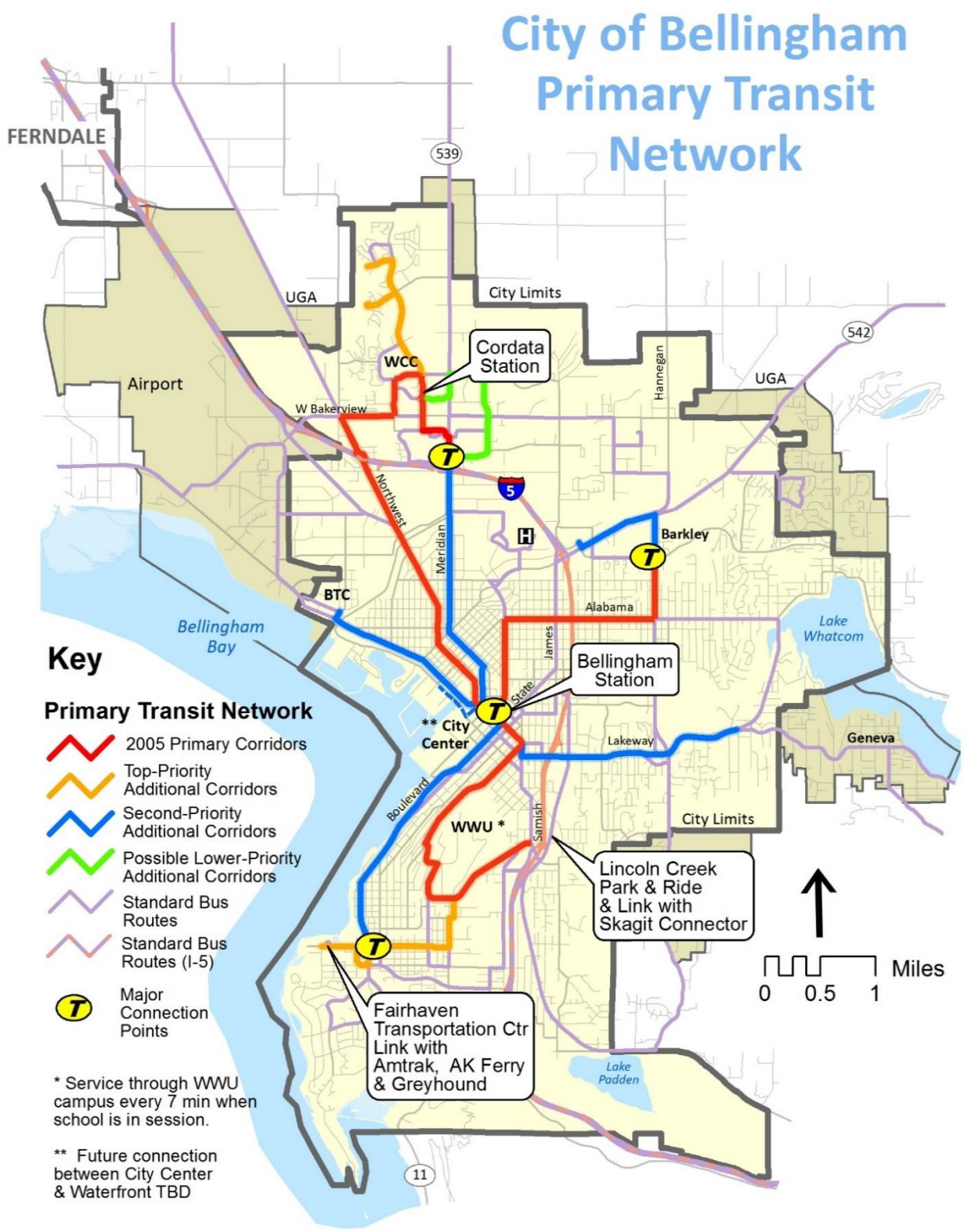
The City of Bellingham works directly with WTA on both land use and transportation issues and all of Bellingham's urban villages are served with high-frequency 15-minute transit service. The City worked directly with WTA in the development of the 2004 WTA Strategic Plan and WTA staff worked directly with the City in the development of the 2006 Transportation and Land Use Chapters of the Bellingham Comprehensive Plan so that City and WTA plans are fully integrated with one another. The City and WTA also worked directly with each other as both agencies updated the 2015 WTA Strategic Plan and 2016 Transportation Chapter.

Paratransit Services

WTA's paratransit service area and span of service mirrors the WTA fixed route transit bus service and area. WTA provides an average of 600 paratransit trips per weekday.

Fleet and Facilities

In 2015, WTA's fleet included 60 full-size buses (including eight hybrid electric buses), 37 paratransit minibuses, and 39 vanpool vans. WTA operates four transit centers: Bellingham Station, Cordata Station (in north Bellingham), Ferndale Station and Lynden Station.


City of Bellingham
Primary Transit
Network
FERNDALE
539
UGA
City Limits
542
Cordata
Station
WCC
Airport
W Bakerview
Hannegan
UGA
Northwest
Meridian
5
Barkley
BTC
Alabama
Bellingham
Bay
Lake
Whatcom
James
Bellingham
Station
State
** City
Center
Lakeway
Geneva
Boulevard
WWU *
Samish
City Limits
Lincoln Creek
Park & Ride
& Link with
Skagit Connector
Miles
0 0.5 1
Fairhaven
Transportation Ctr
Link with
Amtrak, AK Ferry
& Greyhound
Lake
Padden
11
Key
Primary Transit Network
2005 Primary Corridors
Top-Priority
Additional Corridors
Second-Priority
Additional Corridors
Possible Lower-Priority
Additional Corridors
Standard Bus
Routes
Standard Bus
Routes (I-5)
Major
Connection
Points
* Service through WWU
campus every 7 min when
school is in session.
** Future connection
between City Center
& Waterfront TBD

Arterial Street Network for Motorized and Non-motorized Users

Local arterial streets and traffic controls (signals and roundabouts) support motorized transportation, such as WTA transit buses, private automobiles, and freight trucks, but also provide benefits to non-motorized users, including pedestrians and bicyclists. The City requires sidewalks and bikeways on all arterial streets and the non-motorized and motorized networks are integrated with one another. State Highways are managed by the Washington State Department of Transportation (WSDOT), but are also integrated with the local arterial street network. This section primarily focuses on arterial streets and infrastructure as they relate to automobile and freight trucks use and describes the existing and planned arterial street network needed to accommodate Bellingham's planned growth and development.

Bellingham's arterial street network is locally classified into Principal, Secondary, and Collector arterials, with 2015 lane mile totals as follows:

- Principal Arterial: Major regional transportation corridors and state and federal highways that provide connections into Bellingham from other cities, Whatcom and Skagit Counties, and Canada. Access management is a critical safety issue for these streets.
- Secondary Arterial: Major local transportation corridors that provide connections within and between different parts of Bellingham.
- Collector Arterial: Local transportation corridors that provide connections from neighborhood residential streets to secondary and principal arterial streets.

These local classifications are different than the federal functional classifications administered by WSDOT.

