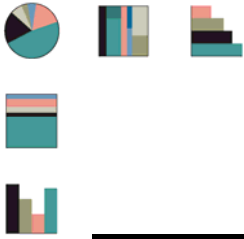


## Appendix A: Fiscal Assessment of Comprehensive Plan Alternatives

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## MEMORANDUM

**DATE:** May 1, 2009 – Addendum Incorporated September, 24, 2009  
**TO:** Whatcom County Comprehensive Planning Team  
**FROM:** Brett Sheckler and Kapena Pflum, Berk & Associates  
**RE:** DRAFT: Fiscal Assessment of Comprehensive Plan Alternatives

As part of its Comprehensive Plan Update process, Whatcom County is conducting an environmental impact assessment of conceptual alternatives for growth. Guided by requirements of the State Environmental Policy Act (SEPA), the County has identified four conceptual alternatives—four alternative patterns of growth that envision different urban and rural land use patterns and that contemplate modest potential shifts in urban growth boundaries within Whatcom County.

The four alternatives that are being assessed include:

1. **SEPA No Action Alternative:** An alternative that envisions population growth of nearly 44,000 people from 2008 to 2031, and envisions distribution of that growth in a pattern that is consistent with Whatcom County's current Comprehensive Plan.
2. **SEPA No Action-Continuation of Trends:** An alternative that assumes population growth of nearly 67,500, and envisions distribution of that growth in a pattern that is consistent with recent growth trends.
3. **SEPA Alternative X:** An alternative that also assumes population growth of nearly 67,500, but envisions little growth in rural areas of the County, and increased shares of population and employment growth going to Bellingham.
4. **SEPA Alternative Y:** An alternative that assumes the same population growth of nearly 67,500, but envisions a larger portion of that growth being focused away from Bellingham and towards the other small urban communities in the County, with a share of growth in rural parts of the County that is less than what has been seen in recent years, but more than is envisioned in Whatcom County's current Comprehensive Plan.

In addition to completing an assessment of *environmental* impacts of the SEPA alternatives, Whatcom County decision makers and stakeholders are interested in understanding the *fiscal* impacts of the alternatives:

*What implications might the alternative growth scenarios have for efficient delivery of public services? And on the flip side of the same coin, what implications might they have on taxpayers (in terms of the taxes they pay and the services they enjoy)?*

Given this interest, Whatcom County contracted with BERK to provide a high-level assessment of the fiscal implications associated with SEPA alternatives. This memorandum represents BERK's presentation of findings from that assessment.

The following discussion begins with a foundational assessment of how local and regional governance works in Washington State—laying out some fundamental, structural challenges that counties, in particular, are facing. Following that foundational discussion, the remainder of the memorandum delves into key aspects of the ways in which alternative growth scenarios may generate fiscal/service impacts on jurisdictions and their constituents.

## **LAYING SOME GROUNDWORK: BIG-PICTURE CONTEXT**

Before considering the fiscal impacts associated with alternative growth scenarios, it is useful to spend a bit of time considering the fiscal and governance context in which these futures will unfold. In particular, it is important to consider the underlying dynamics that are being felt by the major providers of governmental services in the County: (1) Whatcom County and (2) Whatcom County's seven cities.

The discussion immediately below begins by examining Whatcom County's perspective—examining the fiscal conditions that Whatcom County currently faces. This discussion is then followed by a brief examination of the city perspective—in particular, examining the implications that growth has for cities of different size.

### **Whatcom County's Perspective – Challenges of a Regional Service Provider**

Under Washington State law, *local* governmental services are provided through a patchwork of local jurisdictions (many of which overlap). Among others, these jurisdictions include cities, fire districts, library districts, port districts, school districts, and water and sewer districts.

Most of these jurisdictions are strictly providers of local services. They provide a specific set of services for constituents within a specific geographical area.

Washington State's counties, on the other hand, operate in a more complex environment, providing services to, and collecting taxes from, multiple constituencies. In effect, **counties are engaged in three distinct lines of business:**

1. **Local** - Counties provide local services and collect local taxes in unincorporated parts of the county.
2. **Regional** - Counties provide regional services for the benefit of all county constituents and collect regional taxes on a countywide basis.
3. **Contract** – Counties provide services for (or to) local jurisdictions in exchange for payments.

Most people know that counties provide local, regional, and contract services, but most tend *not* to think of these functions as distinct lines of business. However, when one wants to understand the complexities of running a county, and when one wants to understand the deep-seated challenges that counties face, BERK has found that thinking in terms of three distinct lines of business helps to clarify the issues.

From a fiscal/service delivery perspective, counties in Washington State face a number of big problems. Among these, the biggest by far is the simple reality that their regional line of business is unsustainable.

## **Regional Revenues are not Keeping Up with the Costs of Regional Services**

Over the past ten years, a combination of statewide initiatives and legislative actions has altered the landscape for local governments. The most sweeping changes have revolved around voters' decisions to end the Motor Vehicle Excise Tax, and to create strict limits on the growth of property taxes.

Across Washington State, the effect of these actions has varied by jurisdiction. Cities and local service providers like fire and library districts face one set of challenges, while Washington's counties face another.

If one were to ask a city manager or a fire chief about the altered landscape, they would probably say three things:

1. There is always a tension between local governments' desire to provide high levels of public services and the reality that taxpayers' dollars face many competing demands;
2. Recent shifts in tax structure have made it more difficult to make ends meet—to balance that tension; and
3. Difficulties notwithstanding, most cities and special service districts across the state have found that they *do* have the tools to adapt to the shifting tax structure. The solutions (from tapping unused taxing authority, to securing voter-approved "levy-lid-lifts", to cutting levels of service) may not be easy, but they are out there.

### **Counties Are Different**

As designated agents of the State, counties have a prescribed set of regional service obligations (obligations that apply countywide and are independent of changes in city boundaries). Counties also have a prescribed set of regional revenue streams (revenues that are collected countywide and are unaffected by changes in city boundaries).

In Whatcom County, as in virtually every county, the most costly regional services revolve around:

- Jail (detention of pre-trial felonies);
- Juvenile services, courts, and detention; and
- Operation of Superior Court, public defenders, and prosecution.

Given the nature of these services, and given requirements that have been placed on the County as "agent of the state," costs for these categories of services tend to increase at a rate that exceeds general inflation.

On the revenue side, Whatcom County generates the vast majority of its regional revenues from a single source: the countywide property tax (nearly \$25 million in 2009). However, under Washington State's 1% property tax limit, the County faces a world where the *real* (inflation-adjusted) value of property tax revenues falls each year.<sup>1</sup>

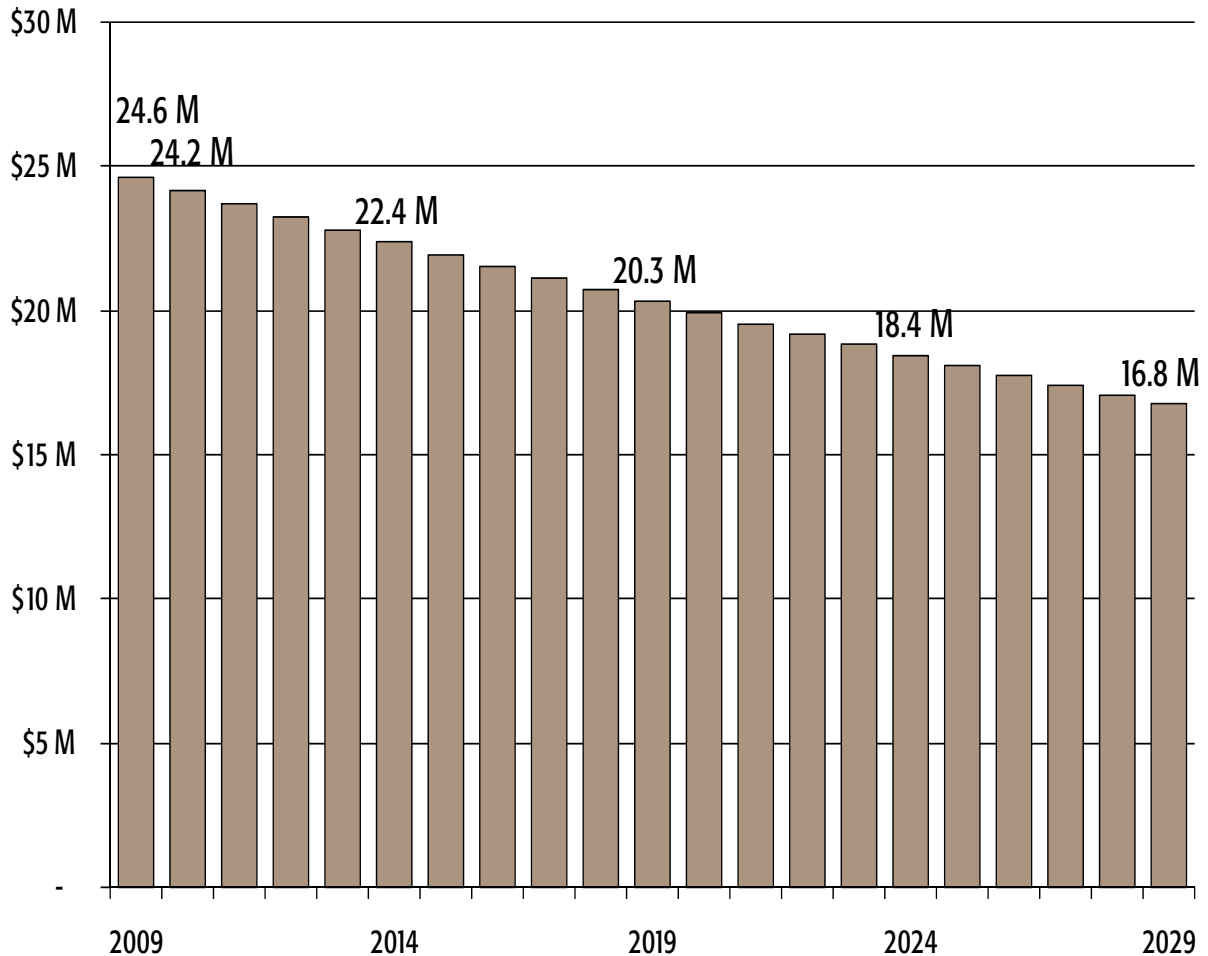
When one talks about the impact of the 1% limit, the conversation quickly gets complicated. Rather than trying to describe how all the pieces fit together, Exhibit 1 offers an illustration of how the limit

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<sup>1</sup> Absent a public vote to increase the levy (a so-called "levy lid lift"), Washington State law allows most jurisdictions' levies to grow by only 1% per year (not counting the effects of new construction).

might impact Whatcom County in coming years. The bottom line is that, in terms of purchasing power, the County's most important regional revenue source can be expected to erode, by millions of dollars, in coming years.

**Exhibit 1**  
**An Illustration of Property Tax Erosion in Whatcom County**  
**Whatcom County's Regional Property Tax Revenues in Inflation-Adjusted Dollars**



Source: Whatcom County 2009 Budget, and BERK calculations

Note: Assumes 1% growth limit, 2% growth in countywide property values from new construction, and annual cost-of-service (inflation) increases of 5%. This 5% cost-inflation reflects the combination of core inflation (equal to, perhaps, 4%) and increased demand for county services resulting from increased population (1%).

In theory, counties (like cities, fire districts, and other local jurisdictions) have the ability to seek voter-approved "levy lid lifts" to forestall the eroding effects of the 1% property tax limit. In practice however, counties have found it exceedingly difficult to win such voter approval.

Fire districts, library districts, and even cities have met with a good deal of success when they have sought levy lid lifts. Fire and library districts, in particular, have the benefit of having a straightforward relationship with their constituents—they provide a single, focused, high-profile service to a single constituency—and more often than not, their constituents vote in favor of levy lid lifts. While cities' efforts have met with more mixed results, many cities have now secured voter-approved lid lifts.

Counties, on the other hand, are in a more challenging position. County governments have complex relationships with multiple constituencies: they provide local services to unincorporated residents, they provide contract services to cities and other jurisdictions, and they provide regional services to urban and rural constituents alike.

If I am a resident of Ferndale, I think of the City of Ferndale as my primary source of governmental services. In most instances, I don't fully understand what services Whatcom County provides, and even if I *did* know, I would have a hard time getting excited about raising my property taxes to pay more for entities like Superior Court, juvenile services, juvenile court, or public prosecutors (things I might believe the State should be doing anyway).

**What all of this means is that, so far, Washington State's counties have found themselves between a rock and a hard place.** While the County *does* have other sources of regional revenues (principally, fixed shares of local sales taxes collected anywhere in the County), and while the State Legislature has given counties a few new avenues for generating regional revenues (principally, the ability to seek voter approval for up to an additional 0.3% of retail sales tax for "public safety"<sup>2</sup>), these avenues really represent only a partial, short-term solution. Even if these additional sales taxes are approved by voters and are used to underwrite regional service provision, the revenues generated by each 0.1% of new sales tax are swamped by only a handful of years of property tax erosion.

While cities and other local jurisdictions certainly face fiscal stresses of their own (particularly given the economic downturn), the intense fiscal pressure that Whatcom County is now facing around its regional services is likely to be among the most pressing problems the County will face in coming years. This fiscal pressure is perhaps *the* key piece of context that casts a shadow over all other discussions of fiscal impacts.

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<sup>2</sup> More than half of Public Safety sales taxes collected in a county flow to the county's General Fund.

## The City Perspective – Fiscal Challenges, Distribution of Sales Tax Revenues, and Economies of Scale

Cities in Washington State are also affected by the State's 1% property tax limit. However, when compared with counties, cities have a number of fiscal advantages:

- Cities, on average, are much less reliant on property tax revenues;<sup>3</sup>
- By statute, cities have greater flexibility in levying taxes (e.g. they are allowed to levy utility taxes and B&O taxes while counties are not);
- Cities have proven to be modestly successful at securing voter-approved levy lid lifts; and
- Cities, as a whole, see fiscal benefits from serving as regional centers of commerce. Cities collect significant retail sales taxes and property taxes from commercial centers, and they may receive significant utility and B&O taxes from commercial activity as well.

