



2019 Report
&
Transit Development Plan 2020 – 2025



Date of Public Hearing: July 16, 2020

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 approved the 2019 Report and Transit Development Plan for 2020-2025 on July 16, 2020.

Public Participation Process

Public comment period: July 3, 2020 – July 16, 2020

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

Public hearing: Whatcom Transportation Authority held a virtual public hearing during the regularly scheduled board meeting on the Transit Development Plan on July 16, 2020 at 8:00 a.m.

Notice posted to the website: Whatcom Transportation Authority posted a notice of the hearing on the Transit Development Plan to its website at www.ridewta.com on July 3, 2020.

Digital and Paper copies: Whatcom Transportation Authority posted the digital copy of the Transit Development Plan on its website on July 3, 2020 at www.ridewta.com/business/reports. Paper copies were 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 published a notice of the hearing on the Transit Development Plan on July 5, 2020.

Plan Distribution

On August 24, 2020, Whatcom Transportation Authority distributed the adopted Transit Development Plan to:

- PTDPlans@wsdot.wa.gov
- The agency's assigned WSDOT Community Liaison Marianna Hanefeld at hanefem@wsdot.wa.gov
- 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.

2019 WTA Board Members

Eric Davidson	Blaine City Council
Jim Ackerman	Mayor of Nooksack
Kelli Linville	Mayor of Bellingham
Jack Louws	Whatcom County Executive
April Barker	Bellingham City Council – Board Vice Chairperson
Michael Lilliquist	Bellingham City Council - Board Chairperson
Scott Korthuis	Mayor of Lynden
Satpal Sidhu	Whatcom County Council
Teresa Taylor	Ferndale City Council
A.J. Walcott	Amalgamated Transit Union — Non-Voting Labor Representative

As approved in the 2019 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	35.00
Operations	216.00
Planning	4.70
Total	276.70

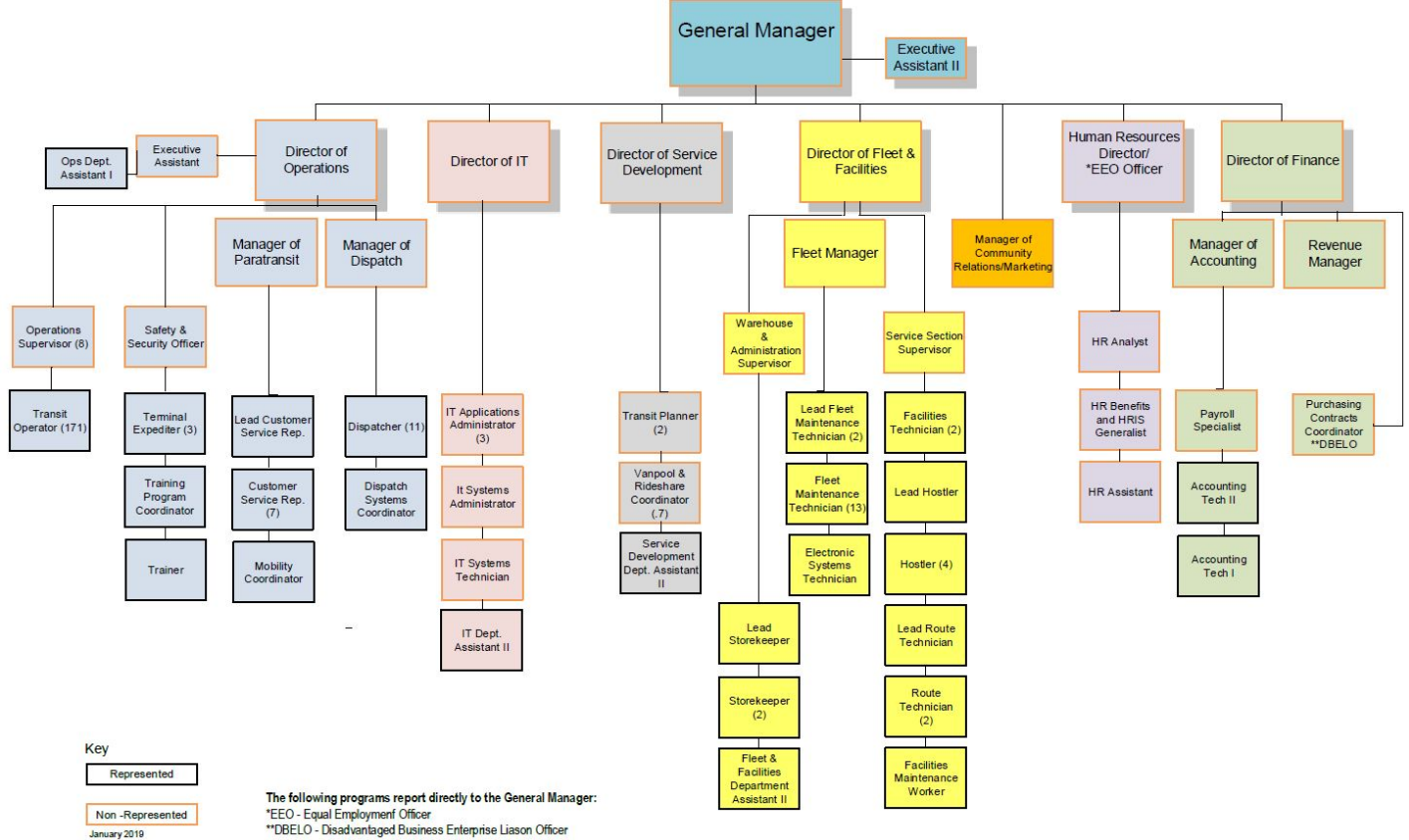
Figure 1 - Corporate Organizational Chart