In 2015, Bellingham's 265-mile arterial street network included the following major features:

- 105 lane miles of principal arterial;
- 103 lane miles of secondary arterial;
- 57 lane miles of collector arterial;
- 118 intersection traffic signals;
- 5 multimodal roundabouts;
- 27 pedestrian-activated flashing crosswalks;
- 6 pedestrian hybrid signals ["high-intensity activated crosswalks" (HAWKs)];
- 26 automated school zone flashers; and
- 2 variable message radar speed signs.

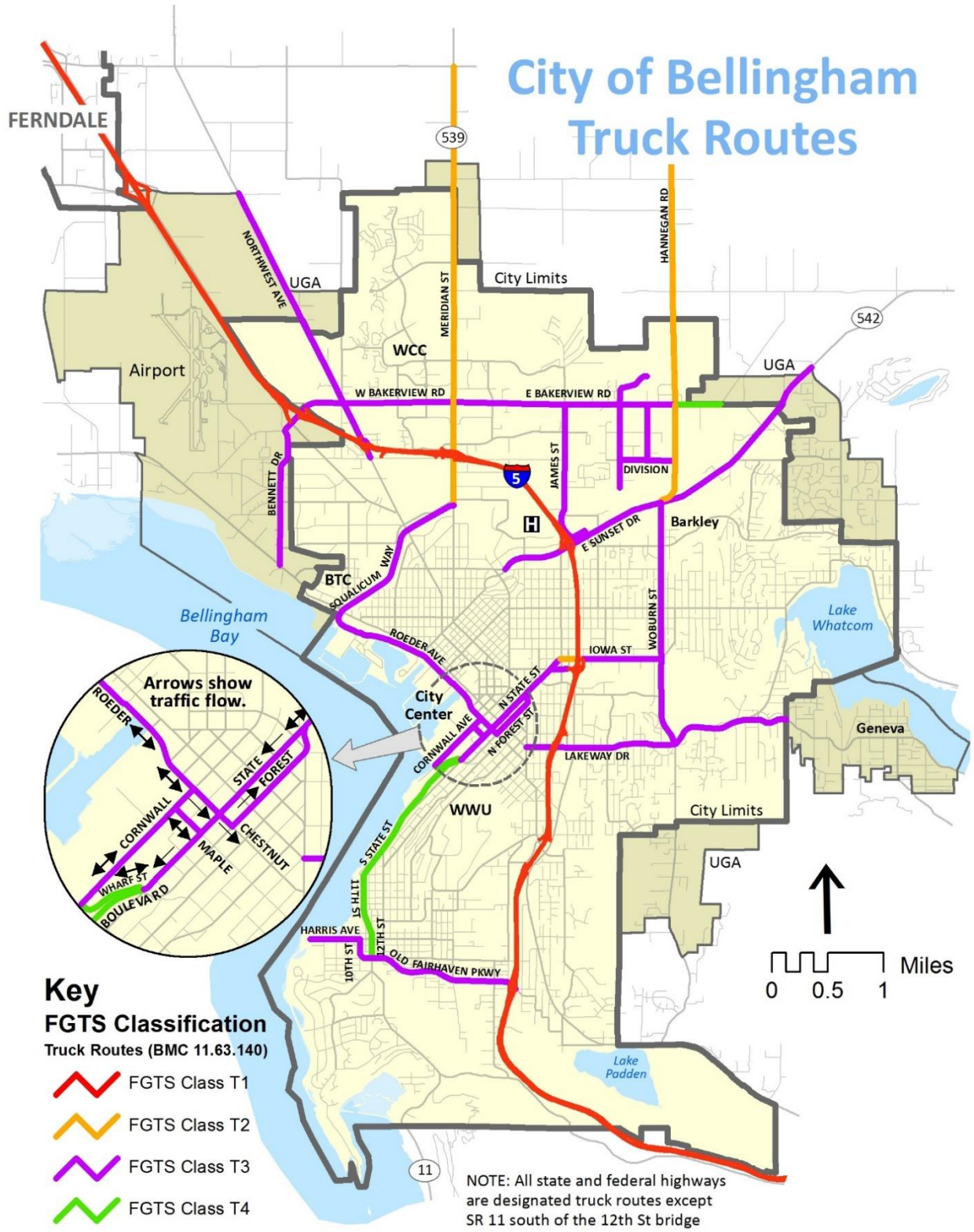

City of Bellingham
Arterial Routes
FERNDALE
539
UGA
City Limits
542
WCC
Airport
W Bakerview
Hannegan
UGA
Northwest
5
Meridian
Barkley
BTC
Alabama
Bellingham
Bay
Lake
Whatcom
James
Iowa
State
City
Center
Lakeway
Geneva
Boulevard
WWU
Samish
City Limits
UGA
Lake
Padden
11
Key
Principal Route
Principal Route
(Proposed)
Secondary Route
Secondary Route
(Proposed)
Collector Route
Collector Route
(Proposed)
Residential/Other
(Proposed)
Interstate 5
Miles
0
0.5
1

Designated Freight Truck Network

The City has classified several arterial streets and all state and federal highways as Designated Freight Truck Routes, as depicted below. The City encourages major freight shipping companies to direct their drivers to primarily use the designated freight truck routes, but freight delivery trucks cannot be prevented from using any public street for deliveries unless there are weight restrictions on bridges or other public safety access restrictions. As an example, if a family is moving into or out of a house and has hired a moving company to load or unload their belongings, a large semi-sized moving van must have access to its house via the local residential street. The same is true for large construction vehicles arriving to residential remodel sites.

In 2015, Bellingham worked with WCOG to collect freight truck counts and update Designated Freight Truck Route classifications by annual freight tonnage according to WSDOT Freight and Goods Transportation System (FGTS) requirements, as shown below.

Bellingham Designated Freight Truck Route Classifications		
Classification	**Annual Tonnage**	**Example (see map)**
T-1	**> 10 million**	**Interstate 5**
T-2	**4 - 10 million**	**SR 539 (Guide Meridian)**
T-3	**300,000 - 4 million**	**SR 542 (Mt. Baker Highway)**
T-4	**100,000 - 300,000**	**12th St-State-Boulevard**
T-5	**< 100,000**	**None designated**


City of Bellingham
Truck Routes
FERNDALE
539
542
11
5
NORTHWEST AVE
UGA
City Limits
MERIDIAN ST
HANNEGAN RD
WCC
Airport
UGA
W BAKERVIEW RD
E BAKERVIEW RD
JAMES ST
DIVISION
BENNETT DR
E SUNSET DR
Barkley
BTC
SOUALICUM WAY
Bellingham Bay
Lake Whatcom
ROEDER AVE
IOWA ST
WOBURN ST
City Center
N STATE ST
N FOREST ST
CORNWALL AVE
LAKEWAY DR
Geneva
WWU
City Limits
UGA
S STATE ST
11TH ST
12TH ST
10TH ST
HARRIS AVE
OLD FAIRHAVEN PKWY
Lake Padden
Arrows show traffic flow.
ROEDER
STATE
FOREST
CORNWALL
CHESTNUT
MAPLE
WHARF ST
BOULEVARD
Miles
0 0.5 1
Key
FGTS Classification
Truck Routes (BMC 11.63.140)
FGTS Class T1
FGTS Class T2
FGTS Class T3
FGTS Class T4
NOTE: All state and federal highways are designated truck routes except SR 11 south of the 12th St bridge

State Highways

State highways are managed by the Washington State Department of Transportation. In Whatcom County, the state highway system includes one freeway (Interstate 5) and seven state highways - SR 9 (Canadian Border – King County), SR 11 (Chuckanut Drive), SR 539 (Guide Meridian), SR 542 (Mount Baker Highway), SR 546 (Badger Road), SR 548 (Grandview Road-Blaine Road), and SR 543 (Blaine Truck Crossing). State highways play a very important role in the Whatcom County, Bellingham and UGA street networks. In fact, with the exceptions of Hannegan Road and Lakeway Drive, all major points of entry into and through Bellingham are state highways.