Regarding this last point, it is worth noting two things. First, in addition to receiving *revenues* from regional commerce, cities also bear *costs* for supporting commercial activity. (In most cases, however, commercial activities generate more in revenues than they do in costs.) Second, in many instances, cities use their financial resources to provide services that are consumed at a regional or sub-regional level. In particular, cities often fund parks and other public facilities that are enjoyed by surrounding populations.

### Sources of Fiscal Stress

Notwithstanding the fiscal tools that cities have at their disposal, many cities across Washington State are facing severe fiscal stress. Cities have more fiscal tools, but at the same time they have higher costs—generally providing higher levels of local services than counties. Also, some cities are highly reliant on property taxes, and if such property-tax-reliant cities have been unsuccessful in securing levy lid lifts, they are likely to be facing significant fiscal stress. Finally, the current economic conditions have proven particularly hard on cities.

In recent years, cities across Washington State as a whole have benefited from strong growth in retail sales taxes. Until recently, many cities that BERK has worked with have seen average sales tax growth of 6 to 7 percent per year, or more, for well over a decade. With such strong sales tax growth, many cities have become increasingly reliant on sales taxes as their primary revenue stream.

While strong revenue growth is generally considered a good thing, there are at least two down-sides to the increased focus on sales taxes as a source of city revenues:

1. **It highlights the gap between the “haves” and “have-nots”.** Cities that benefit from being the centers of commerce see large inflows of revenue, while cities that do not find themselves on the outside looking in. Some cities in Washington State received more than \$1,000 per resident in sales tax revenues in 2007, while others received \$40 per resident or less. In Whatcom County, the disparity among cities is not quite so pronounced, but it is still dramatic. Bellingham and Blaine, for example, each received

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<sup>3</sup> Across Washington State, cities receive an average of 33% of their tax-related General Fund revenues from property taxes, while property taxes for counties represent 58% of their General Fund tax-related revenues and an even higher percentage of their *regional* revenues.

nearly \$250 per resident in sales tax revenue in 2007, while Nooksack received less than any other city (\$67 per resident) (see Exhibit 2).<sup>4</sup>

2. **As cities become more reliant on sales taxes as a primary source of revenue they become more vulnerable to economic downturns.** Many cities that enjoyed strong growth in sales taxes chose to allow their property tax levy to be driven down by the State's 1% property tax limit.<sup>5</sup> In effect, these cities chose to allow the value of their property tax levy to erode in real (inflation-adjusted) terms—making the city more reliant on sales taxes as a principal source of revenues. Sales taxes, however, tend to be more volatile, fluctuating with the business cycle.

### **Exhibit 2**

#### **Retail Sales Taxes per City Resident for Whatcom County Cities (2007)**

<b>2007 Sales Taxes per Resident</b>	
Bellingham	\$247
Blaine	\$246
Everson	\$86
Ferndale	\$147
Lynden	\$173
Nooksack	\$67
Sumas	\$116

Source: Municipal Research & Services Center presentation of Washington State Department of Revenue Data

### **The Importance of Economies of Scale**

When one considers the potential for efficient delivery of city services, one of the most important considerations revolves around the notion of *economies of scale*. Opportunities for such economies exist when a city has certain fixed costs (costs which may not vary greatly if the city adds 100 or 1,000 residents). Such fixed costs may include things like the costs of general administration; the costs of operating and staffing a fire station; or for relatively small cities, the cost of staffing a full-time, 24/7 city police force.

BERK has worked with dozens of cities in Washington State, large and small, and in our experience, most small cities in Washington State have the opportunity to become more efficient simply by becoming larger. While it is difficult to quantify overall efficiencies, we firmly believe that a city of 6,000 residents has significant efficiency advantages over a city of 3,000, a city of 12,000 has significant efficiency advantages over a city of 6,000, and a city of 24,000 residents has significant advantages over a city of 12,000.

<sup>4</sup> Source: Municipal Research & Services Center.

<sup>5</sup> If a city's property tax levy is limited to growing by 1% (not counting new construction), but property values increase by more than 1%, then the city's property tax levy rate must decrease. In years where assessed values of existing properties increase by, say, 7%, this means that the levy *rate* (expressed in terms of dollars per \$1,000 of assessed value) must decrease by roughly 6%.

Certain costs that cities bear are, to one degree or another, “lumpy” in nature. When it comes to establishing and staffing a fire station, for example, once a city commits to taking the action, it signs on to a significant cost. In the case of staffing a station with a full-time, 24/7 engine crew, for example, the typical rule of thumb is that a single engine crew costs at least \$1.2 million (which corresponds to 12 or 13 firefighters—enough to ensure that there are always at least 3 firefighters on duty). Other “lumpy” endeavors might include developing a Comprehensive Plan, paying a City Manager, establishing and staffing a full-time police department, or running a city library.

Once a small city bites the bullet and puts in place a fire station with a full-time engine crew, the incremental cost of extending fire protection services to 100 new residents may be close to zero. Under these conditions, from an efficiency perspective, it is in a city’s interest to add as many “customers” for their fire protection services as that engine crew can handle (which, depending on circumstances, might be 15,000 or 20,000 people).

While this is not an exact science, in BERK’s experience, the benefits of economies of scale are most pronounced for cities of less than, say, 30,000 residents. Beyond that size, additional economies may be available, but they tend to be smaller (relative to the size of the city budget). As a city becomes larger than, say, 60,000 residents, opportunities for economies of scale become less substantial, while the challenges of efficiently managing the larger city’s operation become more pronounced.

By the time a city reaches, say, 60,000 residents, the issue of “lumpiness” in their police or fire services almost goes away. If it costs \$1.2 million a year to staff a new engine crew, such an expenditure is a *huge* lump of money for a city of 6,000 residents (with a General Fund budget of \$5 million), and the odds that the city will be able to maximize the use of that engine crew are relatively slim. On the other hand, the same \$1.2 million is not a huge lump of money for a city of 60,000 (with a General Fund budget of \$50 million), and with a sprawling city of 60,000 people, the odds that a new engine crew can be used to their maximum efficiency are pretty good.

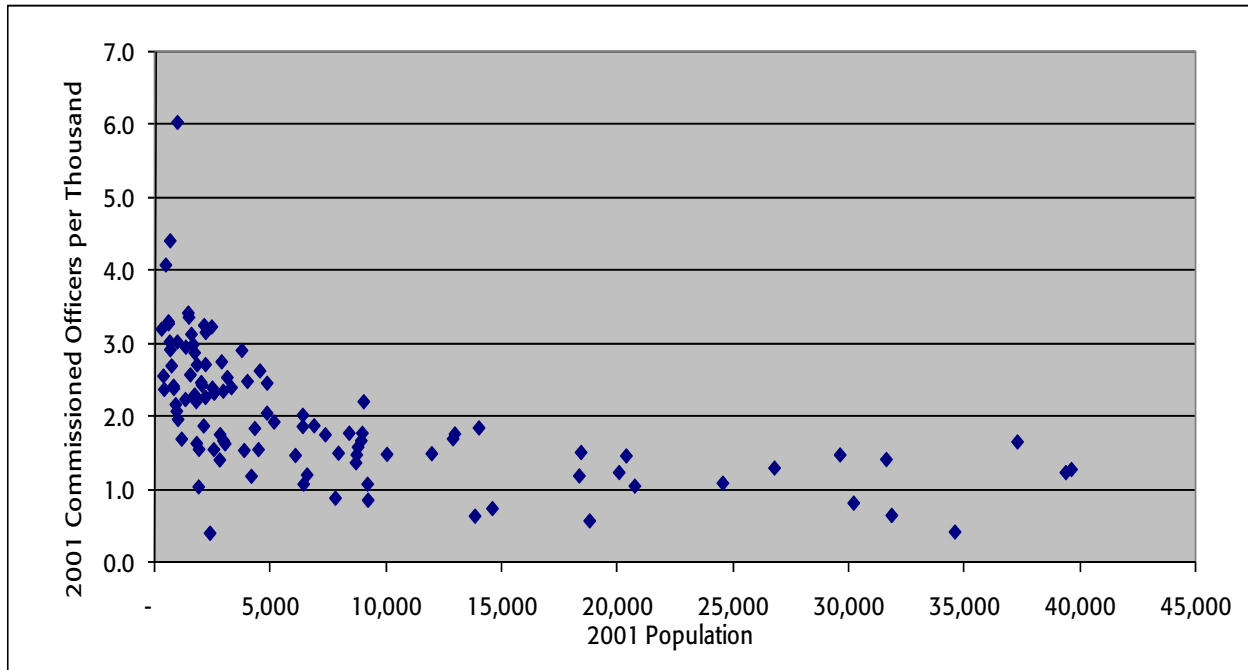
As an example of efficiencies that can be achieved through economies of scale, Exhibit 3 shows the dramatic efficiency gains that cities see in the provision of police services as they increase in size from a few thousand residents to 20,000 or 30,000 residents. Exhibit 3 details the number of commissioned police officers per 1,000 city residents for all Washington cities with modest levels of retail sales tax revenues.<sup>6</sup>

As Exhibit 3 shows, many cities of 3,000 to 5,000 residents have officer- per-thousand ratios between 2.0 and 3.0 (mostly because achieving 24/7 police coverage requires a minimum of 8 or 9 officers). Cities of 20,000 to 30,000 with a similar makeup, however, virtually *never* see officer-per-thousand ratios of more than 1.5. Due to economies of scale, these larger cities are able to provide police services at a much lower cost per resident.

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<sup>6</sup> Limiting the pool of cities to those with relatively modest sales tax revenues helps to ensure that the cities are more-or-less comparable. Cities with small populations but high levels of commercial activity tend to see demand for police services being driven as much by commercial activity as by population.

**Exhibit 3**  
**2001 Commissioned Officers per 1,000 Residents**  
**(For Washington cities of 50,000 residents or less and \$140 in sales tax per resident or less)**



Source: BERK's analysis of FBI and Washington State Office of Financial Management data.

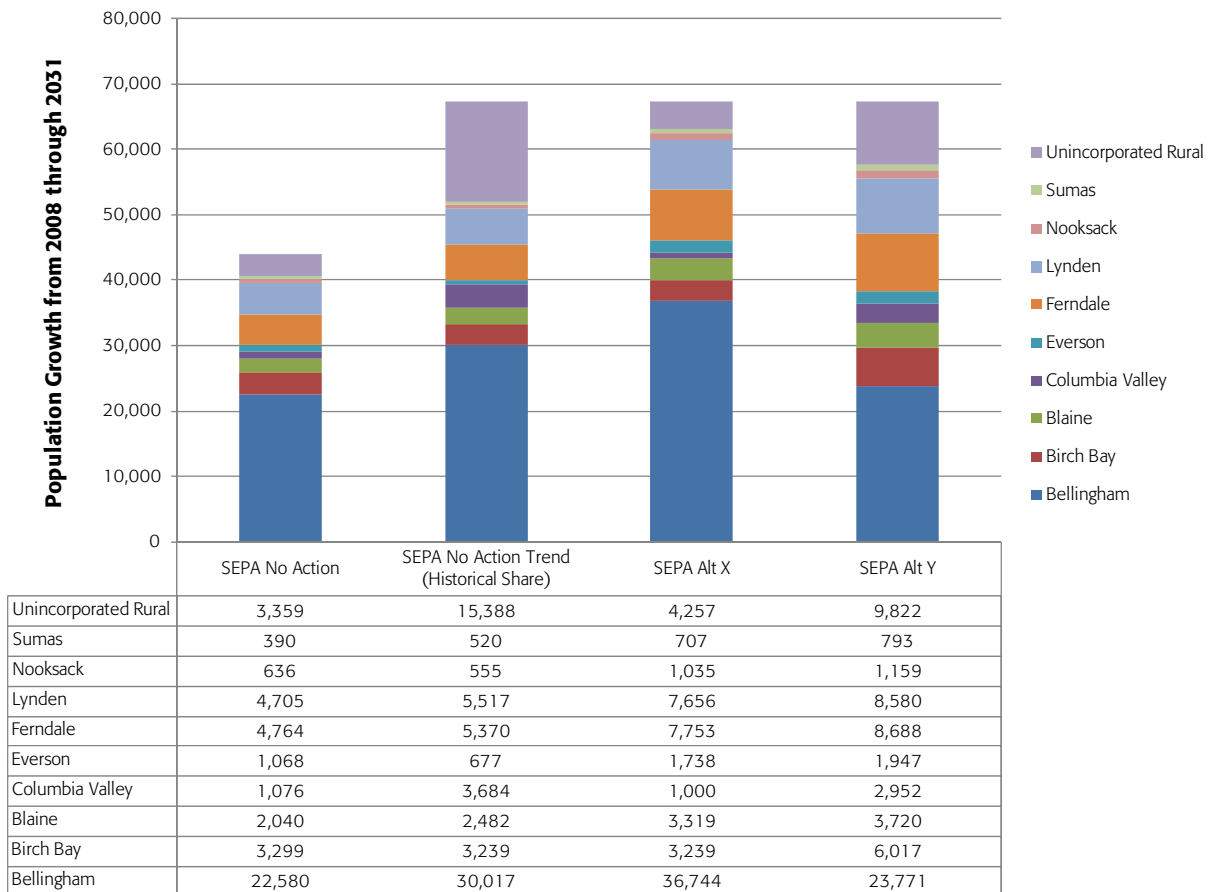
As one contemplates alternative growth scenarios for Whatcom County in coming years, the issue of service efficiencies and opportunities for smaller cities to benefit from economies of scale are likely to be among the most important fiscal/service considerations.

### **FINDINGS: ASSESSING FISCAL/SERVICE IMPACTS**

As noted in the introduction to this memo, the four conceptual alternatives that are being assessed through the SEPA process contemplate two levels of overall population growth in the County (44,000 new people under the SEPA No Action alternative, and 67,500 under the three other alternatives).

Exhibit 4 summarizes the level and distribution of envisioned population growth for each of the SEPA alternatives that are under assessment.

