



2020 Report & Transit Development Plan 2021 – 2026



Date of Public Hearing: July 15, 2021

4011 Bakerview Spur, Bellingham, WA 98226
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Section I: Plan Adoption, Public Hearing, and Distribution

Plan Adoption

The Whatcom Transportation Authority Board of Directors will vote if they approve the 2020 Report and Transit Development Plan for 2021-2026 on July 15, 2021.

Public Participation Process

Public comment period: July 1, 2021 – July 15, 2021

Comments submitted to: customerservice@ridewta.com
Whatcom Transportation Authority
Tim Wilder, Planning Director
4011 Bakerview Spur
Bellingham, WA 98226

Public hearing: Whatcom Transportation Authority will hold a public hearing during the regularly scheduled board meeting on the Transit Development Plan on July 15, 2021 at 8:00 a.m. at WTA's Administrative Base at 4011 Bakerview Spur, Bellingham, WA 98226 or via zoom. For access instructions visit <http://www.ridewta.com/meeting>

Notice posted to the website: Whatcom Transportation Authority will post a notice of the hearing on the Transit Development Plan to its website at www.ridewta.com on July 1, 2021.

Digital and Paper copies: Whatcom Transportation Authority will post the digital copy of the Transit Development Plan on its website on July 1, 2021 at www.ridewta.com/business/reports. Paper copies will be made available at the main office at 4011 Bakerview Spur, Bellingham, WA 98226 and at the Bellingham Station at 205 E Magnolia, Bellingham, WA 98225.

Notice published in local paper: The Bellingham Herald will publish a notice of the hearing on the Transit Development Plan on July 4, 2021.

Plan Distribution

On August 23, 2021, Whatcom Transportation Authority will distribute the adopted Transit Development Plan to:

- WSDOT Public Transportation Division online grants management system
- The Transportation Improvement Board via:
 - Vaughn Nelson, Finance Manager at vaughnn@tib.wa.gov
 - Chris Workman, Engineering Manager at chrisw@tib.wa.gov
- All cities, counties and regional transportation planning organizations within which Whatcom Transportation Authority operates.

Section II: The Agency

Agency Description

Whatcom Transportation Authority (WTA) provides public transportation services throughout Whatcom County in Northwest Washington State. Our services include Fixed Route, Paratransit, Zone Service and a Vanpool program.

WTA's Mission is to enhance our community by:

- Delivering safe, reliable, efficient and friendly service
- Offering environmentally sound transportation choices
- Providing leadership in creating innovative transportation solutions
- Partnering with our community to improve transportation systems

Governing Body and Public Processes

WTA is governed by a ten member board of directors composed of elected officials from jurisdictions located in its service area:

- Bellingham City Council Members (2 positions)
- Mayor of Bellingham
- City of Blaine – Elected official
- City of Ferndale – Elected official
- City of Lynden – Elected official
- Cities of Everson/Nooksack/Sumas – Elected official
- Whatcom County Council Member
- Whatcom County Executive
- Labor Representative (non-voting)

The Whatcom Council of Governments Citizens Transportation Advisory Group (CTAG) consists of 15 members representing different regions of the county, diverse professional disciplines, a wide range of stakeholders (including neighborhoods, schools, universities, tribes, social and health services) and different ages and abilities. CTAG meets four times per year to review and discuss performance reports, unmet service needs, the annual budget and other major agency initiatives.

2020 WTA Board Members

Jim Ackerman	Mayor of Nooksack (Resigned Summer 2020)
Eric Davidson	Blaine City Council
Todd Donovan	Whatcom County Council
Seth Fleetwood	Mayor of Bellingham
Ali Hawkinson	Ferndale City Council
Hollie Huthman	Bellingham City Council
Scott Korthuis	Mayor of Lynden – Board Vice Chairperson
Jennifer Lautenbach	Everson City Council (Replaced Jim Ackerman)
Michael Lilliquist	Bellingham City Council - Board Chairperson
Satpal Sidhu	Whatcom County Executive
A.J. Walcott	Amalgamated Transit Union Non-Voting Labor Representative

As approved in the 2020 Budget, the Whatcom Transportation Authority had the authority to employ:

Division	Full Time Equivalents
Executive Administration	2.00
Community Relations and Marketing	1.00
Human Resources	4.00
Finance	7.00
Information Technology (IT)	7.00
Fleet and Facilities	37.00
Operations	217.00
Planning/Vanpool & Rideshare	5.00
Total	280.00