Interstate 5 is the major north-south connection for the west coast of the United States providing a continuous transportation connection between Vancouver, B.C. and Tijuana, Mexico to the south. SR 9 is indirectly connected to Bellingham via SR 542 (Mount Baker Highway) and provides connections between Canada, Sumas, eastern Whatcom County, and north King County. SR 11 (Chuckanut Drive) connects Bellingham to Skagit County, SR 539 (Guide Meridian) connects Bellingham to Lynden and Canada, and SR 542 (Mount Baker Highway) connects Bellingham to eastern Whatcom County and the Mount Baker Snoqualmie National Forest recreational lands and wilderness areas. All of these highways fall under the administration of WSDOT and long-range improvements to state highways in the Bellingham UGA are listed in the Washington Transportation Plan. Under RCW 47.06.140, Interstate 5 and SR 539 are defined as Highways of Statewide Significance and are essential state public facilities under the GMA (RCW 36.70A.200).

Sunset Drive (SR 542) and Old Fairhaven Parkway - Chuckanut Drive (SR 11) are designated as "State Highways of Regional Significance" and also play a significant role in the movement of people and goods. All of these state highways, which are also locally classified as arterial streets, are accounted for in Bellingham's Annual Assessment as to whether the transportation system has adequate capacity to serve the level of growth that is planned for. This is reported each year in the publication of the TRAM.

State Highways in Bellingham and the UGA		
State Route	**Bellingham Name**	**Local/UGA Name**
SR 5	Interstate 5	I-5
SR 11	Chuckanut Drive/Old Fairhaven Parkway	Chuckanut Drive
SR 539	Meridian Street	Guide-Meridian
SR 542	Sunset Drive	Mt. Baker Highway

While state highways allow a large volume of vehicle traffic to move people and goods into and through Bellingham, they can also create an impediment to efficient, safe functioning of the bicycle and pedestrian networks and pedestrian/transit connections. The mobility barrier created by I-5 creates a need to plan and engineer safe crossing locations for bicycles and pedestrians. SR 539 (Guide-Meridian) and SR 542 (Mt. Baker Highway) also serve as principal arterials, but do not have adequate sidewalks or bikeways. The heavy traffic volumes on these state routes also create obstacles to connecting neighborhoods and achieving connected and continuous bicycle and pedestrian networks. A lack of regular maintenance and sweeping of debris on these state routes can also create challenges and safety concerns for bicyclists. The City of Bellingham encourages WSDOT to improve bicycle and pedestrian facility safety in all state highway projects, wherever possible.

OTHER TRANSPORTATION AGENCIES AND SERVICE PROVIDERS

Port of Bellingham

The Port of Bellingham (Port) operates a variety of facilities within Bellingham and the UGA, including Squalicum Harbor, Whatcom International Shipping Terminal, the Fairhaven Terminal and Bellingham International Airport (BIA). These facilities support a full range of activities, including freight and passenger movement, retail businesses, industrial production, commercial services, recreation, foreign trade and tourism. Access to these facilities covers different modes of transportation, including air, water, rail, trucking and commercial buses. More information on Port of Bellingham facilities and services is available at https://www.portofbellingham.com/.

Squalicum Harbor

Located on 327 acres, the Squalicum Harbor facilities include the Harbor Center building, two retail malls, two yacht clubs, a major hotel complex, several restaurants, industries, fish processors, and a regional U.S. Coast Guard station. A year-round public moorage facility with capacity for 1,650 commercial and pleasure boats is located on 207 acres at the harbor. There is also a public boat launch with parking for 96 car/truck-trailer combinations. In addition to permanent moorage facilities, 1,500 feet of visitor moorage are available for transient vessels. The Squalicum Harbor multiuse trails connect to City trails.

Bellingham Shipping Terminal (BST)

Located in downtown Bellingham, the BST is a year-round marine cargo facility with three berthing spaces for cargo ships. Warehouse space of over 85,000 square feet is available to service cargo movement, storage and product processing. In the past, the BST handled shipping of aluminum ingots, liquid chemicals, lumber, fertilizer and automobiles. More recently, this facility has been used for manufacturing, storage of equipment, and fabrication of modules to support the oil industry and to offload and moor marine vessels and barges. The Port and City are working together to plan the City's waterfront, including multimodal access to the waterfront and integration of the waterfront with downtown Bellingham in the 21st century to take advantage of this deep water asset.

Fairhaven Transportation Center and Fairhaven Shipyard

The Fairhaven Transportation Center and Fairhaven Shipyard are located on the City's south side and includes the Bellingham Cruise Terminal, Fairhaven Station, dry docks, seafood processing plants, and a public boat launch. This multimodal transportation facility serves passengers arriving and departing by Greyhound bus, Amtrak Cascades rail service, the Alaska Marine Highway System, and privately operated commuter ferries to and from the San Juan Islands and local passenger charter vessel operations. WTA bus service and taxi service are available at the Fairhaven Transportation Center, providing easy access to state highways, I-5, and local medical and education services.

Air Transportation - Bellingham International Airport

The Port operates the Bellingham International Airport, which is the third largest commercial aviation facility in the state. BLI is classified by the Federal Aviation Administration as a small hub commercial and general aviation service airport. The airport is home to nearly 200 based general aviation aircraft, two fixed-based operators and air-taxi charters, and employees around 700 direct employees. In 2014, over 1 million passengers traveled through the airport. BLI provides commercial service to 10 nonstop destinations and is an international point of entry for general aviation. Facilities include a 6,701 foot precision instrumented air carrier runway, an air traffic control tower and a newly-expanded commercial service passenger terminal. Existing facilities at the airport

include terminal buildings and parking lots, an Aircraft Rescue and Fire Fighting facility, and a U.S. Customs inspection station. For detailed information on future plans at BIA, see the Bellingham Airport Master Plan available from the Port of Bellingham.

The Bellingham International Airport is located in the UGA adjacent to Bellingham's northwestern City limits, four miles northwest of downtown Bellingham and four miles southeast of downtown Ferndale. The airport was originally built as a federal facility in 1941 and was originally constructed with three runways, two of which have since been closed. The airport property consists of an irregularly shaped parcel of land bound on the east by I-5; on the south by Airport Road, Bancroft Road and the Burlington Northern Santa Fe Railroad; on the west by Wynn Road and the Curtis Road industrial area in the westernmost UGA; and on the north by the Interstate Northwest Industrial Area and the Ferndale UGA. Opportunities to extend the airport's runway are severely constrained by existing roads, including I-5 to the north. Some potential exists to extend airport property to the west into rural Whatcom County; however, the Port currently has no plans for expansion.