### Exhibit 4 Population Growth Allocations for SEPA Alternatives (2008 through 2031)



Source: Whatcom County Comprehensive Planning Team

The four conceptual growth alternatives envision only very small differences in the geographical boundaries of urban growth areas. Therefore, the principal differences among the alternatives revolve around the amount and distribution of population and employment growth among planning areas.

The SEPA No Action Alternative envisions more modest levels of overall growth, and in most instances, its growth allocations to the individual planning areas are the lowest (or nearly the lowest) of the alternatives. The most prominent characteristic of the SEPA No Action Trend Alternative, on the other hand, is its relatively large amounts of growth to the unincorporated rural parts of Whatcom County (reflecting patterns of development that have been seen in recent years).

SEPA Alternatives X and Y examine different visions of what Whatcom County could look like. Alternative X examines a future where a large portion of the County's growth would occur in Bellingham and its UGA, while Alternative Y examines a world where growth is distributed to other centers in the County, with more growth going to the smaller cities and to the Blaine and Columbia Valley UGAs.

## Assessment of Impacts

The following sections examine the fiscal/service-efficiency implications of these conceptual alternatives. The discussion begins with a brief, overarching discussion of fiscal impacts of growth (i.e. does more growth improve fiscal performance). The discussion then moves on to more specific assessments of impacts: (first) from the perspectives of city government as a whole; (second) from the perspective of Whatcom County; (third) from the perspective of special districts, particularly fire districts; and (finally) from the perspective of taxpayers.

### Fiscal Impacts of Growth –General Discussion

In recent years, among people who are concerned about planning and the sustainability of communities, considerable attention has been given to the fundamental question:

*Does growth make communities stronger?*

Or from a public-service perspective, they concern themselves with the more specific question:

*Does growth strengthen the position of public service providers?*

Some have made a case that, at least in certain communities, growth introduces more in new public costs (in terms of infrastructure and ongoing service costs) than it generates in new revenues. Others have argued the opposite—that growth tends to be a key to *strengthening* the fiscal position of public service providers.

Most analysts, however, concern themselves with the question of efficiency. These analysts examine the conditions under which development is likely to have the greatest positive effect [or the smallest negative effect] on communities and public service providers.

Among the studies of efficient growth patterns, many studies suggest that growth is most beneficial when it is focused (1) in areas where infrastructure capacity exists to accommodate the new population or commercial activity (e.g. in areas where transportation and public utility infrastructures are well established), and/or (2) in denser development patterns where public services can be provided in an efficient manner.

Notwithstanding the efforts to determine broad patterns, the question of whether and how growth strengthens public service providers is highly reliant on specific circumstances.

For example, if a community has in place robust mechanisms that cause developers to internalize infrastructure costs (e.g. if the community charges development impact fees that help to pay for roads, parks, schools, etc.) then all else being equal, that community is more likely to see fiscal benefits from growth.

Ultimately, the question of whether growth generates fiscal/service benefits for public service providers in Whatcom County depends on structures and conditions in Washington State, in Whatcom County, and in each of the affected jurisdictions. The remaining discussions assess the question of fiscal impacts by assessing alternative growth scenarios in the context of these conditions.

## **Assessment of Impacts - City Perspective**

If one thinks of Whatcom County as a whole, and contemplates alternative configurations for providing governmental services, then the key question becomes:

*Which solutions offer the greatest opportunities for efficient delivery of services?*

In theory, if one can find an optimal service solution, then the beneficiaries of that solution are Whatcom County constituents as a whole. Ultimately, these constituents benefit because they enjoy higher levels of governmental services at a lower taxpayer cost.

Clearly, other considerations exist that may be far more important than the considerations of governmental service efficiency. It is a worthwhile exercise, however, to contemplate what opportunities exist for such efficiencies.

From an operating perspective, the biggest differences between the conceptual growth alternatives involve (1) opportunities to capture economies of scale; and (2) the relative distribution of tax revenues from commerce.

### ***Opportunities for Economies of Scale***

Whatcom County has six cities with populations of less than 12,000: Blaine, Everson, Ferndale, Lynden, Nooksack, and Sumas. The County also has Birch Bay, an unincorporated urban area with less than 6,000 residents that could potentially incorporate as a new city. From an operating perspective, BERK's experience with smaller cities leads us to believe that each of these smaller cities could enjoy some level of efficiency gains if they were to become larger and/or more populous.

The extent to which opportunities for economies of scale exist depends on specific circumstances. Key questions include:

- Does a city operate its own fire station? And if so, what is the current staffing configuration?
- Does a city provide full-time 24/7 policing?
- Does the city provide park facilities that have the capacity to accommodate additional residents?

Among the conceptual alternatives, SEPA Alternative Y contemplates the greatest amount of population and employment growth going to Whatcom County's six smaller cities and Birch Bay. All else being equal, if one believes that opportunities for economies of scale exist in most or all of these cities, then Alternative Y would stand to offer the greatest governmental efficiency gains among all of the conceptual alternatives.

It is important to note that the above statement is not intended to suggest that Bellingham is less efficient, or even less well positioned to serve new constituents, than the smaller cities. (We at BERK do not have detailed knowledge of Bellingham's operations.) Rather, the above statement simply reflects the clear opportunity to move to a more efficient service configuration within the smaller cities.

If a new household builds a house and moves to Bellingham, the city will certainly be in a position to serve that household efficiently. If that same household builds a house in Ferndale or Everson, it creates the opportunity to increase the service-efficiency for the thousands of people who already live in those cities.

In theory, if all of the smaller cities of Whatcom County could become cities of 10,000 to 15,000, then as a whole, service providers in Whatcom County will be in a better position to efficiently provide governmental services to a large share of county constituents. Under this reasoning, one could argue that Conceptual Action Alternative Y represents the County's most efficient growth pattern from a fiscal/service perspective.

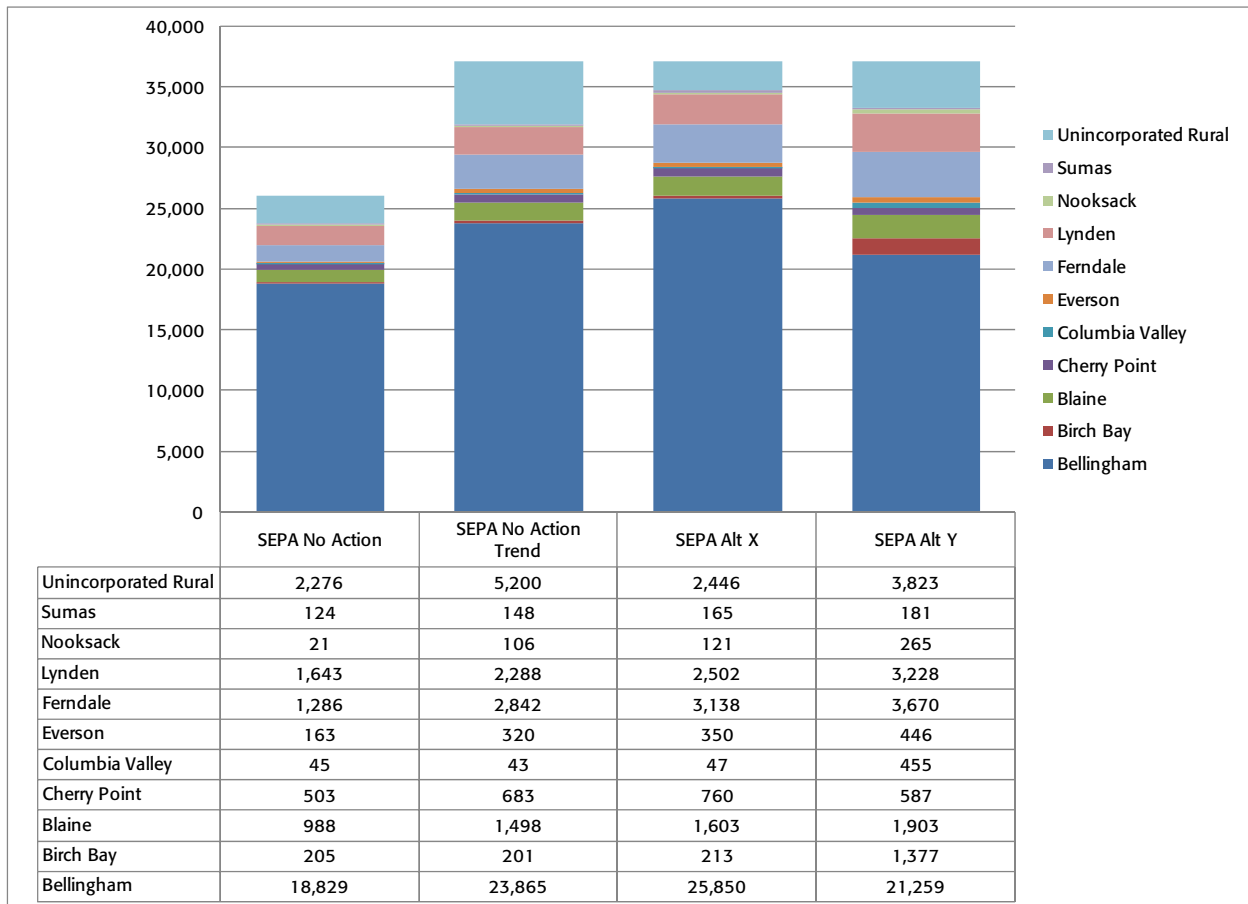
***Distribution of Revenues from Commerce***

Beyond the issue of economies of scale, the other principal difference among the conceptual growth alternatives revolves around distributions of commercial activity and the city revenue streams that come with that activity.

Exhibit 5 summarizes contemplated patterns of employment growth in the conceptual alternatives. In terms of employment growth, three alternatives contemplate countywide growth of a bit more than 37,000 jobs, while the SEPA No Action Alternative contemplates growth of a bit more than 26,000 jobs.

Because it envisions significantly less countywide employment growth, the SEPA No Action Alternative reflects the low-growth scenario for virtually every planning area. Compared with the two action alternatives, the SEPA No Action Trend Alternative allocates relatively modest levels of growth to the cities, but a larger chunk of employment to the rural parts of the county. Among the two action alternatives, SEPA Alternative X envisions a large portion of all employment growth going to Bellingham, with relatively smaller amounts of growth going to the other, non-rural planning areas. SEPA Alternative Y envisions a distribution that is skewed the other way, with more modest employment growth going to Bellingham, and more employment growth going to the other, non-rural planning areas.

### Exhibit 5 Contemplated Growth in Employment for Conceptual Alternatives (2008 – 2031)



Source: Whatcom County Comprehensive Planning Team

In effect, SEPA Alternative Y envisions a future where Birch Bay, Columbia Valley, and Whatcom County’s six smaller cities see significantly more growth in commercial activity. Given the tax revenues that flow from retail sales taxes and property taxes from commercial centers, and given potential revenues from utility taxes and B&O taxes, SEPA Alternative Y might be viewed as the “best-case” growth pattern from the fiscal perspective of the County’s smaller cities.

In practical terms, Alternative Y would translate into more resources for Whatcom County’s six smaller cities (and a potential City of Birch Bay). This, in turn, would allow the cities to provide higher levels of services and/or reduced tax burdens on city households.

It is worth noting that the discussion in the preceding section—the discussion that looked at opportunities for *economies of scale*—focused on a true improvement to overall governmental efficiency. (The discussion suggested that, to the extent opportunities for economies of scale exist in the smaller cities, a shift of population growth to those cities would increase the overall efficiency of city service provision across the County.) In contrast, the above discussion of revenue distribution simply focuses on which city (or jurisdiction) gets a piece of the revenue pie.

It is also worth noting that distribution of revenues does not *necessarily* depend on distribution of commercial growth. Should cities and/or other jurisdictions so desire, they have avenues at their disposal for sharing revenues across jurisdictional boundaries.

Across Washington State, there has been a good deal of discussion (but only modest action) around possible revenue sharing agreements among jurisdictions. Most of these discussions have focused on the issue of agreements between counties and cities—agreements that would be intended to hedge against risks (risk to the cities from new retail centers opening up in unincorporated areas just outside city boundaries, and risks to a county associated with the eventual annexation of such centers by those same cities).

In theory, however, revenue sharing agreements could be formed between multiple jurisdictions, and they could be focused on more fundamental issues of equity and/or ensuring that all jurisdictions are in a position to provide “reasonable” levels of service.

Is it equitable, for example, that residents of Newcastle (in King County) do most of their shopping in the cities of Bellevue, Renton, and Tukwila? These three cities are all in a relatively strong fiscal position, in part because Newcastle residents are contributing their sales tax dollars to these cities’ coffers. At the same time, with only a single, modest retail center, the City of Newcastle faces significant fiscal challenges.

One could argue that a “fair” solution might be for Bellevue, Renton, and Tukwila to share some of the retail sales tax revenues they collect from Newcastle residents back to the City of Newcastle. One might argue, too, that King County as a whole would be better off if there was not such a big fiscal/service gap between the cities that have major commercial centers and those that do not.

Of course, cities that benefit from large centers of commerce have a strong incentive *not* to entertain the notion of revenue sharing. As a result, even modest revenue sharing agreements tend to be few and far between.

### **Assessing Impacts - Whatcom County Perspective**

From Whatcom County's perspective, differences among the conceptual growth alternatives are unlikely to have a substantial impact on the County's regional line of business. As discussed in the contextual discussion above, given the 1% property tax limit, and given how reliant the County is on its countywide property tax to fund regional services, the County faces the prospect of future revenue streams that are insufficient to fund required regional services. Given the paucity of fiscal tools currently available, it is almost certain that the long-run solution to this challenge is to secure some form of relief from the State Legislature.

From BERK's perspective, counties across Washington State have a strong case to make. In effect, they can say: As designated agents of the State, you, the State Legislature, have handed us a list of regional service obligations. In the long run, you have to provide us with revenue streams to pay for them.

