

Appendix ___

Tribal, land-management, and wildlife agencies provided draft versions of Whatcom Mobility 2040 and asked to provide comment per MPO planning requirements.

- Department of Ecology - State of Washington
Northwest Region, Director, Tom Buroker, thomas.buroker@ecy.wa.gov
- Whatcom County Health Department
Community Health Manager, Astrid Newell, health@whatcomcounty.us
- Lummi Nation
Transportation Planner, Kirk Vinish, kirkv@lummi-nsn.gov
- Nooksack Tribe
Transportation Planner, Keri Cleary, kshepherd@nooksack-nsn.gov
Tribal Council Chair, Robert Kelly, bkelly@nooksack-nsn.gov
- U.S. Forest Service
Mount Baker-Snoqualmie, Forest Supervisor, Jamie Kingsbury,
Mailroom_r6_mt_baker_snoqualmie@fs.fed.us
- Washington State Department of Natural Resources
Northwest Region, northwest.region@dnr.wa.gov
- Washington State Department of Fish & Wildlife
North Puget Sound Region, Regional Director, Bob Everitt, TeamMillCreek@dfw.wa.gov

Letter sent to above contacts (April 10, 2017)

Dear _____,

The Whatcom Council of Governments (WCOG), the region's federally designated metropolitan planning organization (MPO), is updating our region's twenty-year MTP.

There are two elements of an MTP that we are specifically inviting input from your agency or government on.

23CFR1.450.324(f)(10): A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation

23CFR1.450.324(g): The MPO shall consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate 1) Comparison of transportation plans with state conservation plans or maps, if available; or 2) Comparison of transportation plans to inventories of natural or historic resources, if available.

WCOG would very much appreciate your agency's or government's review of the current draft of *Whatcom Mobility 2040*, especially with respect to the environmental mitigation and land-use management themes described above. Please provide us with any feedback your agency or government has regarding how elements of the draft MTP present opportunities for environmental mitigation and or present incompatibilities with current natural or historic resource management plans. *Whatcom Mobility 2040* is scheduled to be considered for adoption by the Whatcom Transportation Policy Board on May 10, 2017. Please submit any comments or feedback before Wednesday, May 3.

A draft of *Whatcom Mobility 2040* is available at WhatcomMobility.org

WCOG appreciates your help with improving the MTP's discussion of environmental impacts and inter-agency mitigation strategies. I'm more than happy to talk in person or on the phone to discuss this request, hear feedback from your agency or government and review the draft MTP in greater detail.

Responses received

From WA Department of Ecology, May 4, 2017.

Thanks for the opportunity to comment on the WCOG MTP update! We sent the information you provided to our program leads in the Northwest office for their review and also tapped our headquarters Air Quality team. We received the following comments from our air program:

- It is not clear what the projects proposed will do to improve air or water quality, or how preventing further degradation or causing improvements is used in the project selection process.
- There does not seem to be a lot of clarity related to changes in the vehicle fleet as alternative fueled vehicles become a larger percentage of the vehicle fleet – i.e projects or plans to encourage private investment charging stations for electric vehicles, or fueling stations selling compressed or liquefied natural gas for fleet and private vehicles.
- Evaluations of projects along shorelines need to address the potential effects of climate change on water levels, especially sea level rise.
- There has been a West Coast push to provide truck stop electrification. It does not seem like this is reflected in this plan, especially for those locations where combination truck/trailers are parked and idled for long periods of time, such as at the Canadian Border. This larger policy should be reflected within the plan.

I hope these are helpful. Thanks again for allowing a chance for input!

Please let us know if you'd like to discuss our comments or other issues.

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