Rail Transportation Facilities and Services

As was the case with many cities in the western United States, railroads played a significant role in Bellingham's early development. Industrial land use patterns in and near Bellingham are dependent on rail lines in the City and rail service to the Port's industrial areas is an essential link in the transportation system. Although the City has little control over the railroads within its boundaries, the railroads do have significant impacts on the community. The Burlington Northern Santa Fe (BNSF) Railroad owns the railroad tracks and operates freight trains that serve Bellingham. The City works with BNSF staff to address at-grade railroad-street crossing issues and opportunities to reduce noise levels as trains move through the City.

Amtrak operates passenger trains between Portland, Seattle, and Vancouver, B.C. The Amtrak station in south Bellingham is part of the Fairhaven Transportation Center and provides an important link with the Greyhound bus terminal, Amtrak Cascades rail service, the Alaska Marine Highway ferry service, privately-operated commuter ferries to and from the San Juan Islands and WTA bus service. The location also provides easy access to state highways and Interstate 5. Railroad tracks can sometimes create a barrier to safe bicycle and pedestrian access to the waterfront and trail system to and along the waterfront. Opportunities to develop grade-separated railroad crossing should be explored wherever feasible.

Whatcom Council of Governments

WCOG is the Metropolitan Planning Organization (MPO) responsible for carrying out federal transportation requirements and the Regional Transportation Planning Organization (RTPO) responsible for state and regional transportation planning requirements required by the GMA. WCOG fulfills its MPO and RTPO function by adopting the Whatcom Transportation Plan (WTP) for Whatcom County. The WTP was adopted by the RTPO and MPO Policy Boards and will be referenced as the regional component of City and County Comprehensive Plan Transportation Elements.

The WTP consists of three basic components: 1) a comprehensive set of policies for roadways, public transportation and non-motorized transportation, 2) a set of recommendations for each mode, and 3) lists of future transportation projects in each jurisdiction. Specific transportation improvement projects are detailed in three sections: 1-3 year projects, 4-6 year projects, and 7-20 year projects. The WCOG oversees a regional travel demand model that allows local transportation planners to

analyze and forecast future transportation scenarios at the regional or macro-network level (see Section IV). More information about WCOG responsibilities and services is available at http://wcog.org/.

Intergovernmental Regional Coordination
Coordination is required to provide and manage an efficient multimodal transportation network throughout the City limits and the adjoining UGA to address regional transportation planning issues and project funding. To that end, the City works with many other agencies and jurisdictions, including:

- Whatcom Transportation Authority
- Whatcom County
- Port of Bellingham
- City of Ferndale
- Lummi Nation
- Whatcom Council of Governments
- Washington State Department of Transportation
- Federal Highway Administration

Various public agencies and private companies also provide transportation services and facilities in Bellingham and the UGA. The Port of Bellingham provides and manages marine and air transportation facilities for both passengers and freight. Railroad passenger transportation is provided by Amtrak and railroad freight transportation is provided by the Burlington Northern Santa Fe railroad. The Alaska Marine Highway system operates out of the Bellingham Cruise Terminal and provides vehicle and passenger service between Bellingham and Haines, Alaska. Greyhound Bus Lines operates out of the Fairhaven Transportation Center and provides nationwide bus passenger service. WSDOT builds, maintains, and improves state highways and the Interstate 5 freeway through Bellingham. Many private companies provide local bus, ferry, auto and truck rental, taxi, and air passenger service.

As transportation providers, the City of Bellingham and Whatcom County are responsible for improving and maintaining the network of local public streets, bike lanes, trails, and sidewalks. With the exception of state and interstate highways, transportation infrastructure in the Bellingham UGA is the responsibility of Whatcom County, but is connected to, and directly affects, the transportation infrastructure inside the City. Therefore, new public roads, bike lanes, and sidewalks will be constructed to connect different portions of the Bellingham UGA as it develops.

According to the GMA, an underlying assumption of UGAs is that the City will ultimately annex these areas and assume responsibility for the road network. Therefore, a carefully planned and coordinated transportation system is essential. Whatcom County and the City of Bellingham must continue to work together to develop a unified standard for the Bellingham UGA to provide safe and efficient multimodal movement of people and goods and adequate levels of service as these areas are annexed into the City and develop to urban densities.

IV. Forecast of Future Transportation Needs

The GMA requires a forecast of vehicle traffic for at least 10 years, including land use assumptions used in estimating travel (RCW 36.70A.070(6)(i)(d)). Bellingham works with WCOG staff in using the

regional travel demand forecast model to predict 20-year (2036) vehicle traffic conditions for Whatcom County. While travel demand forecast models can help to identify locations on the multimodal transportation network that may experience higher levels of vehicle traffic congestion, they often do not provide a comprehensive assessment of a transportation system's true multimodal capacity, overall performance, or need for improvement.

Travel demand models incorporate land use assumptions (population, housing, employment) and vehicle traffic counts, which means they are primarily vehicle based. Household travel surveys can help to inform travel demand forecast models on local trip making and transportation mode usage, but are very expensive to conduct and become dated fairly quickly. The WCOG travel demand forecast model has a base year of 2013, but relies on 2008 household travel survey data, which does not necessarily provide an accurate reflection of trip making in 2016, nor does it account for land use and transportation changes that have occurred between 2008 and 2016 that have altered personal trip-making choices in and around urban villages.

As Bellingham completes gaps in the pedestrian and bicycle networks, more people are anticipated to walk and ride bicycles for local trips in the City. As urban villages experience higher-density residential and commercial development, transit service is expected to become increasingly efficient and cost effective. As vehicle traffic congestion increases in certain locations, people may consider not driving during peak traffic hours, altering travel routes to avoid congested locations, or using a different means of travel such as walking, biking, or transit. Bellingham's transportation mode shift goals are based on this rationale, which is consistent with GMA goals for compact urban areas served by multimodal transportation systems.

The forecasts made by the WCOG travel demand forecast model are used as a starting point in analyzing future transportation needs. The City then applies local knowledge, local transportation goals, policies, and strategies, as well as professional judgement to consider long-term transportation improvement needs. While new arterial streets will be needed to support urban levels of growth and development in some parts of Bellingham, retrofitting arterial and residential streets on the pedestrian and bicycle networks will help to accommodate growth and development in other parts of the City. Improvements to support new growth and development can also be made by using the existing transportation systems more efficiently and effectively.

Transportation Demand and System Management

Transportation Demand Management refers to methods used to improve the efficiency and effectiveness of a community transportation system by reducing travel demand generated by users rather than physical expansion to increase system supply. Transportation System Management refers to methods used to improve the safety and efficiency of a community transportation system by providing better connectivity and mobility for all users of the system (see **Policy T-16**).

Table A. below shows transportation intersection and arterial street improvements that are necessary to accommodate planned growth and development inside of the 2016 City limits in the first five years of the planning period (2016-2021) and the amount of funding that has been secured for construction. The linear foot (LF) costs of these funded arterial street improvements also serve as a basis for preliminary cost estimates for yet-to-be-funded future transportation improvements in the tables that follow.