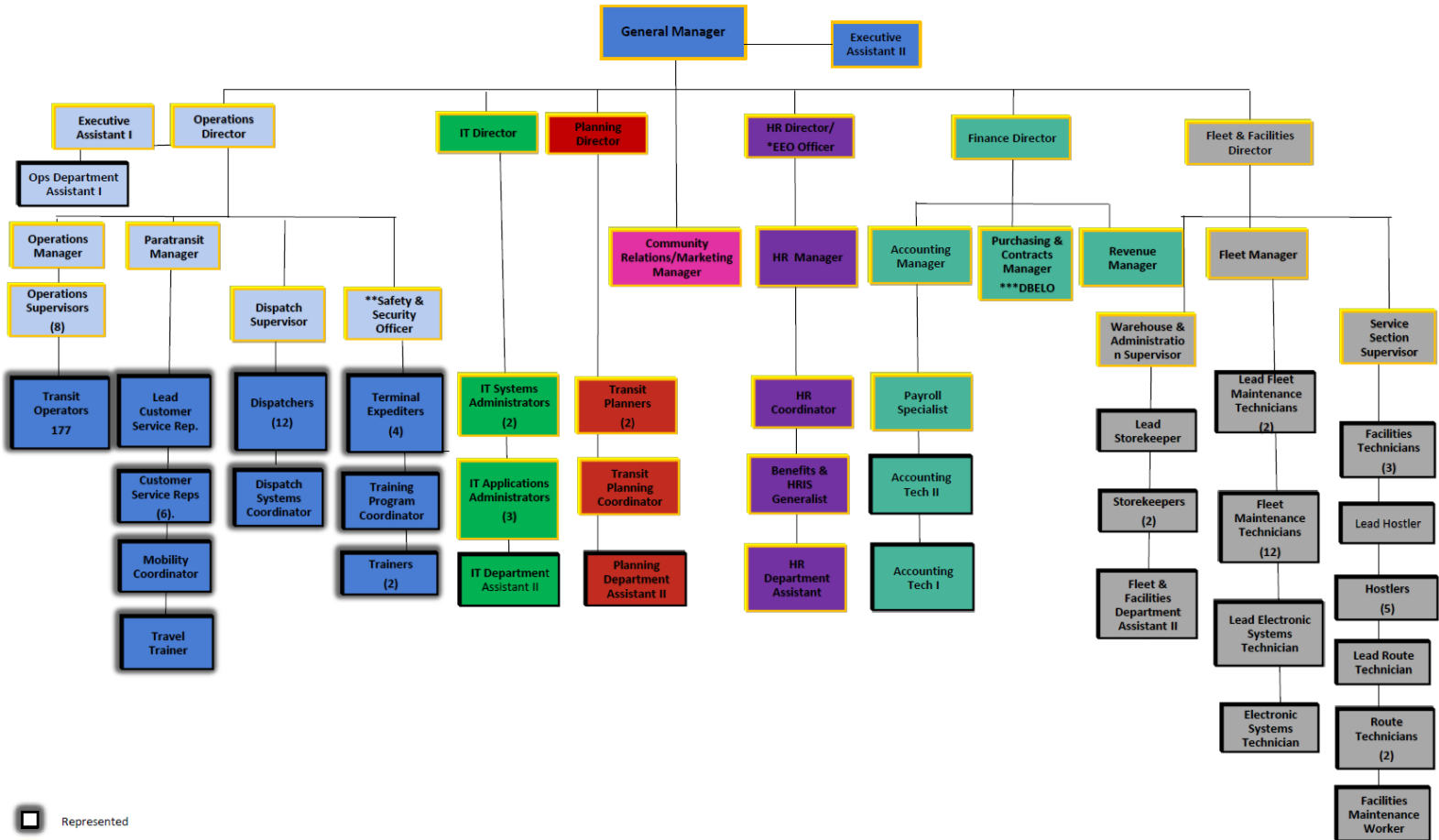
Figure 1 - Corporate Organizational Chart

WHATCOM TRANSPORTATION AUTHORITY

2021 Organizational Chart

Board of Directors

Elected Officials from Bellingham (3), Whatcom County (2), Lynden, Blaine, Ferndale, Everson/Nooksack/Sumas, Labor Representative



Represented

Non-Represented

The following programs report directly to the General Manager:

*EEO – Equal Employment Officer

** – Safety Officer

***DBELO – Disadvantaged Business Enterprise Liaison Officer

Revised March 2021

Section III: Facilities



Maintenance, Operations and Administration building (MOAB) - located at 4011 Bakerview Spur, Bellingham, Washington.

Transit Stations



Bellingham Station (BTS) — located on the corner of Railroad Ave and Magnolia St. in downtown Bellingham. This facility includes a customer service office, 10 passenger loading gates and is served by 22 routes.



Cordata Station (CTS) — located on the corner of Cordata Pkwy and Olivine Ln. in Bellingham. This facility has a 70-stall park & ride, 3 passenger loading areas and is served by 10 routes.



Ferndale Station — located at I-5 and Axton Rd. in Ferndale. This facility has a 131-stall park & ride, 3 passenger loading areas and is served by 2 routes.



Lynden Station — located at Main St. and 19th in Lynden. This facility has an 89-stall park & ride, 2 passenger loading areas and is served by 1 route.

Section IV: Service Characteristics & Fares

Our services include Fixed Route (including route deviated “Flex” service), Paratransit, Zone Service, and a Vanpool program. These were all still offered during the COVID-19 Pandemic but at a reduced service level.