In the absence of a legislative fix, it appears that counties across Washington State will have to (1) look for potential efficiencies in service delivery; (2) make use of the regional funding solutions that have been made available (including voter-approved public safety sales taxes); and/or (3) develop strategies for seeking and winning public approval of levy lid lifts for countywide property tax levies. Given the inherent challenges discussed above, BERK believes that any such levy-lid-lift strategy will require whole-hearted support from cities.

### ***Impacts to the County's Local Line of Business***

For Whatcom County, the most direct fiscal/service impacts associated with the conceptual growth alternatives will be felt in its local services line of business. Changes in municipal boundaries from annexations and incorporations, and overall changes in unincorporated-area tax bases and population levels, will require adjustments in the County's service delivery structure.

The precise impacts of the different conceptual alternatives are difficult to predict. These impacts depend on circumstances like:

- What is the pace and extent of annexation of urban growth areas by cities?
- Does Birch Bay incorporate as a new City? And if so, where do the new City boundaries fall and does the City contract with Whatcom County to provide things like law enforcement services?
- What is the pattern of development in the urban growth areas?

### ***Implications of Alternative Development Patterns***

#### **Counties with Urbanizing UGAs**

Regarding the last question listed above, it matters a great deal to the County's fiscal picture if development of urban growth areas occurs *before* or *after* annexation. In some counties (notably, King, Snohomish, and Spokane counties) much of the development that occurs in the county occurs within unincorporated urban growth areas. In these counties, suburban development generates substantial revenues for the county in question, principally from sales taxes on construction and Real Estate Excise Taxes on property transactions as houses and commercial centers are built.

On the other side of the coin, growing unincorporated populations require service responses from the counties. Sheriff's offices, in particular, must ramp up staffing and they tend to become, at one level or another, urban police agencies. And, once this transition to an urban police agency has been made, one enters a world where transitions associated with annexations or incorporations become politically challenging.

Once a county gets into the business of policing urban areas, it is hard to go back. From a political perspective, in particular, the process of unwinding an agency to adjust to large-scale annexation or incorporations is difficult.

For example, even though county service demands (and revenue streams) may be going away with a large annexation, every position or patrol district that must be eliminated means that remaining Sheriff's deputies are spread farther and fewer between. This, in turn, diminishes the deputies' ability to provide mutual support. Such reductions in staffing and patrols are actions that no County Sheriff, nor any County Deputy, is likely to welcome, and as a result, these kinds of cuts are very difficult for policy makers to enact.

In many instances, policy makers in counties with large urban annexations find themselves in a pinch. On one hand, an annexation is taking away significant local revenue streams. On the other hand, the natural interests of the County Sheriff and his deputies make it difficult to enact significant reductions in local service costs.

Another thing to think about when considering the urbanization of unincorporated areas is the question of capital needs and capital funding. As noted previously, urbanizing areas generate significant one-time revenues for the local government in which they are located. For example, the construction and sale of each \$300,000 house generates more than \$2,000 in local sales taxes, \$1,500 in Real Estate Excise Taxes (REET), and potentially, a few thousand dollars in transportation impact fees. Because these are one-time revenues (construction sales taxes are only collected when the house is built, and REET revenues only flow to a jurisdiction when a property is transacted) logic suggests that these revenues should be used to fund one-time public investments (i.e. capital investments).

Notwithstanding the logic, the issue of which jurisdiction receives these one-time revenues and which jurisdiction makes the investments in infrastructure can generate considerable controversy. In Snohomish County, for example, the County often invests its capital expenditures in developing, or already-developed, urban growth areas. (In effect, the County is using the one-time revenues it collects from development to build the infrastructure necessary to allow the urbanizing area to function properly.) However, the County has also put in place a policy that says, in effect: *If a city annexes an area after the County makes a large investment, the County will ask the annexing city to pay it back for part of the investment.* Perhaps not surprisingly, such policies have generally met with skepticism from annexing cities.

Another potential point of contention sometimes revolves around the collection and use of impact fees. When impact fees have been collected in unincorporated parts of counties, and then a city annexes or an area incorporates, it is not unusual for contention to emerge around where and how impact fees have been used.

### **Counties Where Urbanization Occurs After Annexation**

In other counties, including most of Whatcom County, the pattern of development is the reverse of the pattern discussed above. In these counties, urban development generally does not occur until a city annexes an area and extends utility services. Under this pattern, because most of the development occurs within annexed areas, sales tax from construction, Real Estate Excise Taxes, and impact fee revenues from development accrue to cities.

In some ways, this pattern of development is “cleaner” (i.e. it creates less stress on counties associated with governance transitions, and it basically takes the county out of the business of funding and building urban infrastructure). The downside for counties, however, is that the county sees relatively modest inflows of one-time revenues from development, including REET revenues. Since *all* counties have a variety of capital investments they need (or would like to) make, living in a world with modest REET revenue inflows is challenging.

It is important to note that, in addition to funding local capital improvements for things like roads and parks, counties also need to fund the construction of regional facilities like jails, superior court facilities, etc. If a county receives only modest levels of REET revenues, then it really has few automatic sources of revenue to fund regional investments.

In the end, counties that cannot count on large inflows of REET revenues are forced to be more reliant on voted bonds, or other dedicated revenue sources, to fund needed capital investments.

### ***Observations about Conceptual Growth Alternatives***

Some of the conceptual growth alternatives, particularly the No-Action Trend Alternative, envision larger amounts of growth being focused on unincorporated rural areas of Whatcom County. These greater levels of growth are likely to have a neutral or modest beneficial effect on the County's fiscal position.

From BERK's experience working with counties and cities, we believe that the dynamics of economies of scale are slightly different for counties than they are for cities. For a city, data suggest that economies of scale for law enforcement services become less pronounced once a city gets to a certain size (say, a population of 25,000 to 30,000). For a county, because the service areas are much more far-flung, it appears that economies of scale are an important factor, perhaps up to unincorporated-area populations of 100,000 or more.

It is often stated that it is expensive and inefficient to serve people who live in low-density patterns in rural areas, and this is a good reason to encourage residents not to build houses on five acre parcels in rural areas of a county. When one considers this argument, however, it is important to bear in mind the difference between *average* and *incremental* cost.

When it comes to local service provision, counties provide two core services to unincorporated areas: (1) they maintain roads; and (2) they provide law enforcement.

If a county already has thousands of miles of rural roads to maintain, all else being equal, that county is probably better off if it has 100 or 1,000 additional houses interspersed along those roads to help pay for their maintenance.

In terms of law enforcement, while the relationship is not nearly so linear, the basic dynamic may still apply.

In many cases, discussions of law enforcement levels of service get simplified into discussions of "officers-per-thousand" residents. In reality, however, the number of officers that are needed to police a given community is driven by a complex combination of demand factors and logistics.

Through statistical modeling, BERK has found that, on average, 100 units of renter-occupied housing will generate three times as much demand for law enforcement resources as 100 units of owner-occupied housing. Likewise, a community of 10,000 people with a large commercial center and a major highway running through can easily require twice as many law enforcement resources as a city of 10,000 people with no commercial center. And finally, in some instances, particularly in sparsely populated areas, the geographic size of a given patrol district can be driven as much by the logistics of covering the area and ensuring the availability of backup than by the underlying factors of demand.

What all of this means is that, as with the maintenance of roads, it is often easier to efficiently provide law enforcement services to rural areas when those areas are a bit more densely populated.

Given these considerations, as we noted above, one could argue that Whatcom County would be likely to see some modest service/fiscal benefits if rural areas of the County were to increase in population.

It is worth noting that, to the extent that Whatcom County policy makers seek to encourage development patterns that focus growth within cities and urban growth areas, the County may be acting in opposition to its best fiscal interests. In an ideal world, as Whatcom County and the County's

cities pursue policies to achieve the broader vision of the community, one would hope that the cities would (1) give the County credit for hard decisions and (2) look to collaborate on other opportunities to strengthen the County's overall fiscal position.

### **Special Service District Perspective**

From the perspective of special service districts, the implications of different conceptual growth alternatives are difficult to foresee. These impacts depend on a wide variety of specific circumstances and potential future actions, many of which are not foreseeable.

A fire district that serves an urban area like Birch Bay, for example, would see its revenue streams improve under a scenario under which Birch Bay sees more growth and development. At the same time, if a more urbanized Birch Bay were to then incorporate, the fiscal effects on the fire district could be neutral (if the City annexed to the district); positive (if the City contracted with the district and agreed to pay for staff or equipment that improved the district's overall ability to serve its constituents); or negative (if the City decided to run its own fire department and the district experienced a larger cut in district revenues than it could save by removing the obligation to serve Birch Bay).

In different ways, these kinds of convoluted pictures exist for many, if not most, special service districts. Fire service providers, in particular, can and often do take any number of actions to alter the way they provide services:

- They can enter into cooperative agreements with neighboring providers;
- They can merge and join forces;
- In some circumstances, providers can simply take over a district; and
- Cities can choose to de-annex from a district, or they can choose to end a contract agreement with a district or a neighboring city for fire services.

Ultimately, what one *can* say about special districts and efficient service delivery points back to the discussions of cities and economies of scale.

Fire and emergency medical service provision is very logistics-driven and very "lumpy." If a service provider has to establish and fully staff a fire station to provide services, then the operating costs of that station are likely to exceed \$1 million. If a provider can provide services to a new service area (or a developing area) from an existing station, then the incremental costs of extending service could be close to zero. The same things could be said about a library.

Again, this lumpiness of service suggests that, to the extent Whatcom County has a handful of smaller urban nodes spread out across the county, service efficiencies are almost certainly improved under scenarios where these nodes become more populated.

## **ADDENDUM TO FISCAL ASSESSMENT: LIKELY EFFECTS OF THE EXECUTIVE RECOMMENDATIONS**

After considering four alternative visions for growth in the Draft EIS, Whatcom County has developed a set of County Executive Recommendations for growth planning. The Executive Recommendations continue to consider Bellingham as the primary employment and population center in the County, but also allocate substantive growth to small urban areas to allow more efficient delivery of public services and facilities, and to reduce commuter traffic into Bellingham. Growth is focused in urban areas and growth allocated outside UGAs is approximately 14% to 15% of total population growth. UGA boundaries are reduced in 8 of 10 UGAs to better balance growth allocations and land capacity as well as to better protect sensitive watersheds and agricultural resource lands. The Cherry Point Industrial UGA is retained to recognize the unique nature of heavy industrial uses and logical boundaries. The Lynden UGA is expanded.

UGA Reserve comprehensive plan designations are established for Bellingham, Birch Bay, Columbia Valley, Everson, Ferndale, Lynden, and Sumas to allow for future UGA expansion. UGA Reserves are adjacent and contiguous to an UGA and appear to be suitable for future inclusion in the respective UGA if growth rates change or based on more detailed planning documenting the need and appropriateness of the land. UGA Reserve areas are either not warranted at present, based on growth rates and land supply for the respective urban area, or they include areas and resources that require conservation and protection before urban growth is expanded.

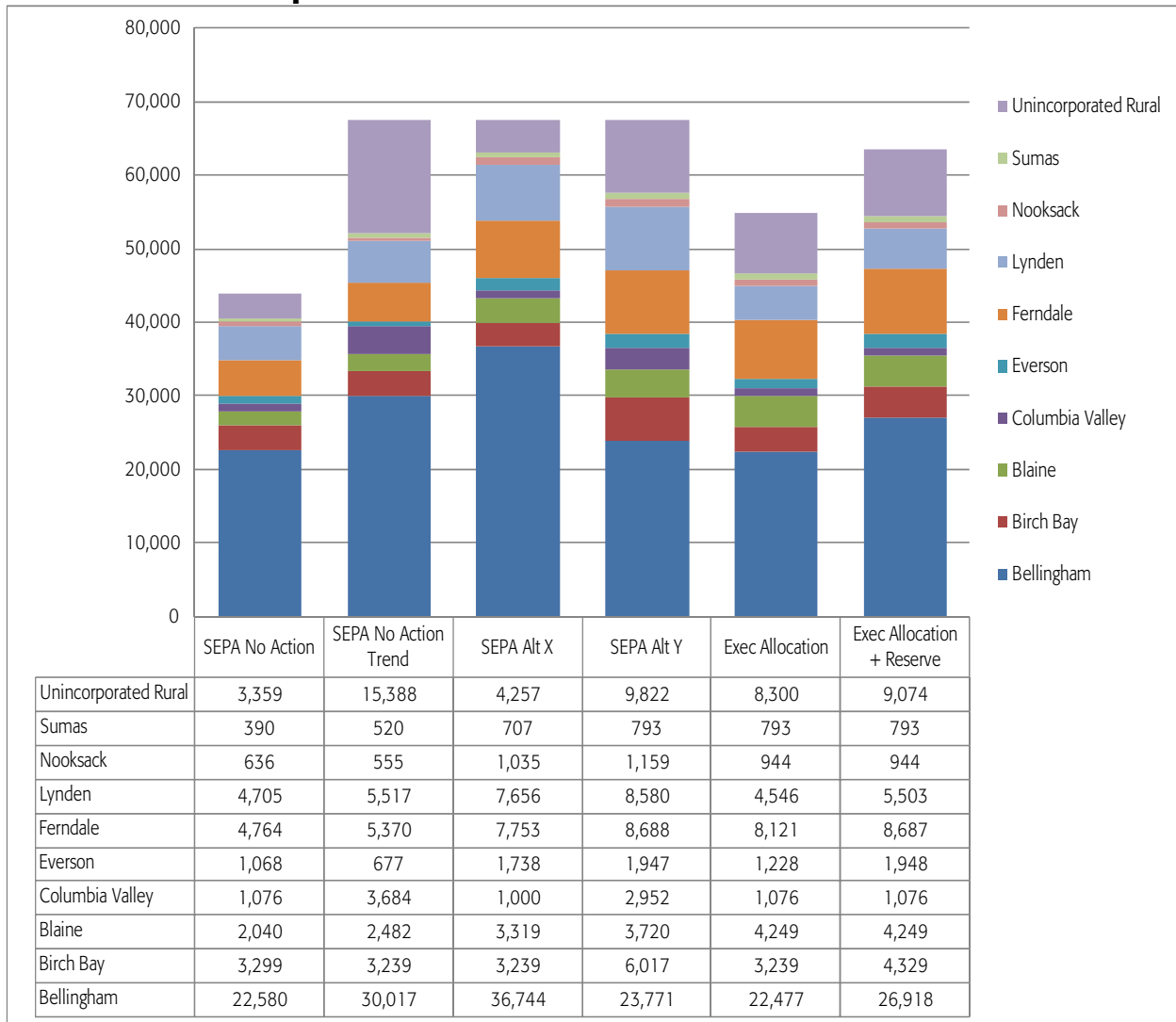
Exhibit 6 and Exhibit 7 below summarize allocations of population and employment growth, respectively, for the four alternatives that were studied in the Draft EIS. The final two columns of the exhibits also summarize growth allocated under the Executive Recommendation.