Arterial Street Improvements Needed to Accommodate Planned Growth and Development: 2016-2021

A. Arterial and Intersection Improvements Fully or Partially Funded 2016-2021

2016 City Limits Project Location	From	To	Linear Feet	Transportation Improvements (Note: All include Sidewalks & Bikeways)	Estimated Cost	Funded?	Federal	State	Local	Private/TIF	TIF Eligible?	Construction
12th/Mill	Intersection		400	Intersection Realignment/Reconstruction; curb extensions; bikeways improvements	$660,000	Yes	$0	$300,000	$200,000	$160,000	Yes, for local funds	2016
James/Woodstock	Intersection		400	Intersection Realignment/Reconstruction	$1,850,000	Yes	$1,850,000	$0	$0	$0	No, 100% federal	2016
Arctic Ave	Bakerview	Mahogany	1,280	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$2,000,000	Yes	$0	$0	$0	$2,000,000	No, 100% Private	2016
Mahogany Ave	Northwest	Pacific Hwy	3,200	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$7,500,000	Yes	$1,250,000	$2,250,000	$3,000,000	$1,000,000	Yes, for local funds	2016-2017
Granary-Laurel Ave	Roeder	W. Laurel	1,270	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$10,500,000	Yes	$6,700,000	$0	$3,800,000	$0	Yes for local funding	2016-2017
W. Maplewood, Phase 1	Northwest	Alderwood	2,640	Reconstruct to Urban Arterial standard - Sidewalks, bike lanes, 2 travel lanes.	$3,000,000	Yes	$895,000	$0	$2,000,000	$105,000	Yes for local funding	2017
Cordata/Stuart	Intersection		400	Convert Stop Control to Roundabout	$2,100,000	Yes	$0	$1,500,000	$400,000	$200,000	Yes for local funding	2017
W. Horton Road Phase 1	Pacific Rim	Aldrich	1,340	New Urban Arterial - Sidewalks, bike lanes, travel/turn lanes. Include sidewalk & bike lane to Cordata ES.	$5,500,000	Yes	$3,400,000	$0	$0	$2,100,000	No, 100% fed/pvt	2017-2018
Birchwood Extension (formerly Orchard)	Squalicum	James	2,900	New Urban Arterial - Sidewalk north side, bike lanes, 2 travel lanes, signal at James/E. Orchard	$11,450,000	Yes	$1,250,000	$10,000,000	$200,000	$0	Yes for local funding	2018
James/Bakerview	Intersection		400	Convert Signal to Roundabout	$3,900,000	50%	$385,000	$1,400,000	*$2,000,000*	$115,000	Yes for local funding	2018
Aldrich Road	Mahogany	Cordata ES	1,100	Widen east side to Urban Arterial - Sidewalk, bike lane, 2 travel lanes	$1,900,000	Yes	$778,127	$0	$1,046,873	$75,000	Yes for local funding	2018
W. Bakerview / I-5	Pacific Hwy	Maplewood	1,200	Yet to be determined. Possible new northbound on-ramp on east side; possible bridge widening	$10,000,000	Yes	$0	$10,000,000	$0	$0	Yes for local funding	2019-2020
Total			**16,530**	**Total Costs**	**$60,360,000**	**100.0%**	**Federal**	**State**	**Local**	**Private/TIF**		
			15,330	*minus intersections = ~ $3,250/LF[1] for arterials*			**28.0%**	**45.0%**	**19.0%**	**8.0%**	**100.0%**	
Total Funded				**Funded Arterial Street & Intersection Projects**	**$58,360,000**	**96.7%**	**$16,508,127**	**$25,450,000**	**$10,646,873**	**$5,755,000**	**$58,360,000**	
Yet to be Funded				**Project Funding Still Needed**	**$2,000,000**	**3.3%**			***$2,000,000***			
Citywide				**Arterial Street Resurfacing, Repair, Maintenance**	**$25,000,000**	**Yes**			**100%**		**No**	**2016-2022**
Ped Master Plan				**Various Unknown Tier 1, 2, 3 Sidewalk Links**	**$7,000,000**	**Partial**	**5%**	**15%**	**75%**	**5%**		**2016-2021**
Bike Master Plan				**Various Unknown Tier 1, 2, 3 Bikeway Links**	**$6,000,000**	**Partial**	**5%**	**25%**	**65%**	**5%**		**2016-2021**
				Total Funding Needs 2016-2021	**$98,360,000**							

Table B. below shows transportation intersection and arterial street improvements that are considered necessary to accommodate planned growth and development inside of the 2016 City limits in the second five years of the planning period (2021-2026). The estimated costs are based on the linear foot costs of the funded arterial street improvements in the first five years (2016-2020).

Arterial Street Improvements Needed to Accommodate Planned Growth and Development: 2022-2027												
B. Arterial and Intersection Improvements Not Yet Funded 2022-2027												
2016 City Limits Project Location	**From**	**To**	**Linear Feet**	**Planned Improvements**	**Estimated Cost[1]**	**Funded?**	**Federal**	**State**	**Local**	**Private/TIF**	**Plan to Fund?**	**Construction**
Bakerview/Northwest	Intersection			Feasibility study for safety improvements	$100,000	No					Local	2022-2027
Bakerview/Northwest	Intersection		400	Safety improvements for vehicle collision reduction could include access management and, if possible, conversion of signal to roundabout	Unknown	No					State, federal grants; local Street fund	2022-2027
Connelly/I-5 SB on/off	Intersection		400	Construct a 4-way traffic signal	$400,000	No					WSDOT; grants; local	2022-2027
Northwest/Aldrich	Intersection		200	Install right-in; right-out only turn restrictions	$50,000	No					Local	2022-2027
Northwest/Maplewood	Intersection		400	Construct a 4-way traffic signal	$400,000	No					State, federal grants; local	2022-2027
N. Samish Way, Phase 1	Ellis	Bill Mac		Road/Transit/Bikeway Feasibility Study	$100,000	No					Local	2022-2027
N. Samish Way, Phase 2	Ellis	Bill Mac	3,700	Asphalt Resurfacing & ADA upgrades (5-foot sidewalks)	Unknown	No					Local	2022-2027
Cordata/Horton	Intersection		400	Convert Stop Control to Roundabout	$2,000,000	No					State, federal grants; local Street fund	2022-2027
Meridian/Birchwood and Meridian/Squalicum	Intersection		1,000	Reconstruct Traffic Signals to Roundabouts	$8,000,000	No					State, federal grants; local Street fund	2022-2027
James/Orchard	Intersection		400	Construct a 4-way traffic signal	$400,000	No					State, federal grants; SEPA; local funds	2022-2027
James/Telegraph	Intersection		400	Construct a 4-way traffic signal	$400,000	No					State, federal grants; local	2022-2027
James Street, Phase 1	E. Orchard	Bakerview	2,600	Widen to Urban Arterial - Sidewalks, bike lane, 2 travel lanes, left-turn lanes,	$8,450,000	No					SEPA mitigation; local TBD	2022-2027
Railroad Quiet Zones	Through	Bellingham		Meet federal requirements for "Quiet Zones"	$10,000,000	No					State, federal grants; local	2022-2027
				Total Yet to be Funded	**$30,300,000**		**28.0%**	**45.0%**	**19.0%**	**8.0%**	**100.0%**	
Citywide				**Arterial Street Resurfacing, Repair, Maintenance**	**$25,000,000**	**Yes**			**100%**		**No**	
Ped Master Plan				**Various Unknown Tier 1, 2, 3 Sidewalk Links**	**$7,000,000**	**Partial**	**5%**	**15%**	**75%**	**5%**		**2022-2027**
Bike Master Plan				**Various Unknown Tier 1, 2, 3 Bikeway Links**	**$6,000,000**	**Partial**	**5%**	**25%**	**65%**	**5%**		**2022-2027**
Total			**9,900**	**Total Funding Needs 2022-2027**	**$68,300,000**							**Unfunded**

Table C. below shows transportation intersection and arterial street improvements that are considered necessary to accommodate planned growth and development inside of the 2016 City limits in the years 10 through 20 of the planning period (2027-2036). The estimated costs are based on the linear foot costs of the funded arterial street improvements in the first five years (2016-2020).