Figure 2 - WTA Service Maps



Figure 2 Continued

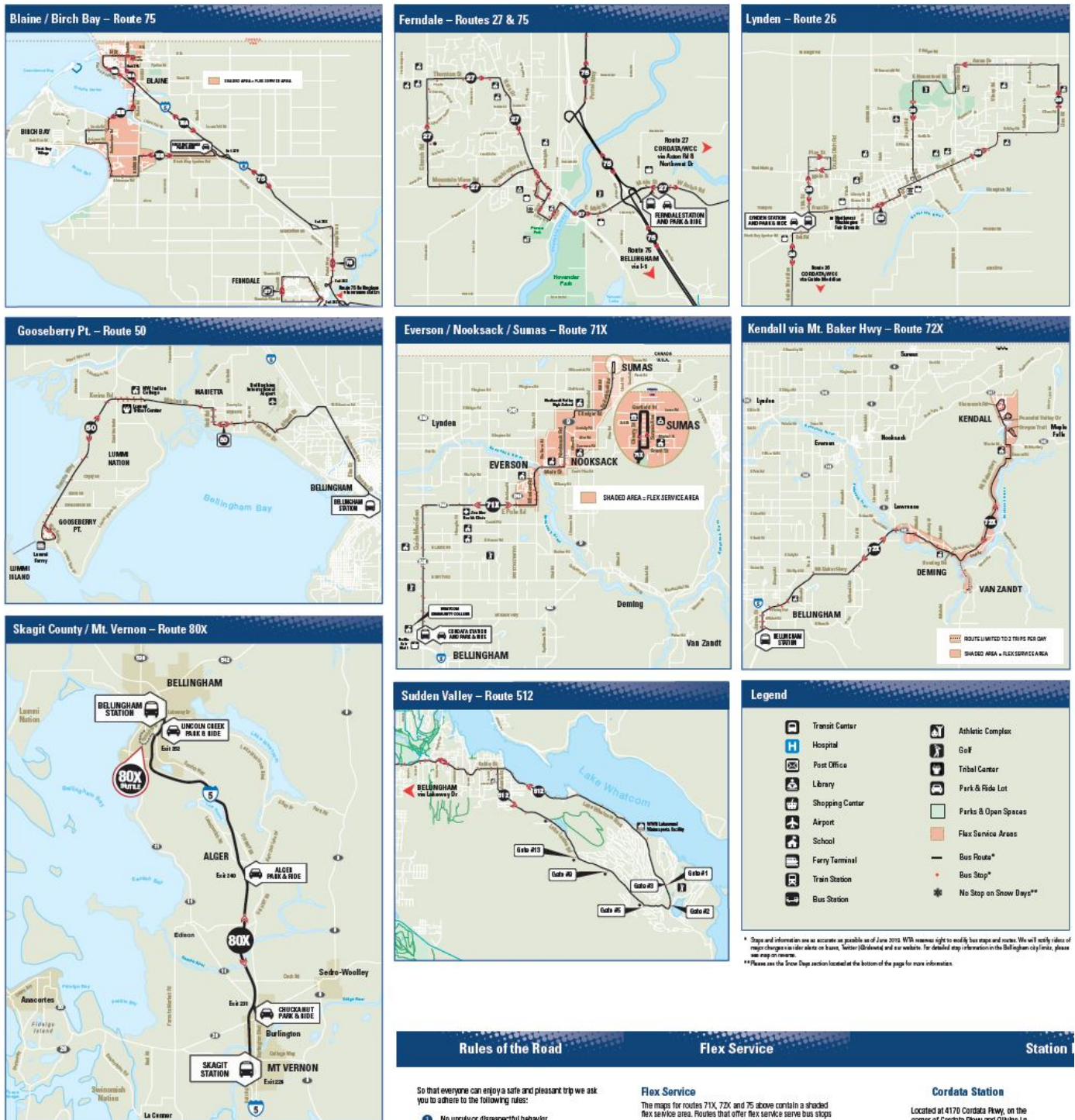
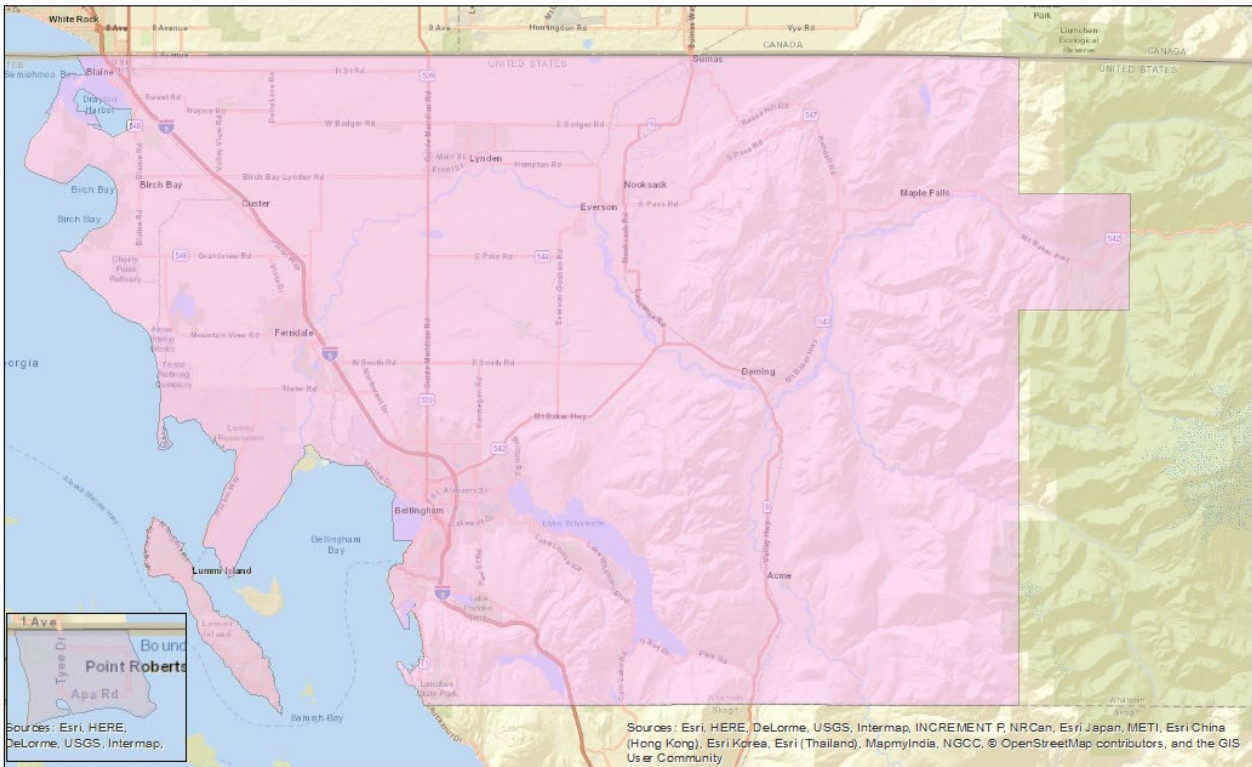


Figure 3 - Whatcom Public Transportation Benefit District



Map created by Mary Anderson, Whatcom Transportation Authority.
March 2018. PTBA data layer from: Washington State Geospatial Metadata Clearinghouse.
Contact: Marya@ridewta.com.