Given the level of growth allocated to small urban areas (particularly Whatcom County's smaller cities), the Executive Recommendation would be expected to bolster the overall efficiency of service delivery in Whatcom County. For the reasons discussed in the body of this memorandum, the greatest opportunities for economies of scale in service delivery are likely to be found in the smaller cities. Therefore, all else being equal, the relatively robust gains in population and commercial activity in these cities that are envisioned in the Executive Recommendation can be expected to translate to efficiency gains in the delivery of services (and in the utilization of facilities). As is discussed in the preceding sections, from the perspective of the county as a whole, this focusing of growth in the smaller cities is likely to improve overall government efficiency.

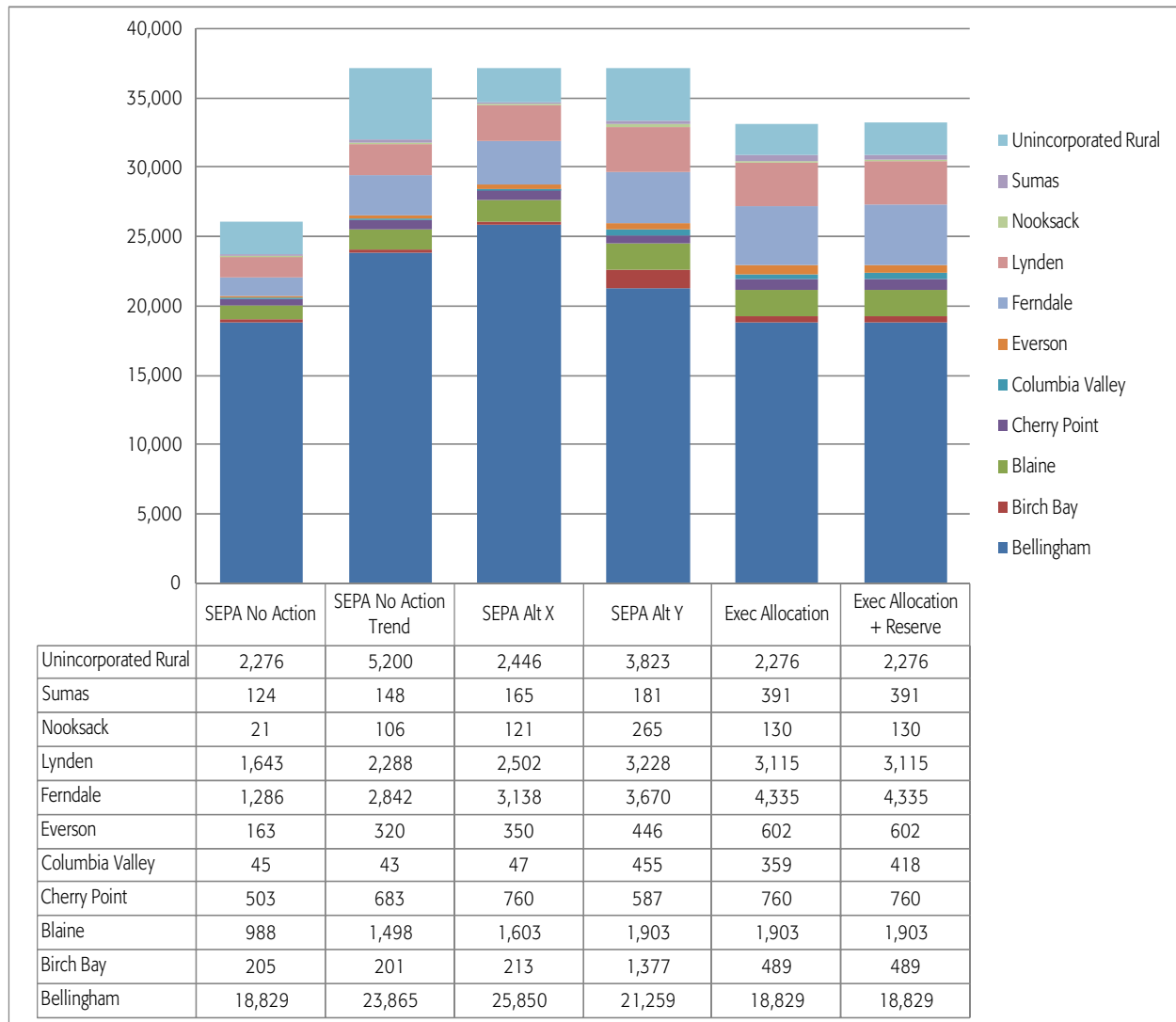
In practical terms, more efficient governments mean (1) the cities in question (and local governments as a group) can provide higher levels of service at the same level of taxation and/or (2) cities will be in a better position to maintain existing levels of service in the future while requiring fewer tax dollars to do so.

Under the Executive Recommendation, the smaller urban centers can also expect to see their position as centers of commerce strengthened (with relatively high levels of employment growth). This, in turn, translates to relatively greater inflows of taxes (particularly stemming from collections of retail sales taxes).

**Exhibit 6**  
**2008-2031 Population Growth: Whatcom UGA Review EIS Alternatives**



### Exhibit 7 2008-2031 Employment Growth: Whatcom UGA Review EIS Alternatives



### Whatcom County Perspective

From the perspective of Whatcom County, the Executive Recommendations tend to split the difference between SEPA Alternative X and SEPA Alternative Y. The unincorporated parts of the county (Birch Bay, Cherry Point, Columbia Valley, and Unincorporated Rural areas) are allocated roughly 14,500 new residents under the Executive Recommendation + Reserve (versus roughly 18,800 in SEPA Alternative Y) and these areas are allocated roughly 3,950 new jobs (compared with almost 6,250 under SEPA Alternative Y).

These more modest levels of growth in the unincorporated areas are likely to mean that the County will face a more challenging fiscal future under the Executive Recommendations than it would have

under SEPA Alternative Y. On the other hand, the Executive Recommendations *do* allocate more population and job growth to unincorporated areas than did SEPA Alternative X.

### **Impact of Executive Recommendations on Special Service Districts**

For all of the reasons discussed previously, potential impacts of any growth alternative on special service districts are immensely complex. Because they depend on any number of other developments (e.g. does Birch Bay incorporate, or do certain fire districts merge operations) these impacts are exceedingly difficult, if not impossible, to predict. Overall, however, the same considerations about efficiency of service delivery and economies of scale apply to most special service districts.

In the broad scope of things, however, any growth alternative that supports growth in nodes (as opposed to a dispersed pattern) translates to more efficient delivery of public services.

## Appendix B: Transportation Data

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## **2031 Analysis Segment Characteristics and LOS Results**