2019 Organizational Chart

Board of Directors

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



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 Short St. 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.

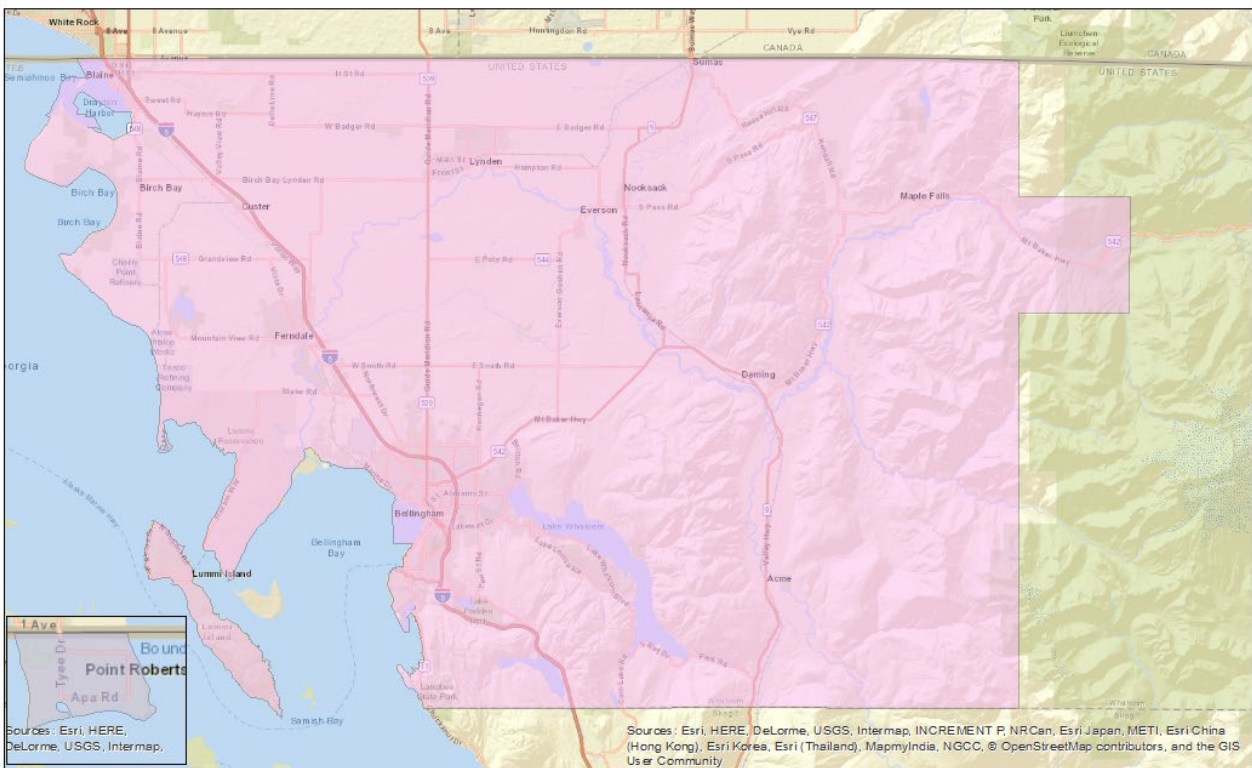


Lynden Station — located at Main St. and 19th in Lynden. This facility has an 89-stall park & ride, 2 passenger loading areas and is served by 1 route.

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. The following guidelines generally apply:

- 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. For part of 2019, Flex service was also offered on a service that connected small towns in the north county.

- 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
- 4) Rt 65 Connecting Nooksack, Everson, Lynden, Birch Bay Square, and Ferndale (until June 2019)

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 2019, the average number of vans in service was 12.

2019 Changes to Service

- New Route 105 between Fairhaven and Downtown.
- New Route 196 to WWU/Lincoln Street.
- New Route 197 to Lincoln Street/WWU.
- New routing on Route 26 to serve Lynden Middle School.
- Both the route alignments and schedules were changed on the following routes: 3, 4, 50, 525, and 533.
- Minor schedule changes were made to the following routes: 1, 15, 24, 49, 72X, 75, 80X, 107 and 108.
- Service was eliminated on the following routes:
 - Route 5 - Portions of this route are now served by Routes 105, 196 and 197.
 - Route 11 - This area is now served by Route 105.
 - Route 65 - This route was a two-year pilot project. Due to low ridership and the end of grant funding, Route 65 was eliminated.
 - Route 92 WWU/Lincoln Creek - Portions of this route are now served by other routes.

Fares

The Fare Rates and Rules for 2019 was implemented on February 21, 2019.

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.....	\$25.00
92-Day Pass.....	\$70.00
Select (for Veterans, Seniors and Riders with Disabilities) 31-Day Pass.....	\$13.00