Fixed Routes

WTA serves Bellingham, Ferndale, Lynden, Blaine and Birch Bay, Lummi Nation, Sudden Valley, Kendall, Everson, Nooksack and Sumas. We coordinate with Skagit Transit in neighboring Skagit County, to provide service between Bellingham and Mount Vernon. WTA plays a major role in transporting students to Western Washington University (WWU), to three local colleges, and to middle schools and high schools throughout the county.

WTA offers 27 fixed routes, including a network of four high-frequency corridors within Bellingham. WTA also operates 4 shuttles on existing WWU routes as header or trailer buses to accommodate heavy passenger loads when WWU is in session.

Service is provided seven days a week, with more limited service on Saturdays, Sundays and evenings. Generally, WTA operates on the following days and times:

- On weekdays, service is available in most areas from about 6:00 am to 7:30 pm.
- Saturday service is available in many areas from about 9:00 am to 6:30 pm.
- On weekdays and Saturdays, later service is available in a few areas, up to 11:00 pm.

- Sunday service is available in all but the most rural areas, from about 8:00 am to 9:50 pm.

Routes that offer flex service serve bus stops on a regular schedule and can also “flex” off-route within the flex service area. Advance reservations are required.

Three Flex routes connect people in rural parts of Whatcom County with Bellingham, and locations along the way.

- 1) Rt 71X Everson/Nooksack/Sumas to Bellingham
- 2) Rt 72X Kendall via Mt. Baker Highway to Bellingham
- 3) Rt 75 Blaine/Birch Bay via Ferndale to Bellingham

Paratransit

WTA’s paratransit service provides curb-to-curb (and if needed, door-to-door) transportation to riders whose disability prevents them from riding our fixed route bus system. Paratransit service is designed to be equal to, not better than our fixed route service. For this reason, paratransit’s hours of operation mirror those of our fixed routes. The service area is within 0.75 miles of all fixed routes. Like fixed routes, paratransit is public transportation, so riders will often share their rides with others. Grouping rides efficiently is essential for meeting rider demand, as hundreds of trips are scheduled every day. Riders can book paratransit trips for any type of trip; no trip purpose is more important than another. Everyone who rides paratransit must qualify and be approved before riding.

Zone Service

Zone service provides limited demand responsive transit service to rural areas of Whatcom County that are not served by fixed route. There are no eligibility requirements for using zone service; anyone within the designated area can request a ride. Service is only available to each zone on one or two days of the week. Advance reservations are required.

Vanpool

Our Vanpool program allows groups of people to use a WTA-owned van for the purpose of commuting to and from a common worksite. The vanpool group pays a fare based on the number of miles the van travels each month. Vanpoolers share the cost of commuting, and the service reduces drive alone trips. In 2020, the average number of vans in service was 9.

2020 Changes to Service

Due to the COVID-19 Pandemic we reduced service to 83% of our regular weekday trips. On March 29, 2020, we reduced service to the Saturday level of service Monday-Friday and the Sunday level of service on Saturday-Sunday. We also reduced our passenger limit to 12 on all fixed route buses. On September 20, 2020 we adjusted the schedule to operate Saturday level service Monday-Saturday and Sunday level service on Sunday. We added earlier trips on Routes 14, 72X, 75, 190, 232, 331 and 512 in response to customer demand. One later trip was added on Route 80X to/from Mount Vernon and some minor service changes were made to Routes 4, 26, 27, and 72X. As WWU moved to an all online school year, the shuttles we run were halted for most of the year. Due to the border being closed, which isolated Point Roberts, WTA partnered with the Port of Bellingham to coordinate ferry and bus service into Bellingham.

Fares

Amendments to WTA's Fare Rates and Rules were approved on December 10, 2020 and scheduled to take effect in June 2020. Changes included increases in pass prices and zero-fare youth passes. However, due to the pandemic, fares were suspended on March 29, 2020 and the amendements did not go in effect in 2020. On July 1, 2021, the amendements will be implemented when fare collection is resumed

Fixed/Flex Routes Fare Rates

Cash Fare (Single Ride).....	\$1.00
Reduced Fare	\$0.50
Route 80X Cash Fare (between counties)	\$2.00
Route 80X Reduced Fare (between counties)	\$1.00
Day Pass	\$ 3.00
11-Ride Pass	\$10.00
31-Day Pass.....	\$30.00
92-Day Pass.....	\$90.00
Select (for Veterans, Seniors and Riders with Disabilities) 31-Day Pass.....	\$15.00
Select (for Veterans, Seniors and Riders with Disabilities) 92-Day Pass.....	\$45.00
Youth 31-Day Pass	\$00.00
Youth 92-Day Pass	\$00.00
Student 31-Day Pass	\$15.00
Student 92-Day Pass	\$45.00
Skagit-Whatcom Day Pass.....	\$6.00
County Connector 31-Day Pass.....	\$50.00
County Connector Youth/Student/Select 31-Day Passes.....	\$25.00

TouchPass Stored Value Fare Caps

Once a Fare Cap is reached all subsequent rides in that period are free.

Paratransit Fare Rates

Cash Fare (Single Ride).....	\$1.00
Paratransit Companion Riders	\$1.00
Paratransit Riders Age 17 & Under, or enrolled in High School or 75 & older	FREE
Paratransit Calendar Month Pass (Pass on File)	\$13.00
Paratransit Calendar Quarter Pass (Pass on File).....	\$35.00

Zone Service Fare Rates

Cash Fare (Single Ride).....	\$1.00
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Vanpool Fare Rates

Vanpool fares cover a portion of direct costs. The goal is 100%. Fares for vanpool vehicles are charged based on the monthly miles logged per van.

Section V: Service Connectors

WTA provides service to all multi-modal facilities in Whatcom County.

Route 80X connects Whatcom and Skagit counties and is jointly operated by WTA and Skagit Transit. Riders of Route 80X can transfer in Skagit County to routes serving Island and Snohomish counties. In 2020, there were 13,251 boardings on WTA's portion of Route 80X. The average one-way trip was 25 miles.