### **Executive Recommendations**



Road #	Analysis ID	Model Link #	Road Name	BMP	EMP	Length	From	To	Rural/City UGA/Co. UGA	FFC	Class	Lane Width	# Lanes	One-way Capacity	Two-way Capacity	Peak Volume	Peak V/C	LOS Standard
74000	1	2577	AIRPORT DR	0.00	0.05	0.05	at ALDERWOOD AV	264 ft. NE of ALDERWOOD AV	City UGA	16	Minor Arterial	11	2	1200	2400	463	0.19	0.9
74000	2	2580	AIRPORT DR	0.05	0.13	0.08	264 ft. NE of ALDERWOOD AV	0.13 mi. NE of ALDERWOOD AV	City UGA	16	Minor Arterial	11	3	960	1920	463	0.24	0.9
74000	3	2580	AIRPORT DR	0.13	0.26	0.13	0.13 mi. NE of ALDERWOOD AV	0.26 mi. NE of ALDERWOOD AV	City UGA	16	Minor Arterial	11	2	960	1920	463	0.24	0.9
74000	4	2580	AIRPORT DR	0.26	0.34	0.08	0.26 mi. NE of ALDERWOOD AV	0.25 mi. SW of CANTERBURY LN	City UGA	16	Minor Arterial	11	3	960	1920	463	0.24	0.9
74000	5	2580	AIRPORT DR	0.34	0.44	0.10	0.25 mi. SW of CANTERBURY LN	0.15 mi. SW of CANTERBURY LN	City UGA	16	Minor Arterial	11	2	960	1920	463	0.24	0.9
74000	6	2554	AIRPORT DR	0.44	0.69	0.25	0.15 mi. SW of CANTERBURY LN	370 ft. West of BAKERVIEW RD W	City UGA	16	Minor Arterial	11	4	1920	3840	1749	0.46	0.9
74000	7	2553	AIRPORT DR	0.69	0.76	0.07	370 ft. West of BAKERVIEW RD W	at BAKERVIEW RD W	City UGA	16	Minor Arterial	11	5	2400	4800	1838	0.38	0.9
22450	8	794	ALDERSON RD	0.00	0.04	0.04	at BIRCH BAY DR	at BIRCH BAY DR	County UGA	07	Major Collector	11	4	2000	4000	1012	0.25	0.9
22450	9	794	ALDERSON RD	0.04	0.14	0.10	at BIRCH BAY DR	at SUNSET DR (S OF ALDERSON)	County UGA	08	Minor Collector	11	2	1000	2000	1012	0.51	0.9
22450	10	794	ALDERSON RD	0.14	0.89	0.75	at SUNSET DR (S OF ALDERSON)	at BLAINE RD - SR 548	County UGA	08	Minor Collector	11	2	1000	2000	1012	0.51	0.9
71340	11	2575	ALDERWOOD AV	0.00	0.18	0.18	at MARINE DR	0.16 mi. SW of AIRPORT DR	City UGA	16	Minor Arterial	11	2	960	1920	602	0.31	0.9
71340	12	2575	ALDERWOOD AV	0.18	0.34	0.16	0.16 mi. SW of AIRPORT DR	at AIRPORT DR	City UGA	16	Minor Arterial	11	2	960	1920	602	0.31	0.9
71340	13	2576	ALDERWOOD AV	0.34	0.37	0.03	at AIRPORT DR	158 ft. SE of AIRPORT DR	City UGA	17	Collector	12	2	1000	2000	164	0.08	0.9
71340	14	2576	ALDERWOOD AV	0.37	0.59	0.22	158 ft. SE of AIRPORT DR	at HOLLYWOOD AV	City UGA	17	Collector	10	2	870	1740	164	0.09	0.9
71340	15	2579	ALDERWOOD AV	0.59	0.86	0.27	at HOLLYWOOD AV	at REDWOOD AV	City UGA	17	Collector	11	2	1000	2000	164	0.08	0.9
71340	16	2562	ALDERWOOD AV	0.86	0.96	0.10	at REDWOOD AV	at BENNETT DR	City UGA	17	Collector	11	2	1000	2000	347	0.17	0.9
71340	17	2559	ALDERWOOD AV	0.96	1.05	0.09	at BENNETT DR	at BELLINGHAM CITY LIMITS	City UGA	17	Collector	9	2	870	1740	11	0.01	0.9
8600	18	545	APA RD	0.00	0.19	0.19	at TYEE DR	at SIMUNDSON RD	Rural	08	Minor Collector	12	2	1000	2000	0	0.00	0.75
8600	19	545	APA RD	0.19	0.75	0.56	at SIMUNDSON RD	at SOUTH BEACH RD	Rural	08	Minor Collector	11	2	1000	2000	0	0.00	0.75
8600	20	545	APA RD	0.75	1.50	0.75	at SOUTH BEACH RD	at BOUNDARY BAY RD	Rural	08	Minor Collector	10	2	870	1740	0	0.00	0.75
46020	21	1912	AUSTIN ST	0.00	0.02	0.02	at LAKE LOUISE RD	at ANN CT (PRIVATE)	City UGA	16	Minor Arterial	11	2	1000	2000	1465	0.73	0.9
46020	22	1912	AUSTIN ST	0.02	0.12	0.10	at ANN CT (PRIVATE)	at FREMONT ST	City UGA	16	Minor Arterial	12	2	1000	2000	1465	0.73	0.9
46020	23	1934	AUSTIN ST	0.12	0.37	0.25	at FREMONT ST	at CABLE ST	City UGA	16	Minor Arterial	12	2	1000	2000	1465	0.73	0.9
53680	24	2516, 3098	AXTON RD E	0.00	1.97	1.97	at SR 539	at HANNEGAN RD	Rural	07	Major Collector	12	2	810	1620	76	0.05	0.75
73680	25	2116, 2118, 2821	AXTON RD W	0.81	1.67	0.86	at CITY LIMITS	at NORTHWEST DR	Rural Primary Route	16	Minor Arterial	12	2	960	1920	815	0.42	0.9
73680	26	2792	AXTON RD W	1.67	2.34	0.67	at NORTHWEST DR	at PRIVATE RD	Rural Primary Route	16	Minor Arterial	12	2	960	1920	285	0.15	0.9
73680	27	2792	AXTON RD W	2.34	2.67	0.33	at PRIVATE RD	at ALDRICH RD	Rural Primary Route	16	Minor Arterial	12	2	960	1920	285	0.15	0.9
73680	28	2513	AXTON RD W	2.67	4.12	1.45	at ALDRICH RD	264 ft. West of SR 539	Rural Primary Route	07	Major Collector	12	2	960	1920	268	0.14	0.9
73680	29	2513	AXTON RD W	4.12	4.17	0.05	264 ft. West of SR 539	at SR 539	Rural Primary Route	07	Major Collector	12	3	1200	2400	268	0.11	0.9
62780	30		BADGER RD E	0.00	0.80	0.80	at SR 546	at TELEGRAPH RD N	Rural	08	Minor Collector	9	2	870	1740	238	0.14	0.75
32780	31	3823, 2346	BADGER RD W	0.00	0.86	0.86	at DELTA LINE RD (N OF B BAY LYNDEN)	at SUNRISE RD (N OFF BIRCH BAY LYNDEN)	Rural	07	Major Collector	11	2	980	1960	374	0.19	0.75
32780	32	3825	BADGER RD W	0.86	2.87	2.01	at SUNRISE RD (N OFF BIRCH BAY LYNDEN)	at MARKWORTH RD	Rural	07	Major Collector	10	2	850	1700	681	0.40	0.75
32780	33	3825, 3178	BADGER RD W	2.87	4.65	1.78	at MARKWORTH RD	at AXLING RD	Rural	07	Major Collector	11	2	960	1960	700	0.36	0.75
32780	34	3115	BADGER RD W	4.65	5.92	1.27	at AXLING RD	at SR 539 & SR 546	Rural	07	Major Collector	11	2	980	1920	718	0.37	0.75
87000	35		BAKER LK RD	0.00	3.93	3.93	at SKAGIT CO.	at END OF COUNTY MAINTAINED RD	Rural	07	Major Collector	12	2	970	1940	110	0.06	0.75
75010	36	2867, 2837	BAKERVIEW RD E	2.12	2.62	0.50	at CITY LIMITS	at JAMES ST RD	City UGA	16	Minor Arterial	12	2	1200	2400	1373	0.57	0.9
75010	37	3018	BAKERVIEW RD E	2.62	2.94	0.32	at JAMES ST RD	at CITY LIMITS	City UGA	16	Minor Arterial	12	2	1200	2400	1719	0.72	0.9
75010	38	2553, 2684	BAKERVIEW RD W	0.00	0.16	0.16	at BENNETT DR	370 ft. East of MAPLEWOOD AV W (N OF CITY LIMITS)	City UGA	16	Minor Arterial	11	4	2400	4800	1771	0.37	0.9
75010	39	2680	BAKERVIEW RD W	0.16	0.23	0.07	370 ft. East of MAPLEWOOD AV W (N OF CITY LIMITS)	158 ft. West of NB OFF RAMP - CITY LIMITS	City UGA	16	Minor Arterial	18	2	1200	2400	1756	0.73	0.9
75010	40	2680	BAKERVIEW RD W	0.23	0.26	0.03	158 ft. West of NB OFF RAMP - CITY LIMITS	at NB OFF RAMP - CITY LIMITS	City UGA	16	Minor Arterial	12	2	960	1920	1756	0.91	0.9
71600	41		BAKERVIEW RD W (W OF I-5)	0.00	0.33	0.33	at BMP - PORT RD	at MAPLEWOOD AV W (N OF BENNETT)	City UGA	17	Collector	12	2	1000	2000	164	0.08	0.9
70450	42	2179	BANCROFT RD	0.35	0.94	0.59	at MARINE DR	at COUNTRY LN	City UGA	16	Minor Arterial	11	2	980	1960	1309	0.67	0.9
23500	43	765	BAY RD	1.26	2.24	0.98	at SR 548	at KICKERVILLE RD	Rural	07	Major Collector	11	2	1000	2000	16	0.01	0.75
23500	44	767, 2351	BAY RD	2.24	5.00	2.76	at KICKERVILLE RD	at BRUCE RD	Rural	08	Minor Collector	11	2	970	1940	58	0.03	0.75
15000	45	394	BEACH WY (NEPTUNE BEACH)	0.00	0.16	0.16	at BEACH WY S (NEPTUNE BEACH)	158 ft. North of GEORGIAN DR	Rural	08	Minor Collector	11	2	1000	2000	271	0.14	0.75
15000	46	394	BEACH WY (NEPTUNE BEACH)	0.16	0.24	0.08	158 ft. North of GEORGIAN DR	at SLATER RD	Rural	08	Minor Collector	11	2	1000	2000	271	0.14	0.75
15010	47	394	BEACH WY S (NEPTUNE BEACH)	0.03	0.15	0.12	at SUCIA DR	at BEACH WY (NEPTUNE BEACH)	Rural	08	Minor Collector	11	2	1000	2000	271	0.14	0.75
60890	48	3826	BENDER RD	0.00	0.37	0.37	at BOUNDARY RD E	at VISSER RD	Rural	08	Minor Collector	9	2	870	1740	198	0.11	0.75
71070	49	2557, 2565, 2561, 2550	BENNETT DR	0.00	0.97	0.97	at MARINE DR	at MCLEOD RD (E OF HOLLYWOOD)	City UGA	17	Collector	12	2	960	1920	832	0.43	0.9
71070	50	2551	BENNETT DR	0.97	1.23	0.26	at MCLEOD RD (E OF HOLLYWOOD)	at BAKERVIEW RD W	City UGA	17	Collector	12	2	1200	2400	1061	0.44	0.9
71070	51		BENNETT DR	1.23	1.42	0.19	at BAKERVIEW RD W	370 ft. South of MAPLEWOOD AV W (N OF BENNETT)	City UGA	17	Collector	11	2	960	1920	615	0.32	0.9
71070	52		BENNETT DR	1.42	1.49	0.07	370 ft. South of MAPLEWOOD AV W (N OF BENNETT)	at MAPLEWOOD AV W (N OF BENNETT)	City UGA	17	Collector	11	2	960	1920	615	0.32	0.9
8850	53	3987	BENSON RD	0.00	0.25	0.25	at TELLER DR	at TYEE DR	Rural	08	Minor Collector	9	2	870	1740	0	0.00	0.75
8850	54	548	BENSON RD	0.25	1.75	1.50	at TYEE DR	at BOUNDARY BAY RD	Rural	08	Minor Collector	10	2	870	1740	0	0.00	0.75
60610	55	3343	BENSON RD	3.48	3.84	0.36	at VISSER RD	at BOUNDARY RD E	Rural	08	Minor Collector	11	2	1000	2000	199	0.10	0.75
33230	56	3162	BERTHUSEN RD	1.03	1.25	0.22	at LOOMIS TRAIL RD (E OF STEIN RD)	at WYE CONNECTOR	Rural	08	Minor Collector	12	2	960	1920	1004	0.52	0.75
33230	57	3172	BERTHUSEN RD	1.25	1.29	0.04	at WYE CONNECTOR	at W MAIN ST	Rural	08	Minor Collector	9	2	870	1680	914	0.54	0.75
20010	58	703	BIRCH BAY DR	0.54	0.64	0.10	at POINT WHITEHORN RD	0.10 mi. NE of POINT WHITEHORN RD	County UGA	07	Major Collector	10	2	870	1740	24	0.01	0.9
20010	59	703	BIRCH BAY DR	0.64	1.30	0.66	0.10 mi. NE of POINT WHITEHORN RD	0.76 mi. NE of POINT WHITEHORN RD	County UGA	07	Major Collector	10	2	870	1740	24	0.01	0.9
20010	60	703	BIRCH BAY DR	1.30	1.70	0.40	0.76 mi. NE of POINT WHITEHORN RD	0.38 mi. SW of WYE CONNECTOR	County UGA	07	Major Collector	10	2	870	1740	24	0.01	0.9
20010	61	703, 868	BIRCH BAY DR	1.70	2.44	0.74	0.38 mi. SW of WYE CONNECTOR	at ALDERSON RD	County UGA	07	Major Collector	10	2	870	1740	63	0.04	0.9
20010	62	786	BIRCH BAY DR	2.44	2.68	0.24	at ALDERSON RD	at LORA LN	County UGA	07	Major Collector	10	2	870	1740	646	0.37	0.9
20010	63	807	BIRCH BAY DR	2.68	2.89	0.21	at LORA LN	0.21 mi. North of LORA LN	County UGA	07	Major Collector	10	2	870	1740	646	0.37	