Select (for Veterans, Seniors and Riders with Disabilities) 92-Day Pass.....	\$35.00
Youth 31-Day Pass	\$15.00
Youth 92-Day Pass	\$40.00
Student 31-Day Pass	\$15.00
Student 92-Day Pass	\$40.00
Skagit-Whatcom Day Pass.....	\$6.00
County Connector 31-Day Pass.....	\$50.00
County Connector Youth/Student/Select 31-Day Passes.....	\$25.00

Paratransit Fare Rates

Cash Fare (Single Ride).....	\$1.00
Paratransit Companion Riders	\$1.00
Paratransit companion Riders under age 8 and 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. In June of 2019, WTA started serving the terminal building of the Bellingham International Airport. Before then, the Port of Bellingham operated a shuttle to transport passengers from a nearby stop to the terminal.

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 2019, there were 33,956 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 2020-2025, 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

Goals, Objectives and Strategies	State Goal Areas					
	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
<p>Increase Accessibility, Convenience and Attractiveness of Riding the Bus.</p> <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
<p>Actively Partner with our Community</p> <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	
<p>Right Size Service to Match Community Needs</p> <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
<p>Protect and Preserve our Environment</p> <ul style="list-style-type: none"> ▪ Reduce our net carbon output annually. ▪ Reduce our rate of resource consumption annually. 					X	X
<p>Contribute to Whatcom County’s Quality of Life</p> <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	
<p>Cultivate Organizational Excellence</p> <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 two standards to measure the performance of its system: productivity and on-time performance. 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. The following section describes these measures in more detail.