WTA coordinates its service with a number of public and private transportation providers in Whatcom county including:

- AMTRAK
- Regional bus carriers including Greyhound, Sea-Tac Airporter Shuttle, BoltBus and others
- Lummi Island Ferry
- Lummi Nation Transit

WTA serves most public and many private schools, as well as three colleges and a university. The population of these schools varies from over 16,000 students and faculty at Western Washington University to about 1,000 students and faculty at Northwest Indian College to a few hundred at alternative high schools in Bellingham and Ferndale. There are elementary schools in the rural Mt. Baker, Meridian, and Nooksack school districts that do not have scheduled service.

Section VI: State and Agency Goals, Objectives, and Strategies

Between 2021-2026, work by Whatcom Transportation Authority will address six goals. The figure below shows how Whatcom Transportation Authority's 2017 Strategic Plan goals align with the state goals established in the Washington State Transportation Plan.

Figure 4 - Consistency between Agency and State Goals

WTA Goals, Objectives and Strategies (2017 Strategic Plan)	State Goal Areas					
	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
Increase Accessibility, Convenience and Attractiveness of Riding the Bus. <ul style="list-style-type: none"> Improve amenities for riders of all abilities. Improve the image of riding the bus. Reduce the percent of drive-alone trips in Whatcom County. 				X	X	X
Actively Partner with our Community <ul style="list-style-type: none"> Increase Transit Oriented Development (TOD). Improve relationships with underrepresented groups and underserved communities. Increase the number of people using bus passes. 	X			X	X	
Right Size Service to Match Community Needs <ul style="list-style-type: none"> Improve responsiveness to emerging needs. Set, and meet or exceed service standards. Protect financial capacity for fixed route and paratransit service, by containing paratransit cost increases. 				X		X
Protect and Preserve our Environment <ul style="list-style-type: none"> Reduce our net carbon output annually. Reduce our rate of resource consumption annually. 					X	X
Contribute to Whatcom County's Quality of Life <ul style="list-style-type: none"> Improve people's ability to live independently. Improve safety. Increase bus trips for leisure and recreation. 			X	X	X	
Cultivate Organizational Excellence <ul style="list-style-type: none"> Maintain or improve employee safety and health. Support professional development and strong working relationships. Recruit and retain a diverse, high quality work force. 	X		X		X	X

The State's six policy goals are:

- Economic Vitality – Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- Preservation – Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- Safety – Provide for and improve the safety and security of transportation customers and the transportation system.
- Mobility – Improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.
- Environment and Health – Enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- Stewardship – Continuously improve the quality, effectiveness, and efficiency of transportation system.

Section VII: Local Performance Measures and Targets

Whatcom Transportation Authority uses five standards to measure the performance of its system: productivity, on-time performance, vehicle load standards, service headway minimum and service availability. Productivity is measured through a combination of boardings per hour and passenger miles per revenue hour. On-time performance is measured by the percentage of trips arriving on time at a transit station at several operational periods. Vehicle Load Standards are the maximum passengers on board to the number of seats. Service Headway Minimum Standards are the minutes between buses during the time of day. Finally, the service availability is the maximum average distance between stops. The following section describes these measures in more detail.

Productivity

Measured By: Boardings per revenue hour and passenger miles per revenue hour
Standards

Figure 5 - Productivity Standards

Measure	Failing if below BOTH of these Standards:	On "Watch List" if below BOTH of these Standards:
Boardings/Revenue Hour	50% of average for all services in same category	75% of average for all services in the same category
Passenger Miles/Revenue Hour	75% of average for all services in the same category	Below the average for all services in the same category

When poor performance of a route places it on the "watch list," WTA will continue to monitor performance for 12 months. During this time, WTA will apply targeted efforts to improve route performance, such as marketing, community outreach, re-routing, etc. After 12 months, if the route falls into the "failing" category, it will be considered for elimination.

WTA uses a graphical representation of these measures in its annual reports as shown in Figure 6.

Figure 6 - Route Productivity Performance Matrix

% of System Average 2020		Boardings per Hour		
		Less than 50% (0-7.4)	Between 50-74% (7.5-11.2)	75% & Above (11.3+)
Passenger Miles per Hour	100% & Above (46.6+)	71X E/N/S 75 Blaine/Birch Bay	26 Lynden 27 Ferndale 50 Gooseberry Pt 72X Kendall 80X Mt. Vernon	232 Cordata/WCC 331 Cordata/WCC
	Between 75-99% (35.0-46.5)	NONE	512 Sudden Valley	108 Samish/WWU 197 Lincoln/WWU
	Less than 75% (0-34.9)	4 Hospital 48 Bakerview Spur 49 Bakerview Spur	3 Airport 525 Sunset 540 Sunset	1 Fairhaven 14 Fairhaven 15 Cordata/WCC 24 Cordata 105 Fairhaven 107 WWU/Samish 190 Lincoln St 196 WWU/Lincoln 533 Yew St

On-Time Performance

Measured By: Percentage of trips that arrive on time (at a station)
Standards (No results in 2020)

Figure 7 - On-Time Performance Standards

Period	Standard
ALL	No early departures from a timepoint
AM & MID DAY PEAK (7:00-14:59)	95% of scheduled trips will be between 0 and 5 minutes late
PM PEAK (15:00 – 18:00)	90% of scheduled trips will be between 0 and 5 minutes late

On-time performance is currently measured at the Bellingham and Cordata stations.