Road #	Analysis ID	Model Link #	Road Name	BMP	EMP	Length	From	To	Rural/City UGA/Co. UGA	FFC	Class	Lane Width	# Lanes	One-way Capacity	Two-way Capacity	Peak Volume	Peak V/C	LOS Standard
21580	72	3824	BIRCH BAY LYNDEN RD	4.01	4.20	0.19	106 ft. West of VALLEY VIEW RD (N OFF BIRCH BAY LYNDEN)	0.17 mi. East of VALLEY VIEW RD (N OFF BIRCH BAY LYNDEN)	Rural Primary Route	07	Major Collector	11	2	960	1920	1174	0.61	0.9
21580	73	3824, 2357, 2325	BIRCH BAY LYNDEN RD	4.20	6.02	1.82	0.17 mi. East of VALLEY VIEW RD (N OFF BIRCH BAY LYNDEN)	at DELTA LINE RD (N OF B BAY LYNDEN)	Rural Primary Route	07	Major Collector	11	2	960	1920	1235	0.64	0.9
21580	74	2325, 2392, 2061	BIRCH BAY LYNDEN RD	6.02	7.92	1.90	at DELTA LINE RD (N OF B BAY LYNDEN)	at ENTERPRISE RD N	Rural Primary Route	07	Major Collector	11	2	960	1920	1124	0.59	0.9
21580	75	2058	BIRCH BAY LYNDEN RD	7.92	8.93	1.01	at ENTERPRISE RD N	at BOB HALL RD	Rural Primary Route	07	Major Collector	11	2	960	1920	1338	0.70	0.9
21580	76	3165	BIRCH BAY LYNDEN RD	8.93	9.95	1.02	at BOB HALL RD	at RATHBONE RD	Rural Primary Route	07	Major Collector	11	2	960	1920	1376	0.72	0.9
21580	77	3170	BIRCH BAY LYNDEN RD	9.95	10.96	1.01	at RATHBONE RD	at BERTHUSEN RD	Rural Primary Route	07	Major Collector	11	2	960	1920	1480	0.77	0.9
21580	78	3137	BIRCH BAY LYNDEN RD	10.96	11.48	0.52	at BERTHUSEN RD	at LYNDEN CITY LIMITS	Rural Primary Route	16	Minor Arterial	11	2	960	1920	1470	0.77	0.9
20050	79	623, 624	BIRCH PT RD	0.00	0.90	0.90	at SEMIAHMOO DR	0.68 mi. West of BIRCH BAY VILLAGE - ENT & BAY RIDGE DR - PRIVATE	Rural	07	Major Collector	10	2	870	1740	134	0.08	0.75
20050	80	624, 701	BIRCH PT RD	0.90	1.58	0.68	0.68 mi. West of BIRCH BAY VILLAGE - ENT & BAY RIDGE DR - PRIVATE	at BIRCH BAY VILLAGE - ENT & BAY RIDGE DR - PRIVATE	County UGA	07	Major Collector	8	2	870	1740	365	0.21	0.9
20050	81	710	BIRCH PT RD	1.58	2.04	0.46	at BIRCH BAY VILLAGE - ENT & BAY RIDGE DR - PRIVATE	at BIRCH POINT LOOP	County UGA	07	Major Collector	11	2	1000	2000	823	0.41	0.9
20050	82	710	BIRCH PT RD	2.04	2.23	0.19	at BIRCH POINT LOOP	at BIRCH POINT LOOP	County UGA	07	Major Collector	11	2	1000	2000	823	0.41	0.9
20050	83	710	BIRCH PT RD	2.23	2.62	0.39	at BIRCH POINT LOOP	at SHINTAFFER RD	County UGA	07	Major Collector	10	2	870	1740	823	0.47	0.9
8830	84	3936	BOUNDARY BAY RD	0.00	0.50	0.50	at APA RD	at BENSON RD	Rural	08	Minor Collector	10	2	870	1740	0	0.00	0.75
8830	85	2033	BOUNDARY BAY RD	0.50	1.00	0.50	at BENSON RD	at JOHNSON RD	Rural	08	Minor Collector	10	2	870	1740	0	0.00	0.75
60541	86	3347	BOUNDARY RD E	0.00	0.11	0.11	at SR 539	0.11 mi. East of SR 539	Rural	08	Minor Collector	18	2	1000	2000	199	0.10	0.75
60541	87	3347, 3971	BOUNDARY RD E	0.11	1.07	0.96	0.11 mi. East of SR 539	at BENSON RD	Rural	08	Minor Collector	11	2	1000	2000	199	0.10	0.75
60542	88	3827	BOUNDARY RD E	0.00	0.49	0.49	at BENDER RD	at ASSINK RD	Rural	08	Minor Collector	12	2	1000	2000	198	0.10	0.75
60542	89	3827	BOUNDARY RD E	0.49	1.39	0.90	at ASSINK RD	0.10 mi. West of NORTHWOOD RD	Rural	08	Minor Collector	10	2	870	1740	198	0.11	0.75
60542	90	3827	BOUNDARY RD E	1.39	1.49	0.10	0.10 mi. West of NORTHWOOD RD	at NORTHWOOD RD	Rural	08	Minor Collector	9	2	870	1740	198	0.11	0.75
66580	91	3619, 3371	BRECKENRIDGE RD	0.00	1.12	1.12	at BR #315 (SUMAS RIVER -C/L)	at SORENSON RD	City UGA	08	Minor Collector	9	2	850	1700	106	0.06	0.9
46410	92	3430	BRITTON RD	0.00	0.45	0.45	at SR 542	at EMERALD LAKE WY (EMERALD LK)	City UGA	16	Minor Arterial	12	2	1200	2400	608	0.25	0.9
46410	93	3430, 3468	BRITTON RD	0.45	0.88	0.43	at EMERALD LAKE WY (EMERALD LK)	211 ft. North of MCLEOD RD (W OF BRITTON RD)	City UGA	16	Minor Arterial	12	2	960	1920	619	0.32	0.9
46410	94	3471, 3472	BRITTON RD	0.88	1.18	0.30	211 ft. North of MCLEOD RD (W OF BRITTON RD)	422 ft. North of GREENVILLE DR (TWEED TWENTY)	City UGA	16	Minor Arterial	12	2	960	1920	481	0.25	0.9
46410	95	3444, 3885	BRITTON RD	1.18	1.48	0.30	422 ft. North of GREENVILLE DR (TWEED TWENTY)	at BELLINGHAM CITY LIMITS	City UGA	16	Minor Arterial	12	2	960	1920	269	0.14	0.9
23940	96	2353	BRUCE RD	0.00	0.74	0.74	at BAY RD	at MAIN ST (CUSTER)	Rural	08	Minor Collector	8	2	870	1740	287	0.16	0.75
44160	97	1915	CABLE ST	0.00	0.04	0.04	at TERRACE AV N	at LAKEVIEW ST	City UGA	16	Minor Arterial	12	2	960	1920	2511	1.31	0.9
44160	98	1935	CABLE ST	0.04	0.51	0.47	at LAKEVIEW ST	at LAKE WHATCOM BLVD	City UGA	16	Minor Arterial	11	2	960	1920	2511	1.31	0.9
44080	99	1940, 1944, 1946	CAIN LK RD	0.00	1.80	1.80	at SKAGIT CO LINE	at CAIN LK RD NE	Rural	07	Major Collector	11	2	970	1940	383	0.20	0.75
44080	100	1949	CAIN LK RD	1.80	2.17	0.37	at CAIN LK RD NE	at LAKE WHATCOM BLVD	Rural	07	Major Collector	10	2	850	1700	383	0.23	0.75
56110	101	3884	CEDARVILLE RD	0.00	1.39	1.39	at GOSHEN RD	at SR 542	Rural	08	Minor Collector	9	2	840	1680	107	0.06	0.75
71090	102	2563	COTTONWOOD AV	0.00	0.10	0.10	at BENNETT DR	at BELLINGHAM CITY LIMITS	City UGA	17	Collector	11	2	1000	2000	623	0.31	0.9
71130	103	2566	COTTONWOOD AV (E OF BENNETT DR)	0.32	0.41	0.09	at BENNETT DR	at BELLINGHAM CITY LIMITS	City UGA	17	Collector	11	2	1000	2000	398	0.20	0.9
72220	104	2177	COUNTRY LN	0.00	0.82	0.82	at RURAL AV	at BANCROFT RD	City UGA	16	Minor Arterial	11	2	1000	2000	1202	0.60	0.9
72220	105	2039	COUNTRY LN	0.82	0.89	0.07	at BANCROFT RD	at CURTIS RD	City UGA	17	Collector	11	2	980	1960	138	0.07	0.9
72570	106	3896	CURTIS RD	0.00	1.14	1.14	at COUNTRY LN	at MARIETTA AV	City UGA	17	Collector	11	2	890	1780	138	0.08	0.9
72570	107	2171	CURTIS RD	1.14	1.50	0.36	at MARIETTA AV	at RURAL AV	City UGA	17	Collector	9	2	780	1560	175	0.11	0.9
24310	108	2362	CUSTER SCHOOL RD	0.06	0.31	0.25	at MAIN ST (CUSTER)	0.11 mi. North of ARNIE RD (E OF PORTAL WY)	Rural	08	Minor Collector	11	2	1000	2000	300	0.15	0.75
24310	109	2360	CUSTER SCHOOL RD	0.31	0.56	0.25	0.11 mi. North of ARNIE RD (E OF PORTAL WY)	0.15 mi. South of ZELL RD	Rural	08	Minor Collector	12	2	1000	2000	300	0.15	0.75
24310	110	2381	CUSTER SCHOOL RD	0.56	0.71	0.15	0.15 mi. South of ZELL RD	at ZELL RD	Rural	08	Minor Collector	12	2	1000	2000	300	0.15	0.75
24310	111	2381	CUSTER SCHOOL RD	0.71	0.83	0.12	at ZELL RD	at CREAMY RD (I-5 TO STEIN)	Rural	08	Minor Collector	11	2	1000	2000	300	0.15	0.75
24310	112	2381	CUSTER SCHOOL RD	0.83	1.33	0.50	at CREAMY RD (I-5 TO STEIN)	at BIRCH BAY LYNDEN RD	Rural	08	Minor Collector	11	2	1000	2000	300	0.15	0.75
30892	113	3978	DELTA LINE RD (N OF B BAY LYNDEN)	2.03	2.51	0.48	at BADGER RD W	at HAYNIE RD	Rural	07	Major Collector	11	2	980	1960	374	0.19	0.75
20350	114	734	DRAYTON HARBOR RD	0.00	1.12	1.12	at BLAINE CITY LIMITS	53 ft. West of HARBORVIEW CONNECTOR	City UGA	08	Minor Collector	10	2	870	1740	1103	0.63	0.9
20350	115	734	DRAYTON HARBOR RD	1.12	1.16	0.04	53 ft. West of HARBORVIEW CONNECTOR	at HARBORVIEW RD	City UGA	08	Minor Collector	10	4	1740	3480	1103	0.32	0.9
20350	116	637	DRAYTON HARBOR RD	1.16	1.19	0.03	at HARBORVIEW RD	158 ft. NE of HARBORVIEW RD	City UGA	07	Major Collector	17	2	960	1920	1412	0.74	0.9
20350	117	637	DRAYTON HARBOR RD	1.19	1.91	0.72	158 ft. NE of HARBORVIEW RD	158 ft. West of BR #38 (CALIFORNIA CR)	City UGA	07	Major Collector	10	2	840	1680	1412	0.84	0.9
20350	118	637	DRAYTON HARBOR RD	1.91	2.06	0.15	158 ft. West of BR #38 (CALIFORNIA CR)	at SR 548 - BLAINE RD	City UGA	07	Major Collector	11	2	960	1920	1412	0.74	0.9
8221	119	3989	EDWARDS DR (E OF MARINE)	0.00	0.36	0.36	at MARINE DR	at OCEAN VIEW CT	Rural	08	Minor Collector	10	2	870	1740	0	0.00	0.75
8221	120	3989	EDWARDS DR (E OF MARINE)	0.36	0.52	0.16	at OCEAN VIEW CT	at MARINA DR	Rural	08	Minor Collector	10	2	870	1740	0	0.00	0.75
32990	121	2070, 2066	ENTERPRISE RD	0.15	0.94	0.79	at FERNDALE CITY LIMITS	at GRANDVIEW RD	Rural	07	Major Collector	12	2	960	1920	958	0.50	0.75
32990	122	2069	ENTERPRISE RD	0.94	1.94	1.00	at GRANDVIEW RD	at HARKSELL RD	Rural	07	Major Collector	12	2	960	1920	1404	0.73	0.75
32980	123	2409, 2410, 2397, 2396	ENTERPRISE RD N	0.00	0.99	0.99	at HARKSELL RD	at WILLEYS LK RD (E OFF ENTERPRISE RD N)	Rural	07	Major Collector	14	2	980	1960	1249	0.64	0.75
32980	124	2397, 2396	ENTERPRISE RD N	0.99	2.00	1.01	at WILLEYS LK RD (E OFF ENTERPRISE RD N)	at BIRCH BAY LYNDEN RD	Rural	07	Major Collector	14	2	980	1960	1214	0.62	0.75
32980	125	2060	ENTERPRISE RD N	2.00	3.01	1.01	at BIRCH BAY LYNDEN RD	at LOOMIS TRAIL RD (E OF STEIN RD)	Rural	08	Minor Collector	12	2	1000	2000	734	0.37	0.75
55230	126	3428	EVERSON GOSHEN RD	0.00	0.99	0.99	at SR 542	at KELLY RD	Rural	07	Major Collector	12	2	810	1620	1475	0.91	0.75
55230	127	3429	EVERSON GOSHEN RD	0.99	1.99	1.00	at KELLY RD	at SMITH RD E	Rural	07	Major Collector	12	2	810	1620	1461	0.90	0.75
55230	128	3486	EVERSON GOSHEN RD	1.99	4.00	2.01	at SMITH RD E	at HEMMI RD E	Rural	07	Major Collector	11	2	810	1620	1480	0.91	0.75
55230	129	3887	EVERSON GOSHEN RD	4.00	5.00	1.00	at HEMMI RD E	at CENTRAL RD	Rural	07	Major Collector	11	2	810	1620	1541	0.95	0.75
55230	130	3887	EVERSON GOSHEN RD	5.00	6.01	1.01	at CENTRAL RD	at POLE RD E	Rural	07	Major Collector	11	2	810	1620	1541	0.95	0.75
55230	131	3407, 3556	EVERSON GOSHEN RD	6.01	6.08	0.07	at POLE RD E	at SR 544	Rural	07	Major Collector	11	2	810	1620	1627	1.00	0.75
56150	132	3505	FAZON RD	0.00	0.77	0.77	at GOSHEN RD	at HEMMI RD E	Rural	08	Minor Collector	9	2	780	1560	247	0.16	0.75
12800	133	2136	FERNDALE RD	0.00	1.89	1.89	at MARINE DR	at SLATER RD	Rural	07	Major Collector	10	2					