Arterial Street Improvements Needed to Accommodate Planned Growth and Development: 2028-2037												
C. Arterial and Intersection Improvements Not Yet Funded 2028-2037												
2016 City Limits Project Location	**From**	**To**	**Linear Feet**	**Planned Improvements**	**Estimated Cost[1]**	**Funded?**	**Federal**	**State**	**Local**	**Private/TIF**	**Plan to Fund?**	**Construction**
James Street, Phase 2	Bakerview	Kellogg	1,750	Widen to Urban Arterial - Sidewalks, bike lane, 2 travel lanes, left-turn lanes	$5,688,000	No					Private; SEPA mitigation	2028-2037
James Street, Phase 3	Gooding	Van Wyck	3,600	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$11,700,000	No					Private; SEPA mitigation	2028-2037
W. Maplewood, Phase 2	Alderwood	City limit	2,250	Reconstruct to Urban Arterial standard - Sidewalks, bike lanes, 2 travel lanes.	$7,000,000	No					Private; SEPA mitigation	2028-2037
Van Wyck	James	SR 539	2,800	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$9,000,000	No					Private; SEPA mitigation	2028-2037
Tull	Kellogg	Stuart	1,100	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$3,500,000	No					Private; SEPA mitigation	2028-2037
Deemer	Stuart	Horton	2,000	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$6,500,000	No					Private; SEPA mitigation	2028-2037
East Bakerview	Deemer	Hannegan	3,500	Widen to Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, center left-turn lane	$11,000,000	No					Private; SEPA mitigation	2028-2037
E. Horton	SR 539	Deemer	1,150	Widen to Urban Arterial - Sidewalks, bike lane, 2 travel lanes, left-turn lanes	$3,700,000	No					Private; SEPA mitigation	2028-2037
Kline	Cordata	Aldrich	2,500	Widen to Urban Arterial - Sidewalks, bike lane, 2 travel lanes, left-turn lanes	$8,100,000	No					Private; SEPA mitigation	2028-2037
Irongate	Ross Rd	Hannegan	1,300	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$4,200,000	No					Private; SEPA mitigation	2028-2037
Larrabee	Aldrich	Northwest	1,600	Reconstruct to Urban Arterial standard - Sidewalks, bike lanes, 2 travel lanes.	$5,200,000	No					Private; SEPA mitigation	2028-2037
Arctic	Mahogany	June	1,300	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$4,200,000	No					Private; SEPA mitigation	2028-2037
June	Arctic	Northwest	200	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$700,000	No					Private; SEPA mitigation	2028-2037
San Juan	Pacificview	40th St	4,000	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$13,000,000	No					Private; SEPA mitigation	2028-2037
Governor	Mahonia	San Juan	5,300	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$17,200,000	No					Private; SEPA mitigation	2028-2037
Wildwood	Whitewater	Governor	1,000	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$3,200,000	No					Private; SEPA mitigation	2028-2037
				Total Yet to be Funded	**$113,888,000**		**15%**	**15%**	**20%**	**50%**		
Citywide				**Arterial Street Resurfacing, Repair, Maintenance**	**$45,000,000**	No			**100%**		**No**	
Ped Master Plan				**Various Tier 1, 2, 3 Sidewalk Links**	**$12,000,000**	No	**5%**	**15%**	**75%**	**5%**		**2028-2037**
Bike Master Plan				**Various Tier 1, 2, 3 Bikeway Links**	**$10,000,000**	No	**5%**	**25%**	**65%**	**5%**		**2028-2037**
Total			**35,350**	**Total Funding Needs 2028-2037**	**$180,888,000**							**Unfunded**

Table D. below shows transportation intersection and arterial street improvements that are considered necessary to accommodate planned growth and development inside of the 2016 UGA boundary in the years 10 through 20 of the planning period (2027-2036). The estimated costs are based on the linear foot costs of the funded arterial street improvements in the first five years (2016-2020).

Arterial Street Improvements Needed to Accommodate Planned Growth and Development in UGA: 2016-2037												
D. UGA and UGA Reserve Arterial and Intersection Improvements Not Yet Funded 2016-2037												
2016 Bellingham UGA Project Location	**From**	**To**	**Linear Feet**	**Planned Improvements**	**Estimated Cost**	**Funded?**	**Federal**	**State**	**Local**	**Private/TIF**	**Plan to Fund?**	**Construction**
Lakeway Drive	City limit	Lakeview	4,300	Rechannelize to Urban Arterial Standards - ADA sidewalks, bike lanes, 2 travel lanes, center left-turn lane, traffic signal at mid-point (Oriental)	?	No					Grants; County Road Fund	2016-2037
Bennett Drive	Airport	Marine	5,450	Rechannelization to Urban Arterial Standards - ADA sidewalks, bike lanes, 2 travel lanes	?	**Yes**					Grants; County Road Fund	2017
W. Horton Road, Phase 2	Aldrich	Northwest	2,600	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes. Roundabout at Northwest/Horton, signal at Aldrich/Horton	$12,000,000	**Partial 8.5% PE/ROW**	$1,000,000				State, federal grants; local funds	2022-2037
Deemer Road	Horton	Kelly	4,000	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$13,000,000	No					Private; SEPA mitigation	2028-2037
West Maplewood Avenue, Phase 3	City limit	W. Bakerview	1,350	Reconstruct to Urban Arterial standard - Sidewalks, bike lanes, 2 travel lanes.	$5,000,000	No					Private; SEPA mitigation	2022-2037
			17,700		**$30,000,000**							**Unfunded**
2016 Bellingham UGA Reserve Project Location	**From**	**To**	**Linear Feet**	**Planned Improvements**	**Estimated Cost**	**Funded?**	**Federal**	**State**	**Local**	**Private/TIF**	**Fund?**	**Construction**
Cordata Pkwy	Kline	Smith	6,850	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$22,200,000	No					Private; SEPA mitigation	2028-2037
Palmer Road	Yew Street	Governor	2,200	New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.	$7,100,000	No					Private; SEPA mitigation	2028-2037
Total			**9,050**		**$29,300,000**							**Unfunded**

V. Funding Transportation Improvements

In addition to a forecast of vehicle traffic for at least 10 years and transportation improvements necessary to serve planned growth and development, the GMA requires an analysis of future funding capability to judge transportation improvement needs against probable funding resources (RCW 36.70A.070(6)(a)(iv)(A)).