Vehicle Load Standards

Measured by: Maximum Passengers on board to the number of seats on a bus.
 (No results in 2020)

Service Type	Adequate	Optimal
High ridership urban service on segments of <10 mins.	<=1.75	<=1.75
Other Urban Service	<=1.4	<=1.25
Rural Intercity (trips 10> mins.)	<=1.25	<=1.0

Service Headway Minimum Standards

Measured by: Minutes between buses

Service Type	Peak Hour	Non-Peak	Evening	Saturday	Sunday
High Frequency Corridors	15	15	30	30	30
Other Urban Service	60	60	...	60	...
Rural Service	90

'...' indicates that service levels are determined on a case by case basis

Service Availability

Measured by: Maximum average distance between stops

Route Type	Distance Between Stops
Urban	¼ Mile
Rural	1 Mile

Other performance measures are illustrated in WTA's annual service performance reports but do not have numerical targets. Modifications to the existing service standards as well as identification of new performance measures will occur as part of the WTA 2040 long range transit plan.

Section VIII: Plan Consistency

Whatcom Transportation Authority is a voting member on the following committees with the Whatcom Council of Governments (WCOG):

- Transportation Policy Committee
- Transportation Technical Advisory Group (TTAG)

WTA has also entered into a formal agreement with the Whatcom Council of Government (WCOG) and Washington State Development of Transportation (WSDOT) to ensure a continuing, cooperative, and comprehensive transportation planning process ("3-C" Process) for the WCOG MPA that involves coordination between and among WCOG, WSDOT, and WTA, known colloquially as the "314 Agreement". The agreement establishes membership on the WCOG board and committees; coordination with the Unified Planning Work Program; regional data coordination including with the regional model; cooperation between planning efforts and transportation programming; integrated public involvement; and cooperative financial planning funding and funding.

Whatcom Transportation Authority's Strategic Plan goals are consistent with the goals of the following comprehensive plans: Whatcom County and the cities of Bellingham, Blaine, Everson, Ferndale, Lynden, Nooksack, and Sumas. WTA's goals are also consistent with Whatcom Council of Governments' Whatcom Mobility 2040 and the Washington State Public Transportation Plan.

Whatcom County:

- Goal 6A: Provide for the safe and efficient movement of people and goods by establishing and maintaining standard levels of service for motor vehicle traffic volumes compared to roadway capacity.
- Goal 6D: Support land use planning efforts in Whatcom County which include land use types and densities that reduce reliance on single-occupant vehicles.
- Goal 6E: Balance the needs of all users of all modes of transportation when planning and designing transportation facilities.
- Goal 6H: Coordinate with other governmental agencies in planning the County's transportation system.
- Goal 6K: Reduce the need for costly capacity-increasing roadway construction projects, and minimize emissions from combustion of fossil fuels, through the use of motor vehicle travel demand reduction programs, transit, and intelligent transportation technology.

City of Bellingham:

- Goal LU-2 Foster vibrant urban villages.
- Goal LU-3 Support a thriving local economy across all employment sectors.
- Goal CD-5 Ensure that the design and development of urban villages and transit

- corridors convey a positive image of the district they are located within, contribute to the economic vitality and perception of the City, and improve visual and physical transitions into adjacent neighborhoods.
- 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 EV-7 Maintain good air quality.
 - Goal EV-8 Reduce contributions to climate change.
 - Goal CF-1 Deliver safe, inclusive, cost-effective, and accountable public facilities and services.

City of Blaine:

Transportation Element

Goal 2: Intergovernmental Coordination

To coordinate efforts in planning, construction, and operation of transportation facilities with other agencies' programs as appropriate. This coordination will allow City efforts to support and complement the transportation functions of the State, Whatcom Council of Governments, Whatcom County, neighboring cities, Whatcom Transportation Authority (WTA), and other entities responsible for transportation facilities and services in City.

Goal 3: Transit Coordination

To cooperate with Whatcom Transportation Authority (WTA) to provide facilities that will enhance and encourage transit use.

Goal 17: Transportation Demand Management (TDM)

The City will implement a TDM system to reduce vehicle trips, as mandated by Washington State law. TDM encourages alternate modes of transportation to reduce the numbers of single-occupancy vehicles.

City of Everson:

Transportation Element

- Goal: Coordinate transportation planning and construction with neighboring jurisdictions and with the state.

City of Ferndale:

The City will encourage the use of transportation modes that maximize energy conservation, circulation efficiency, and economy.

City of Lynden:

Transportation Element

Goal 1: Public Participation and Agency Coordination

Encourage public participation and the involvement of other agencies in the city planning process including in the enhancement of the transportation network.

Goal 6: *Public Transit and Transportation Demand Management*

Encourage transit as viable regional transportation mode through programs and policies.

City of Nooksack:

Transportation Element

Goal 4: Cooperate and coordinate among federal, state and other local jurisdictions in transportation planning to ensure a seamless, effective system.

City of Sumas:

Transportation Element

Goal: Coordinate transportation planning and construction with neighboring jurisdictions and with the state.

Whatcom Council of Governments:

Our goals are also consistent with the Whatcom Mobility 2040 plan that identifies the following 7 regional goals of Safety; Environmental quality; Efficiency, Effectiveness and System Sustainability; A Multimodal Transportation System; Access and Convenience, Maintenance and Preservation, and Freight.

Washington State Public Transportation Plan:

Goal 1 *Thriving Communities*

Cultivate thriving communities by supporting health, equity, prosperous economies, energy conservation and a sustainable environment through transportation

Goal 2 *Access*

Provide and sustain transportation that allows people of all ages, abilities and geographic locations to access jobs, goods, services, schools and community activities

Goal 3 *Adaptive Transportation Capacity*

Use new technologies and partnerships to make better use of existing transportation assets and meet changing customer needs

Goal 4 *Customer Experience*

Enhance everyone's transportation experience by providing public transportation that is safe, seamless, pleasant, convenient, reliable, relevant and understandable

Goal 5 *Transportation System Guardianship*

Protect, conserve and manage Washington's transportation assets in a manner that maximizes and sustains their value to the public, public transportation and the statewide transportation system

Section IX: Planned Capital expenses

The figure below outlines Whatcom Transportation Authority's planned capital expenses for 2021-2026.