Productivity

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

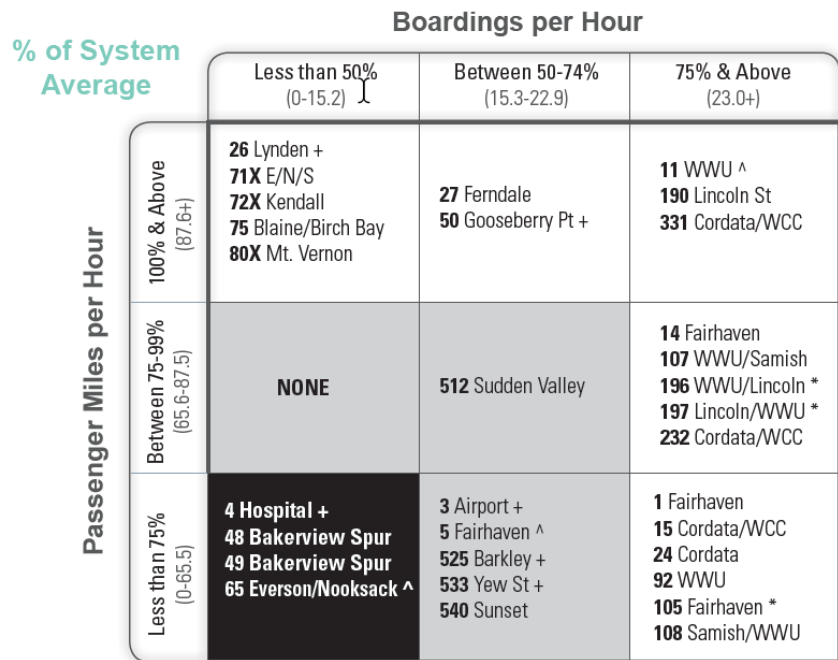
Figure 5 - Productivity Standards

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



* new route June 2019 + modified route June 2019 ^ discontinued route June 2019

On-Time Performance

Measured By: Percentage of trips that arrive on time (at a station)
Standards

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.

Other performance measures are illustrated in WTA’s annual service performance reports but do not have numerical targets. In 2020-2021, WTA will be preparing the WTA 2040 long range transit plan and may identify additional performance measures for inclusion in future transit development plans. The rollout of new technology tools including Smart Bus, WTA’s new Advanced Traveler Information System, TouchPass, the new fare payment system and ArcGIS, will enable a greater array of reporting options in the future.

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 above 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, and Maintenance and Preservation.

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 2020-2025.

Figure 8 - 2020-2025 Summary of Planned Capital Expenses

Year received/expensed	Type	Preservation/replacement (quantity)	Expansion/improvement (quantity)
Rolling Stock			
2020	Fixed route heavy duty buses	3	
2020	Fixed route heavy duty electric buses		2
2020	Cutaway buses	9	
2020	Vanpool vans	6	
2021	Fixed route heavy duty buses	8	
2021	Cutaway buses	14	
2021	Vanpool vans	3	
2022	Fixed route heavy duty buses	9	
2022	Cutaway buses	13	
2022	Vanpool vans	3	
2023	Fixed route heavy duty buses	8	
2023	Cutaway buses	5	
2023	Vanpool vans	3	
2024	Fixed route heavy duty buses	9	
2024	Cutaway buses	6	
2024	Vanpool vans	3	
2025	Fixed route heavy duty buses	8	
2025	Vanpool vans	3	
Equipment			
2020	Replace Mobile Data Terminals	45	
2020	SmartBus vehicle locator/stop announcement software		1
2020	Paratransit rider voice/text notification system		1
2020	Mobility on demand grant pilot project accessible vans		3
2020	Receive routes maintenance and shop trucks	2	
2020	Receive accessible vehicle for travel training		1
2020	Asset management software		1
2020	Fuel dispenser installation	1	
2020	Software for MOD grant		1
2021			
2022	Receive supervisor vehicles	5	
2023			
2024	Receive dump truck	1	
2025	Receive electric vehicle	1	