Six-Year Transportation Improvement Program

As required by State law (RCW 35.77.010), the City prepares an updated six-year TIP each year for public review, recommendation by Transportation Commission, and adoption by the City Council. The TIP document serves as a planning tool for transportation planners and engineers to plan, program, and seek funding for multimodal transportation projects that are necessary to serve planned growth and development. Most transportation grant funding agencies require eligible transportation improvement projects to be adopted in the City's six-year TIP or require that the project be adopted in the TIP prior to grant funding being obligated by the City. The TIP must be adopted by July 1 of each year and then must be transmitted to WCOG for inclusion in the Whatcom TIP and WSDOT for inclusion in the state TIP.

Annual Available Transportation Funding

Transportation capital improvements are typically very expensive and often funded through a variety sources, which can include, but are not limited, to those listed below. All funding sources listed are affected by frequent changes in economic conditions, annual budgeted funding levels, and grant program eligibility requirements and scoring criteria. The City works with a variety of agencies to understand changes to grant program requirements and scoring criteria, which helps to maximize grant funding opportunities and make recommendations for projects to be added to the six-year TIP each year.

Local Funding Sources

Bellingham Street Fund: The Public Works Street Fund is comprised of the motor vehicle gas tax and a portion of the total sales tax collected by the City. From 2016 to 2026, it is anticipated that approximately $2.3 to $2.8 million will be available annually in the Street Fund for transportation capital improvements and street resurfacing.

- **Bellingham Transportation Benefit District:** Comprised of 0.2 cents of the total 8.7 cents per dollar of annual sales tax receipts collected within the City limits to fund the following transportation needs: arterial resurfacing, WTA transit, and non-motorized transportation infrastructure. The Bellingham TBD was approved by voters, is governed by the City Council, and is effective January 1, 2011, to December 31, 2020. From 2011 through 2015, the TBD has provided approximately $4.1 to $4.5 million annually. From 2016 through 2020, Bellingham anticipates that approximately $4.9 to $5.3 million in TBD funds will be available annually. In 2020, the TBD could be re-approved by Bellingham voters, which would provide almost $34 million from 2021 through 2026 and over $24 million from 2027 through 2030.

- **Bellingham Real Estate Excise Tax (REET):** Comprised of ½ of one percent of the total real estate revenue for a given year. REET funding is divided into first quarter (¼) and second quarter (¼) and can be used for limited types of transportation projects. With the exception of Waterfront District infrastructure, it is not anticipated that REET funding will be available for transportation capital improvements.

- **Bellingham TIF:** The proportional share contribution from private developments for annual City transportation investments per BMC 19.06. From 2007 through 2015, Bellingham has collected approximately $900,000 to $1 million annually in TIF assessed from private development for Citywide transportation system improvements. From 2016 to 2026, the City anticipates that $1 million to $1.4 million will continue to be available annually in TIF assessed from private development for Citywide transportation system improvements.

Washington State Funding Sources

- **Transportation Improvement Board (TIB):** State grant funding for urban arterials and sidewalks. TIB is one of Bellingham's primary grant funding sources. From 2006 through 2015, the City was awarded $12,726,000 in TIB grant funding, which is an average of $1,272,600 per year, for Citywide transportation capital improvements. From 2016 through 2026, the City anticipates a slight annual increase in funding with an expectation to maintain an average of $1.5 million in TIB grant funding.

- **State:** Includes State-funded educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC). From 2006 through 2015, the City worked with WWU, WCC, and BTC to create funding partnerships for transportation capital improvements surrounding each institution's campus, including traffic signals, roundabouts, new arterials, sidewalks, bikeways, and right-of-way dedications. The City expects to maintain positive and mutually-beneficial relationships with each of these institutions in the future, and anticipates that each will contribute to transportation improvements that benefit the institution.

- **SDOT**: Biennium budget - State gas tax revenue ear-marked for "Connecting Washington" transportation improvement projects administered through WSDOT, including the Birchwood (formerly Orchard) extension beneath Interstate 5, the Bakerview/Interstate 5 interchange, and a bicycle-pedestrian crossing of a state highway. WSDOT also administers a biennial bicycle and pedestrian grant funding program and from 2006 through 2015, the City was awarded $593,000, which is an average of $118,600 for each biennial funding cycle. From 2016 through 2026, the City anticipates a more aggressive pursuit of WSDOT bicycle and pedestrian grant funding and assumes an average of $1 million each biennial funding cycle for a total of approximately $5 million.

Federal Funding Sources

- **Federal:** Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or U.S. Department of Transportation (USDOT)-administered grant funding programs, including the Highway Safety Improvement Program (HSIP), as well as other programs. From 2006 through 2015, Bellingham received $1,811,824 in HSIP grant funding, which is an average of $362,365 for each biennial funding cycle. From 2016 through 2026, Bellingham anticipates a more aggressive pursuit of HSIP grant funding and assumes an average of $500,000 each biennial funding cycle for a total of approximately $2.5 million.

- **Safe Routes to School (SR2S):** As a 'first-class' medium-sized city, Bellingham receives federal, rather than state, SR2S funding. From 2006 through 2015, Bellingham received $3,649,587 in federal SR2S funding, which is an average of $729,917 for each biennial funding cycle. From 2016 through 2026, Bellingham anticipates a more aggressive pursuit of federal SR2S grant funding

and assumes an average of $1,000,000 each biennial funding cycle for a total of approximately $5 million.

- **Highway Bridge Program (HBP):** Federal funds for structural repair or replacement administered by the Washington State Bridge Replacement Advisory Committee (BRAC) with calls for projects every two years. From 2006 through 2015, Bellingham received $5,142,000 in federal BRAC grant funding, which is an average of $1,028,400 for each biennial funding cycle. From 2016 through 2026, the City anticipates maintaining an average of $1 million for each biennial funding cycle.

- **Surface Transportation Program (STP):** Provides federal funds administered through MPOs to construct, maintain, and expand eligible regionally important arterial street systems. WCOG administers federal STP grant funding in Whatcom County with calls for projects every two years. From 2006 through 2015, Bellingham received $14,635,000 in STP grant funding, which is an average of $2,927,000 for each biennial funding cycle. From 2016 through 2026, Bellingham anticipates a slight increase in funding to maintain an average of $3 million for each biennial funding cycle.

- **Transportation Alternatives Program (TAP):** Provides federal funds administered through MPOs to construct and enhance facilities for non-motorized transportation modes. WCOG administers federal TAP grant funding in Whatcom County with calls for projects every two years. From 2006 through 2015, Bellingham received $700,000 in STP grant funding, which is an average of $140,000 for each biennial funding cycle. From 2016 through 2026, Bellingham anticipates a slight increase to maintain an average of $200,000 million for each biennial funding cycle.

- **Other Miscellaneous Grant Funding Programs:** It is likely that additional state and federal grant funding sources will become available to the City for transportation system improvements, but funding levels are unknown.

Public and Private Funding Partnerships

- Whatcom Transportation Authority
- Port of Bellingham
- Whatcom County
- Economic Development Investment (EDI) Board
- Bellingham School District (BSD)
- SEPA mitigation from private development
- Private business investment (right-of-way dedication, funding contribution, etc.)