Figure 8 - 2021-2026 Summary of Planned Capital Expenses

Year Expensed	Type	Preservation/ replacement (quantity)	Expansion/ improvement (quantity)
Rolling Stock			
2021	Fixed route heavy duty buses	8	
2021	Fixed route electric buses		2
2021	Cutaway buses	10	2
2022	Fixed route heavy duty buses	9	
2022	Cutaway buses	13	
2023	Fixed route heavy duty buses	8	
2023	Cutaway buses	5	
2023	Vanpool vans	3	
2024	Fixed route heavy duty buses	4	
2024	Fixed route electric buses	6	
2024	Cutaway buses	6	
2024	Vanpool vans	3	
2025	Fixed route heavy duty buses	8	
2025	Vanpool vans	3	
2026	Cutaway buses	11	
2026	Vanpool vans	3	
Equipment			
2021	Electric bus charging equipment		2
2021	Routes truck	1	
2022	Install and implement Ops Web		1
2022	Replace shuttle vehicles	3	
2022	Cordata Station electric bus charging station		1
2022	Install wash bay and detailing booth	1	
2024	Midway lot backup generator		1
2024	Install bus lift	1	
Facilities and Infrastructure			
2021	North Lot property purchase		1
2021	Improve bus stop facilities (shelters)	5	
2021	Upgrade Ferndale Station lighting to LED	1	
2021	MOAB Phase 2 remodel		1
2021	Facilities and Infrastructure	1	
2022	Fleet & Facilities office remodel	1	
2022	Improve bus stop facilities (shelters)	5	

Year		Preservation/ replacement (quantity)	Expansion/ improvement (quantity)
Expensed	Type		
2022	North Lot property development		1
2022	Facilities and Infrastructure	1	
2023	BTS Station Remodel	1	
2023	Improve bus stop facilities (shelters)	5	
2023	North Lot property development		1
2023	Midway Lot building		1
2024	Facilities and Infrastructure	1	
2025	Improve bus stop facilities (shelters)	5	
2025	Bellingham Transit Station concourse design		1
2025	MOAB 1 st floor expansion		1
2025	Facilities and Infrastructure	1	
2026	Bellingham Transit Station new concourse		1
2026	Improve bus stop facilities (shelters)	5	

*MOAB – Maintenance, Operations and Administrative Base

Section X: Planned Operating Changes

Figure 9 outlines Whatcom Transportation Authority's planned operating changes for 2021-2026. Service changes beyond 2021 have not yet been planned due to several events: 1) WTA is working on a long-range plan which will provide a foundation for short-term operation adjustments; 2) Significant uncertainty exists around service changes needed to respond to travel behavior changes and financial adjustments due to COVID-19 related issues. Changes in Washington state vanpool legislation may also be a factor in future changes to the vanpool program.

Figure 9 - 2021-2026 Summary of Planned Operating Changes

Year	Type	Reduction	Expansion/ Improvement
2021	Returning to pre COVID-19 levels of service, add Route 29 to better serve the Cordata neighborhood, and adding on-demand service of the Lynden Hop	-	X
2022	Unknown	-	-
2023	Unknown	-	-
2024	Unknown	-	-
2025	Unknown	-	-
2026	Unknown	-	-

Section XI: Multiyear Financial Plan

Capital Improvement Program

Whatcom Transportation Authority's capital improvement program includes the capital expenses identified in Section IX.

Funds for capital projects are from federal, state, and local funds. The local match for federal and state grants is 15-20 percent for vehicles.

Figure 10 - Capital Improvement Program

Category	2020	2021	2022	2023	2024	2025	2026
Equipment	\$ 183,773	\$ 569,000	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities	\$ 104,267	\$ 1,464,000	\$ 1,765,970	\$ 8,185,125	\$ 744,516	\$ 3,316,650	\$ 150,000
Technology	\$ 838,692	\$ 1,162,364	\$ 150,000	\$ -	\$ -	\$ -	\$ -
Vehicles, Non-Revenue	\$ 30,320	\$ 82,700	\$ 90,000	\$ -	\$ -	\$ -	\$ -
Vehicles, Revenue	\$ 3,019,311	\$ 10,556,015	\$ 8,140,000	\$ 6,260,800	\$ 11,531,813	\$ 5,723,000	\$ 2,405,000
Total	\$ 4,176,363	\$ 10,384,079	\$ 10,145,970	\$ 14,445,925	\$ 12,276,329	\$ 9,039,650	\$ 2,555,000

Operating Financial Plan

Whatcom Transportation Authority is funded locally through retail sales tax collection as the primary revenue source. We also obtain funding through fares paid to ride the bus, grant funding, advertising and other miscellaneous revenues.

The figure below details our operating and maintenance financial plan.