Year received/expensed	Type	Preservation/replacement (quantity)	Expansion/improvement (quantity)
Facilities and Infrastructure			
2020	Property Purchase		1
2020	Install LED lighting at Ferndale Station	1	
2020	Secure front door and tool crib access		1
2020	Install sound barrier glass wall		1
2020	Improve bus stop facilities (shelters) Bellingham Transit Station new concourse design		5
2021	Lincoln park and ride improvements		1
2021	Improve bus stop facilities (shelters)		5
2021	Facilities and Infrastructure		1
2022	Bellingham Transit Station new concourse		1
2022	Improve bus stop facilities (shelters)		5
2022	Facilities and Infrastructure		1
2023	Improve bus stop facilities (shelters)		5
2024	Facilities and Infrastructure		1
2025	Improve bus stop facilities (shelters)		5
2025	Facilities and Infrastructure		1

* MOAB - Maintenance, Operations and Administrative Base

Section X: Planned Operating Changes

Figure 9 outlines Whatcom Transportation Authority's planned operating changes for 2020-2025. Service changes beyond 2020 have not yet been planned due to several events: 1) WTA is embarking 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.

Figure 9 - 2020-2025 Summary of Planned Operating Changes

Year	Type	Reduction	Expansion/Improvement
2020	Adjust timepoints, extend a trip on Route 72X, minor routing changes on Route 24 and Route 27	-	X
2021	Unknown	-	-
2022	Unknown	-	-
2023	Unknown	-	-
2024	Unknown	-	-
2025	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 20 percent for vehicles.

Figure 10 - Capital Improvement Program

Category	2019	2020	2021	2022	2023	2024	2025
Equipment	\$ 12,856	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities	\$ 1,900,746	\$ 2,230,471	\$ 246,820	\$ 249,725	\$ 252,716	\$ 255,798	\$ 150,000
Technology	\$ 613,136	\$ 1,113,000	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles, Non-Revenue	\$ -	\$ 189,000	\$ -	\$ 170,000	\$ -	\$ 100,000	\$ 50,000
Vehicles, Revenue	\$ 4,735,860	\$ 5,833,870	\$ 6,998,072	\$ 8,284,000	\$ 6,121,000	\$ 8,228,540	\$ 5,401,806
Total	\$ 7,262,598	\$ 9,438,341	\$ 7,244,892	\$ 8,703,725	\$ 6,373,716	\$ 8,584,338	\$ 5,601,806

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	2020	2021	2022	2023	2024	2025
Beginning Balance	\$30,305,608	\$27,741,406	\$23,764,120	\$19,201,270	\$15,050,651	\$10,424,942
Revenues						
Sales Tax	23,689,222	29,611,528	31,092,104	32,646,710	34,279,045	35,992,997
Farebox	2,069,318	2,752,175	2,767,640	2,783,215	2,798,904	2,814,706
Contract Revenue	0	0	0	0	0	0
Vanpool Income	102,563	112,489	112,489	112,489	112,489	112,489
Operating Grants	1,038,580	500,000	515,000	530,450	546,364	562,754
Other	170,000	173,400	176,868	180,405	184,013	187,694
Interest Income	438,679	464,073	466,393	468,725	471,069	473,424
Total Revenues	27,508,362	33,613,664	35,130,494	36,721,994	38,391,884	40,144,065
Annual % Change						
Operating Expenses						
Fixed Route	23,242,298	24,312,064	25,375,677	26,573,705	27,727,069	28,932,674
Paratransit	11,001,910	11,508,292	12,011,761	12,578,856	13,124,809	13,695,491
Vanpool	215,372	225,285	235,141	246,243	256,930	268,102
Depreciation	4,774,508	4,893,870	5,016,217	5,131,623	5,270,163	5,401,917
Total Expense	39,234,089	40,939,512	42,638,796	44,540,426	46,378,971	48,298,185
Add back Depreciation	4,774,508	4,893,870	5,016,217	5,141,623	5,270,163	5,401,917
Total Available	-6,951,219	-2,431,977	-2,492,085	-2,676,809	-2,716,925	-2,752,203
Grant Revenue						
Federal Capital Grants	9,514,300	0	0	0	0	0
Paratransit Vehicles	1,014,482	1,625,421	1,554,613	615,863	761,206	0
Fixed Route Vehicles	3,287,925	3,840,000	4,608,187	4,219,046	5,432,024	4,475,987
Vanpool Vehicles	64,350	64,350	64,350	64,350	64,350	64,350
Total Grant Revenue	13,881,057	5,529,771	6,227,151	4,899,260	6,257,580	4,540,337
Capital Expenditures						
Vehicles	5,622,898	6,828,260	7,878,191	6,120,353	7,810,566	5,722,984
Non-Revenue Vehicles	189,000	0	170,000	0	100,000	50,000
Facilities	2,294,542	246,820	249,725	252,716	255,798	150,000
Technology	1,387,600	0	0	0	0	0
Equipment	0	0	0	0	0	0
Total Capital Expenditures	9,494,040	7,075,080	8,297,916	6,373,069	8,166,364	5,922,984
Grant Revenue Less Capital Exp	4,387,017	-1,545,309	-2,070,765	-1,473,809	-1,908,784	-1,382,647
Transfers (net)	0	0	0	0	0	0
Ending Balance 12/31	\$27,741,406	\$23,764,120	\$19,201,270	\$15,050,651	\$10,424,942	\$6,290,093