The City has been very successful at creating transportation funding partnerships with other local agencies and private businesses to leverage limited local funding into significant grant funding awards from state and federal agencies. The City expects to maintain positive and mutually-beneficial relationships with these agencies and development interests in the future, and anticipates that each will contribute to transportation system improvements that benefit their interests.

Private SEPA Mitigation Funding

In many undeveloped portions of Bellingham, the UGA, and the UGA Reserve, private development will be required to fund and construct new arterial streets to urban standards, or provide mitigation funding to the City.

VI. Multi-Year Financing Plan

The planning-level cost estimates for transportation improvements within the 2016 Bellingham City limits are identified in Tables A - C and, when measured against the probable public funding resources available to the City, there appears to be a shortfall of approximately $30 million dollars. Several arterial projects and intersections listed in Tables B and C will require private SEPA mitigation funding contributions or they will not be constructed. In many undeveloped portions of Bellingham, the UGA, and the UGA Reserve, private development will be required to fund and construct new arterial streets and intersections to urban standards, or provide significant mitigation funding toward construction, or the City will not approve the development or issue building permits. Some projects listed may prove to be financially prohibitive, which may result in less development in some of the more challenging locations to develop such as areas with steep slopes, salmon streams, wetlands, and wildlife habitat.

E. Anticipated Funding Available for Transportation System Improvements 2016-2027

LOCAL FUNDING	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Totals
Street Fund[1]	$2,300,000	$2,350,000	$2,400,000	$2,450,000	$2,500,000	$2,550,000	$2,600,000	$2,650,000	$2,700,000	$2,750,000	$2,800,000	$2,850,000	$30,900,000
TBD[2]	$4,900,000	$5,000,000	$5,100,000	$5,200,000	$5,300,000	$5,400,000	$5,500,000	$5,600,000	$5,700,000	$5,800,000	$5,900,000	$5,950,000	$65,350,000
TIF[3]	$950,000	$1,000,000	$1,050,000	$1,100,000	$1,150,000	$1,200,000	$1,250,000	$1,300,000	$1,350,000	$1,400,000	$1,450,000	$1,500,000	$14,700,000
REET[4]	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Totals	$8,150,000	$8,350,000	$8,550,000	$8,750,000	$8,950,000	$9,150,000	$9,350,000	$9,550,000	$9,750,000	$9,950,000	$10,150,000	$10,300,000	**$110,950,000**
STATE FUNDING													
TIB	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$16,500,000
Bike-Ped		$1,000,000		$1,000,000		$1,000,000		$1,000,000		$1,000,000		$1,000,000	$5,000,000
Connecting WA			$10,000,000		$10,000,000								$20,000,000
Totals	$1,500,000	$2,500,000	$11,500,000	$2,500,000	$11,500,000	$2,500,000	$1,500,000	$2,500,000	$1,500,000	$2,500,000	$1,500,000		**$41,500,000**
FEDERAL FUNDING													
HSIP	$500,000		$500,000		$500,000		$500,000		$500,000		$500,000		$3,000,000
SR2S		$1,000,000		$1,000,000		$1,000,000		$1,000,000		$1,000,000		$1,000,000	$5,000,000
STP		$2,000,000		$2,000,000		$2,000,000		$2,000,000		$2,000,000		$2,000,000	$10,000,000
TAP		$200,000		$200,000		$200,000		$200,000		$200,000		$200,000	$1,000,000
Totals	$500,000	$3,200,000	$500,000	$3,200,000	$500,000	$3,200,000	$500,000	$3,200,000	$500,000	$3,200,000	$500,000	$3,200,000	**$22,200,000**
PARTNERSHIP FUNDING													
Miscellaneous[5]	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000		**$1,100,000**
PRIVATE SEPA MITIGATION FUNDING													
New Development													**Unknown**
												2016-2027 Total	**$175,750,000**

Notes:

1. Assumption: Street Fund revenue increases approximately 1.5% - 2% annually.
2. TBD expires 12-31-2020. Assumption: TBD reapproved by Bellingham voters in 2020 and TBD revenue increases approximately 1.5% - 2% annually.
3. Assumption: Transportation Impact Fees (TIF) revenue increases approximately 1.5% - 2% annually.
4. Assumption: REET funding continues to be allocated solely to Waterfront District infrastructure to support redevelopment.
5. Includes WWU, WCC, BTC, WTA, BSD, Parks, and Private Businesses

F. Anticipated Funding Available for Transportation System Improvements 2028-2037

LOCAL FUNDING	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Totals
Street Fund[1]	$2,900,000	$2,950,000	$3,000,000	$3,050,000	$3,100,000	$3,200,000	$3,250,000	$3,300,000	$3,350,000	$3,400,000	$31,500,000
TBD[2]	$5,900,000	$6,000,000	$6,100,000	$6,200,000	$6,300,000	$6,400,000	$6,500,000	$6,600,000	$6,700,000	$6,800,000	*$63,500,000*
TIF[3]	$1,450,000	$1,500,000	$1,550,000	$1,600,000	$1,650,000	$1,700,000	$1,750,000	$1,800,000	$1,850,000	$1,900,000	$16,750,000
REET[4]	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Totals	$10,250,000	$10,450,000	$10,650,000	$10,850,000	$11,050,000	$11,300,000	$11,500,000	$11,700,000	$11,900,000	$12,100,000	**$111,750,000**
STATE FUNDING											
TIB	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$15,000,000
Bike-Ped		$1,000,000		$1,000,000		$1,000,000		$1,000,000		$1,000,000	$5,000,000
Totals	$1,500,000	$2,500,000	$1,500,000	$2,500,000	$1,500,000	$2,500,000	$1,500,000	$2,500,000	$1,500,000	$2,500,000	**$20,000,000**
FEDERAL FUNDING											
HSIP	$500,000		$500,000		$500,000		$500,000		$500,000		$2,500,000
SR2S		$1,000,000		$1,000,000		$1,000,000		$1,000,000		$1,000,000	$5,000,000
STP		$2,000,000		$2,000,000		$2,000,000		$2,000,000		$2,000,000	$10,000,000
TAP		$200,000		$200,000		$200,000		$200,000		$200,000	$1,000,000
Totals	$500,000	$3,200,000	$500,000	$3,200,000	$500,000	$3,200,000	$500,000	$3,200,000	$500,000	$3,200,000	**$18,500,000**
PARTNERSHIP FUNDING											
Miscellaneous[5]	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	**$1,000,000**
PRIVATE SEPA MITIGATION FUNDING											
New Development											**Unknown**
										2028-2037 Total	**$151,250,000**

Notes:

1. Assumption: Street Fund revenue increases approximately 1.5% - 2% annually.
2. Assumption: TBD reapproved by Bellingham voters in 2020 and again in 2030 with TBD revenue increasing approximately 1.5% - 2% annually.
3. Assumption: Transportation Impact Fees (TIF) revenue increases approximately 1.5% - 2% annually.
4. Assumption: REET funding continues to be allocated solely to Waterfront District infrastructure to support redevelopment.
5. Includes WWU, WCC, BTC, WTA, BSD, Parks, and Private Businesses