Figure 11 - Operating and Maintenance Financial Plan

Operating Revenues	2021	2022	2023	2024	2025	2026
Beginning Balance	\$35,001,537	\$40,205,554	\$60,627,291	\$54,050,929	\$53,908,163	\$52,172,533
Revenues						
Sales Tax	29,611,528	31,092,104	32,646,710	34,279,045	35,992,997	37,792,647
Farebox	685,608	2,588,801	2,603,282	2,617,867	2,632,556	2,647,350
Vanpool Income	72,492	72,492	72,492	72,492	72,492	72,492
Operating Grants	10,651,015	22,535,090	1,334,945	1,361,644	1,388,877	1,416,655
Other	148,292	151,258	154,283	157,369	160,516	163,726
Interest Income	236,000	500,809	505,315	507,845	511,400	514,980
Total Revenues	41,404,935	56,940,554	37,316,027	38,996,262	40,758,838	42,607,850
Annual % Change						
Operating Expenses						
Fixed Route	21,765,550	22,853,828	23,996,519	25,196,345	26,456,162	27,778,970
Paratransit	9,324,982	9,791,231	10,280,792	10,794,832	11,334,574	11,901,302
Vanpool	179,799	188,789	198,228	208,139	218,546	229,474
Depreciation	5,509,344	5,647,078	5,788,255	5,932,961	6,081,285	6,233,317
Total Expense	36,779,674	38,480,925	40,263,794	42,132,277	44,090,567	46,143,063
Add back Depreciation	5,509,344	5,647,078	5,788,255	5,932,961	6,081,285	6,233,317
Total Available	10,134,605	24,106,707	2,840,488	2,796,946	2,749,556	2,698,104
Grant Revenue						
Federal Capital Grants	601,066	0	0	0	0	0
Paratransit Vehicles	2,550,000	1,853,000	735,250	909,500	0	1,717,000
Fixed Route Vehicles	5,752,425	4,608,000	4,219,040	8,650,491	4,476,000	0
Vanpool Vehicles	0	0	74,785	76,625	78,464	80,303
Total Grant Revenue	8,903,491	6,461,000	5,029,075	9,636,616	4,554,464	1,797,303
Capital Expenditures						
Vehicles	10,556,015	8,140,000	6,260,800	11,831,813	5,723,000	2,151,000
Non-Revenue Vehicles	82,700	90,000	0	0	0	0
Facilities	2,033,000	1,765,970	8,185,125	744,516	3,316,650	4,833,972
Technology	1,162,364	150,000	0	0	0	0
Equipment	0	0	0	0	0	0
Total Capital Expenditures	13,834,079	10,145,970	14,445,925	12,576,329	9,039,650	6,984,972
Grant Revenue Less Capital Exp	-4,930,588	-3,684,870	-9,416,850	-2,939,713	-4,485,186	-5,187,669
Transfers (net)	0	0	0	0	0	0
Ending Balance 12/31	\$40,205,554	\$60,627,291	\$54,050,929	\$53,908,163	\$52,172,533	\$49,682,968

This Operating and Maintenance Financial Plan reflects significant revenue uncertainty stemming from unknown future sales tax collection rates and lost revenue from sources like fare revenues and contracts. The full impacts of COVID-19 on future budgets is difficult to predict, and adjustments are expected as the situation evolves.

Below are the assumptions used in the above figure.

Revenues:

- 2021-2026 Sales tax revenue - 2021 equals 2019 actuals, increase 5% each year, beginning in 2022.
- 2021-2026 Vanpool income - increase 2% from 2019 actuals, then steady revenue with no growth. Recent approved changes in vanpool legislation may impact revenues in future years. WTA is assessing how/if to implement the changes.
- 2021-2026 Paratransit revenue - 2021 back to 2020 levels, then increasing 2% each year.
- 2021-2026 Fixed route revenue - increasing .5% each year. No current plans to dramatically increase ridership or revenue. Planned fare increase contributes a small amount to revenue.
- 2021-2026 investment income – increase .7% over 2020 budget. Financial Reserve Board has lowered rates dramatically, raising rates will primarily depend on unemployment and consumer spending.
- 2021-2026 Operating grants – increasing 3% increase each year.
- Federal relief funds are shown as operating grants and will be reported in a new Budget, Accounting, and Reporting System (BARS) code.

Expenses:

- Operating expenses – projected 2020 year end based on spending levels to date.
- 2021-2026 increased by 3% each year. The impacts of the WTA 2040 plan are not included in the projected expenses.

Section XII: Projects of Regional Significance

WTA has submitted the projects to the WCOG for inclusion in the TIP as listed in Figure 12 below. These projects are included in WTA's CIP (Figure 10).

Figure 12 - Projects of Regional Significance

Year	Project Description	2021-2026 TIP \$
2021	Mobility on Demand Pilot Project	899,235
2021	Lincoln Creek Park & Ride Improvements	1,100,000
2021	Replace Fixed Route Diesel Buses-2021 (approx. 9)	5,760,000
2021	Replace Paratransit Mini Buses-2021 (approx. 14)	1,911,000
2021	Replace Vanpool Vans-2021 (approx. 3)	116,000
2021	Cordata Transit Station Electric Charging Station	361,000
2021	Midway Lot Electric Bus Backup Generator	821,000
2021	Midway Lot Building	2,651,800
2022	Wash Bay Detailing Booth	331,900
2022	Replace Fixed Route Diesel Buses-2022 (approx. 8)	5,273,800
2022	Replace Paratransit Mini Buses-2022 (approx. 13)	1,829,000
2022	Replace Vanpool Vans-2022 (approx. 3)	119,000
2022	Purchase three (3) electric buses and infrastructure	4,226,556
2023	Property Development	2,200,000
2023	Bellingham Transit Station Building Remodel	387,600
2023	Bellingham Transit Station Concourse	4,500,000
2023	Maintenance Bay 2 Lift	416,800
2023	Replace Paratransit Mini Buses-2023 (approx. 5)	725,000
2023	Replace Vanpool Vans-2023 (approx. 3)	122,000
2023	Purchase six (6) electric buses and infrastructure	8,030,000
2024	Replace Fixed Route Diesel Buses-2024 (approx. 10)	6,790,000
2024	Replace Paratransit Mini Buses-2024 (approx. 6)	896,000
2024	Replace Vanpool Vans-2024 (approx. 3)	125,000
2025	Replace Fixed Route Diesel Buses-2025 (approx. 8)	5,595,000
2025	Replace Vanpool Vans-2025 (approx. 3)	128,000
2026	Replace Paratransit Mini Buses-2026 (approx. 11)	1,741,806
2026	Replace Vanpool Vans-2026 (approx. 3)	131,000
TOTALS		57,188,497