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:

- 2020 Sales tax revenue - 20% less than 2019 actuals.
- 2020 Vanpool income - down 7% from 2019.
- 2020 Paratransit revenue - 50% of 2020 budget.
- 2020 FR revenue - 75% of 2020 budget. Fare free, colleges online, delay of fare increase. WWU abbreviated on campus schedule for fall.
- 2020 Investment Income - 95% of 2020 budget.
- 2021 Sales tax revenue - 2021 equals 2019 actuals, up 5% each year, beginning in 2022.
- 2021-2025 Vanpool income - up 2% from 2019 actuals, then steady revenue with no growth.
- 2021-2025 PR revenue - 2021 back to 2020 levels, then increasing 2% each year.
- 2021-2025 FR revenue - increasing .5% each year. No current plans to dramatically increase ridership or revenue. Planned fare increase contributes a small amount to revenue.
- 2021-2025 investment income - .5% over 2020 budget. FRB has lowered rates dramatically, raising rates will depend on unemployment figures and how quickly consumers being spending.
- 2021-2025 Operating grants - 3% increase each year.
- The CARES Act funding will be shown as revenue in WTA's financial statements. A new BARS code has been created for the funding.

Expenses:

- Operating expenses – projected 2020 year end based on spending levels to date.
- 2021-2025 reduced by 3% for budget lapse each year and a 3% compounding decrease in spending for each year.
- Capital expenses – removed all projects other than vehicle replacement and facility work to maintain a State of Good Repair for 2021-2025.

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	2020-2025 TIP \$
2020	Maintenance Bay 2 Lift	364,000
2020	Wash Bay Detailing Booth	444,000
2020	Paratransit Rider/Voice Text Notifications	108,000
2020	Maintenance, Operations, Admin Phase 2 Remodel	341,000
2020	Purchase two (2) electric buses and infrastructure	3,000,000
2020	Replace Fixed Route Diesel Buses-2019 (approx. 8)	4,800,000
2020	Replace Vanpool Vans-2020 (approx. 3)	114,000
2020	Replace Paratransit Mini Buses-2020 (approx. 9)	1,194,000
2020	Replace Fixed Route Diesel Buses-2020 (approx. 9)	5,761,000
2020	Lincoln Creek Park & Ride Improvements	2,000,000
2021	Property Development	2,200,000
2021	Replace (approx. 3) Vanpool Vans	108,000
2021	Replace Paratransit Mini Buses-2021 (approx. 14)	1,913,000
2021	Replace (approx. 8) Fixed Route Diesel Buses	5,274,000
2022	Bellingham Transit Station Concourse	4,500,000
2022	Bellingham Transit Station Building Remodel	387,600
2022	Replace (approx. 3) Vanpool Vans	111,000
2022	Replace (approx. 13) Paratransit Buses	1,829,000
2022	Replace Fixed Route Diesel Buses-2022 (approx. 10)	6,791,000
2023	Replace (approx. 3) Vanpool Vans	114,000
2023	Replace (approx. 5) Paratransit Buses	725,000
2024	Replace (approx. 6) Paratransit Buses	896,000
2025	Replace (approx. 3) Vanpool Vans	120,000
TOTALS		43,094,600