Road #	Analysis ID	Model Link #	Road Name	BMP	EMP	Length	From	To	Rural/City UGA/Co. UGA	FFC	Class	Lane Width	# Lanes	One-way Capacity	Two-way Capacity	Peak Volume	Peak V/C	LOS Standard
56140	142	3508	GOSHEN RD	0.52	1.75	1.23	at FAZON RD	at CEDARVILLE RD	Rural	08	Minor Collector	9	2	850	1700	107	0.06	0.75
0	143	616	GRANDVIEW RD	0.50	1.48	0.98	at POINT WHITEHORN RD	at JACKSON RD	County UGA	07	Major Collector	10	2	850	1700	107	0.06	0.9
22210	144	625, 618	GRANDVIEW RD	1.48	2.50	1.02	at JACKSON RD	at BLAINE RD	County UGA	07	Major Collector	12	2	1000	2000	368	0.18	0.9
22210	145	2395	GRANDVIEW RD	8.49	8.69	0.20	at 15 NB OFF ON RAMP	at 475 ft. West of UAB	City UGA	16	Minor Arterial	11	2	960	1920	936	0.49	0.9
22210	146	2395	GRANDVIEW RD	8.69	8.78	0.09	at UAB	at UAB	City UGA	16	Minor Arterial	11	2	960	1920	936	0.49	0.9
22210	147	2395	GRANDVIEW RD	8.78	9.03	0.25	at UAB	at ENTERPRISE RD	Rural	07	Major Collector	11	2	960	1920	936	0.49	0.75
22210	148	215	GRANDVIEW RD	9.03	9.51	0.48	at ENTERPRISE RD	at DAHLBERG RD	Rural	07	Major Collector	9	2	870	1740	327	0.19	0.75
2400	149	518, 516, 565	GULF RD	0.08	0.73	0.65	at MARINE DR	at TYEE DR	Rural	07	Major Collector	12	2	1000	2000	0	0.00	0.75
34700	150	3117	H ST RD	0.00	0.10	0.10	at SR 539	0.10 mi. West of SR 539	Rural	07	Major Collector	9	2	700	1400	652	0.47	0.75
34700	151	3117, 3174	H ST RD	0.10	1.24	1.14	0.10 mi. West of SR 539	at AXLING RD	Rural	07	Major Collector	9	2	700	1400	652	0.47	0.75
34700	152	3174, 2096	H ST RD	1.24	3.00	1.76	at AXLING RD	at MARKWORTH RD	Rural	07	Major Collector	9	2	780	1560	627	0.40	0.75
34700	153	2096	H ST RD	3.00	5.02	2.02	at MARKWORTH RD	at SUNRISE RD (N OFF BIRCH BAY LYNDEN)	Rural	07	Major Collector	10	2	780	1560	601	0.39	0.75
34700	154	2412, 2388	H ST RD	5.02	7.74	2.72	at SUNRISE RD (N OFF BIRCH BAY LYNDEN)	at BLAINE CITY LIMITS	Rural	07	Major Collector	10	2	780	1560	678	0.43	0.75
62180	155	3565	HALVERSTICK RD	0.00	0.04	0.04	at NORTHWOOD RD	at NORTHWOOD RD	Rural	08	Minor Collector	10	2	850	1700	198	0.12	0.75
62180	156	3565, 3831	HALVERSTICK RD	0.04	5.43	5.39	at NORTHWOOD RD	0.13 mi. West of SR 9	Rural	08	Minor Collector	10	2	850	1700	244	0.14	0.75
62180	157	3831	HALVERSTICK RD	5.43	5.56	0.13	0.13 mi. West of SR 9	at SR 9	Rural	08	Minor Collector	10	2	850	1700	290	0.17	0.75
61700	158	3850	HAMPTON RD	0.10	0.14	0.04	at LYNDEN CITY LIMITS	at UAB	City UGA	17	Collector	11	2	960	1920	901	0.47	0.9
61700	159	3850, 2021	HAMPTON RD	0.14	2.55	2.41	at UAB	at SLOTEMAKER RD	Rural	07	Major Collector	11	2	960	1920	816	0.43	0.75
61700	160	3539, 3540	HAMPTON RD	2.55	4.79	2.24	at SLOTEMAKER RD	at VAN BUREN RD	Rural	07	Major Collector	11	2	960	1920	638	0.33	0.75
55110	161	3091	HANNEGAN RD	1.71	1.96	0.25	at CITY LIMITS	at VAN WYCK RD (W OF SR 542)	City UGA	16	Minor Arterial	11	2	960	1920	2180	1.14	0.9
55110	162	2831	HANNEGAN RD	1.96	2.97	1.01	at VAN WYCK RD (W OF SR 542)	at KELLY RD	Rural Primary	07	Major Collector	11	2	960	1920	2106	1.10	0.9
55110	163	1976	HANNEGAN RD	2.97	3.98	1.01	at KELLY RD	at SMITH RD E	Rural Primary	07	Major Collector	11	2	960	1920	2078	1.08	0.9
55110	164	3105	HANNEGAN RD	3.98	4.99	1.01	at SMITH RD E	at AXTON RD E	Rural Primary	07	Major Collector	11	2	960	1920	1829	0.95	0.9
55110	165	3093, 2010	HANNEGAN RD	4.99	5.79	0.80	at AXTON RD E	0.25 mi. North of LAUREL RD E	Rural Primary	07	Major Collector	11	2	960	1920	1837	0.96	0.9
55110	166	2010, 2012	HANNEGAN RD	5.79	6.55	0.76	0.25 mi. North of LAUREL RD E	at TENMILE RD	Rural Primary	07	Major Collector	11	2	1200	2400	1830	0.76	0.9
55110	167	2012, 2108	HANNEGAN RD	6.55	8.07	1.52	at TENMILE RD	at SR 544	Rural Primary	07	Major Collector	12	2	960	1920	1824	0.95	0.9
55110	168	2110, 3282, 3284, 3288, 2002	HANNEGAN RD	8.07	10.07	2.00	at SR 544	at BR #245 (DRIANAGE DITCH)	Rural Primary	07	Major Collector	12	2	960	1920	1856	0.97	0.9
55110	169	2002, 2001	HANNEGAN RD	10.07	11.58	1.51	at BR #245 (DRIANAGE DITCH)	at LYNDEN CITY LIMITS	Rural Primary	07	Major Collector	12	2	960	1920	1944	1.01	0.9
26420	170	655	HARBORVIEW RD	0.00	0.16	0.16	at BIRCH BAY DR	at BIRCH BAY LYNDEN RD	County UGA	07	Major Collector	11	2	980	1960	766	0.39	0.9
26420	171	660	HARBORVIEW RD	0.16	0.67	0.51	at BIRCH BAY LYNDEN RD	at ANDERSON RD	County UGA	07	Major Collector	11	2	980	1960	396	0.20	0.9
26420	172	645	HARBORVIEW RD	0.67	1.17	0.50	at ANDERSON RD	at LINCOLN RD	County UGA	07	Major Collector	11	2	980	1960	190	0.10	0.9
26420	173	697	HARBORVIEW RD	1.17	1.58	0.41	at LINCOLN RD	53 ft. South of HARBORVIEW CONNECTOR	County UGA	07	Major Collector	11	2	960	1920	331	0.17	0.9
26420	174	698	HARBORVIEW RD	1.58	1.64	0.06	53 ft. South of HARBORVIEW CONNECTOR	at DRYTON HARBOR RD	County UGA	07	Major Collector	17	2	960	1920	320	0.17	0.9
30960	175	2409	HARKSELL RD	1.53	1.63	0.10	at ENTERPRISE RD	0.10 mi. East of ENTERPRISE RD	Rural	07	Major Collector	12	2	980	1960	1249	0.64	0.75
30960	176	2409	HARKSELL RD	1.63	1.91	0.28	0.10 mi. East of ENTERPRISE RD	at ENTERPRISE RD N	Rural	07	Major Collector	12	2	980	1960	1249	0.64	0.75
12750	177	1063	HAXTON WY	0.48	1.42	0.94	at LUMMI VIEW DR	at BALCH RD (PRIVATE)	Rural	07	Major Collector	11	2	960	1920	667	0.35	0.75
12750	178	1064	HAXTON WY	1.42	2.00	0.58	at BALCH RD (PRIVATE)	at CAGEY RD	Rural	07	Major Collector	11	2	960	1920	667	0.35	0.75
12750	179	3901	HAXTON WY	2.00	4.70	2.70	at CAGEY RD	at KWINA RD	Rural	07	Major Collector	11	2	960	1920	817	0.43	0.75
12750	180	3899	HAXTON WY	4.70	5.53	0.83	at KWINA RD	211 ft. South of LUMMI SHORE DR (N OF CAGEY RD)	Rural	07	Major Collector	11	2	960	1920	342	0.18	0.75
12750	181	3899	HAXTON WY	5.53	5.57	0.04	211 ft. South of LUMMI SHORE DR (N OF CAGEY RD)	at LUMMI SHORE DR (N OF CAGEY RD)	Rural	07	Major Collector	11	2	960	1920	342	0.18	0.75
12750	182	3898, 2133	HAXTON WY	5.57	6.52	0.95	at LUMMI SHORE DR (N OF CAGEY RD)	at SLATER RD	Rural	07	Major Collector	12	2	960	1920	816	0.43	0.75
35220	183	459, 458, 2385, 2383	HAYNIE RD	0.00	2.74	2.74	at STADSVOLD RD	at STEIN RD	Rural	07	Major Collector	11	2	980	1960	349	0.18	0.75
35220	184	3977	HAYNIE RD	2.74	3.25	0.51	at STEIN RD	at DELTA LINE RD (N OF B BAY LYNDEN)	Rural	07	Major Collector	11	2	980	1960	374	0.19	0.75
56320	185	2507, 3094	HEMMI RD E	0.00	1.97	1.97	at SR539	at HANNEGAN RD	Rural	08	Minor Collector	10	2	850	1700	246	0.14	0.75
56320	186	2009	HEMMI RD E	1.97	4.00	2.03	at HANNEGAN RD	at NOON RD	Rural	08	Minor Collector	10	2	850	1700	96	0.06	0.75
56320	187	3483, 3422	HEMMI RD E	4.00	6.02	2.02	at NOON RD	at MISSION RD (N OF SMITH RD)	Rural	08	Minor Collector	10	2	850	1700	106	0.06	0.75
65500	188	3857	HOPEWELL RD	1.16	1.39	0.23	at SIPER RD	at GOODWIN RD	Rural	08	Minor Collector	9	2	840	1680	858	0.51	0.75
73340	189	2301	HOVANDER RD	0.00	0.29	0.29	at SMITH RD W	at RRR XING - FERDALE C/L	City UGA	16	Minor Arterial	10	2	870	1740	1223	0.70	0.9
21950	190	789	JACKSON RD	0.00	0.24	0.24	at BIRCH BAY DR	at HIGHLAND DR	County UGA	08	Minor Collector	9	2	870	1740	78	0.04	0.9
21950	191	865, 863	JACKSON RD	0.24	0.42	0.18	at HIGHLAND DR	at BAY RD	County UGA	08	Minor Collector	10	2	870	1740	78	0.04	0.9
21950	192	627	JACKSON RD	0.42	1.43	1.01	at BAY RD	at GRANDVIEW RD	County UGA	08	Minor Collector	9	2	870	1740	104	0.06	0.9
54850	193	3015	JAMES ST RD	0.00	0.10	0.10	at MCLEOD RD (W OF JAMES ST RD)	0.10 mi. North of MCLEOD RD (W OF JAMES ST RD)	City UGA	16	Minor Arterial	11	2	980	1960	1619	0.83	0.9
54850	194	3015	JAMES ST RD	0.10	0.21	0.11	0.10 mi. North of MCLEOD RD (W OF JAMES ST RD)	211 ft. South of TELEGRAPH RD	City UGA	16	Minor Arterial	11	2	980	1960	1619	0.83	0.9
54850	195	3015, 2855	JAMES ST RD	0.21	0.29	0.08	211 ft. South of TELEGRAPH RD	211 ft. North of TELEGRAPH RD	City UGA	16	Minor Arterial	11	3	1230	2460	1201	0.49	0.9
54850	196	2855	JAMES ST RD	0.29	0.37	0.08	211 ft. North of TELEGRAPH RD	0.12 mi. South of BAKERVIEW RD E	City UGA	16	Minor Arterial	11	3	1230	2460	782	0.32	0.9
54850	197	2855	JAMES ST RD	0.37	0.43	0.06	0.12 mi. South of BAKERVIEW RD E	317 ft. South of BAKERVIEW RD E	City UGA	16	Minor Arterial	12	2	980	1960	782	0.40	0.9
54850	198	2855	JAMES ST RD	0.43	0.49	0.06	317 ft. South of BAKERVIEW RD E	at BAKERVIEW RD E	City UGA	16	Minor Arterial	12	3	1230	2460	782	0.32	0.9
2030	199	591	JOHNSON RD	0.33	0.51	0.18	at JAMES RD	at MILL RD	Rural	08	Minor Collector	11	2	1000	2000	0	0.00	0.75
2030	200	591	JOHNSON RD	0.51	0.74	0.23	at MILL RD	at WASHINGTON DR	Rural	08	Minor Collector	9	2	870	1740	0	0.00	0.75
2030	201	591	JOHNSON RD	0.74	0.86	0.12	at WASHINGTON DR	at MONTE DR	Rural	08	Minor Collector	10	2	870	1740	0	0.00	0.75
2030	202	591	JOHNSON RD	0.86	1.51	0.65	at MONTE DR	at BOUNDARY BAY DR	Rural	08	Minor Collector	10	2	870	1740	0	0.00	0.75
21850	203	475	KICKERVILLE RD	0.50	1.50	1.00	at RAINBOW RD	at ALDERGROVE RD	County UGA	07	Major Collector	11	2	960	1960	1161	0.59	0.9
21850	204	474, 476	KICKERVILLE RD	1.50	2.51	1.01	at ALDERGROVE RD	at GRANDVIEW RD	County UGA	07	Major Collector	11	2	960	1920			

Road #	Analysis ID	Model Link #	Road Name	BMP	EMP	Length	From	To	Rural/City UGA/Cc. UGA	FFC	Class	Lane Width	# Lanes	One-way Capacity	Two-way Capacity	Peak Volume	Peak V/C	LOS Standard
46010	215	1907	LAKE LOUISE RD	0.50	0.61	0.11	at GATE 5 (PRIVATE)	at UAB	City UGA	17	Collector	11	2	970	1940	1465	0.76	0.9
46010	216	1907, 3881, 1862	LAKE LOUISE RD	0.61	3.46	2.85	at UAB	at UAB	City UGA	07	Major Collector	11	2	970	1940	1238	0.64	0.9
46010	217	1904	LAKE LOUISE RD	3.46	4.06	0.60	at UAB	at AUSTIN ST	City UGA	16	Minor Arterial	11	2	970	1940	1465	0.76	0.9
44170	218	3890	LAKE SAMISH DR N	0.00	0.01	0.01	at LAKE SAMISH DR W	at BR #107 (LAKE SAMISH)	Rural	08	Minor Collector	11	2	1000	2000	1	0.00	0.75
44170	219	3890	LAKE SAMISH DR N	0.01	0.06	0.05	at BR #107 (LAKE SAMISH)	264 ft. North of BR #107 (LAKE SAMISH)	Rural	08	Minor Collector	15	2	1000	2000	1	0.00	0.75
44170	220	3890	LAKE SAMISH DR N	0.06	0.78	0.72	264 ft. North of BR #107 (LAKE SAMISH)	0.15 mi. SW of LAKE SAMISH DR E	Rural	08	Minor Collector	11	2	1000	2000	1	0.00	0.75
44170	221	3890	LAKE SAMISH DR N	0.78	0.93	0.15	0.15 mi. SW of LAKE SAMISH DR E	at LAKE SAMISH DR E	Rural	08	Minor Collector	11	2	1000	2000	1	0.00	0.75
44170	222	1865	LAKE SAMISH DR N	0.93	1.31	0.38	at LAKE SAMISH DR E	0.36 mi. South of I-5 OFF RAMP	Rural	08	Minor Collector	11	2	970	1940	1	0.00	0.75
44170	223	1865	LAKE SAMISH DR N	1.31	1.33	0.02	0.36 mi. South of I-5 OFF RAMP	0.34 mi. South of I-5 OFF RAMP	Rural	08	Minor Collector	11	2	970	1940	1	0.00	0.75
44170	224	1873, 1881	LAKE SAMISH DR N	1.33	1.67	0.34	0.34 mi. South of I-5 OFF RAMP	at I-5 OFF RAMP	Rural	08	Minor Collector	12	2	970	1940	419	0.22	0.75
44170	225	1051	LAKE SAMISH DR N	1.67	1.80	0.13	at I-5 OFF RAMP	at SAMISH WAY	Rural	08	Minor Collector	12	2	970	1940	572	0.29	0.75
44020	226	3890	LAKE SAMISH DR W	0.00	1.73	1.73	at SUMMERLAND RD	at SUMMERLAND RD	Rural	08	Minor Collector	11	2	1000	2000	1	0.00	0.75
44020	227	3890	LAKE SAMISH DR W	1.73	1.75	0.02	at SUMMERLAND RD	106 ft. NW of SUMMERLAND RD	Rural	08	Minor Collector	11	2	1000	2000	1	0.00	0.75
44020	228	3890	LAKE SAMISH DR W	1.75	2.60	0.85	106 ft. NW of SUMMERLAND RD	at ROY RD	Rural	08	Minor Collector	10	2	870	1740	1	0.00	0.75
15600	229	479	LAKE TERRELL RD	0.98	1.98	1.00	at SLATER RD	at UNICK RD	Rural	07	Major Collector	11	2	960	1920	1428	0.74	0.75
15600	230	473	LAKE TERRELL RD	1.98	2.98	1.00	at UNICK RD	at MOUNTAIN VIEW RD	Rural	07	Major Collector	11	2	960	1920	1425	0.74	0.75
44120	231	3880	LAKE WHATCOM BLVD	0.21	0.23	0.02	at CABLE ST	106 ft. East of CABLE ST	City UGA	17	Collector	10	2	780	1560	428	0.27	0.9
44120	232	3880	LAKE WHATCOM BLVD	0.23	1.12	0.89	106 ft. East of CABLE ST	at CHERRY LN	City UGA	17	Collector	10	2	780	1560	428	0.27	0.9
44120	233	3880, 1856	LAKE WHATCOM BLVD	1.12	1.67	0.55	at CHERRY LN	211 ft. West of STRAWBERRY PT	City UGA	17	Collector	10	2	780	1560	428	0.27	0.9
44120	234	1856	LAKE WHATCOM BLVD	1.67	2.05	0.38	211 ft. West of STRAWBERRY PT	0.34 mi. East of STRAWBERRY PT	City UGA	17	Collector	12	2	890	1780	428	0.24	0.9
44120	235	1856, 1857	LAKE WHATCOM BLVD	2.05	2.55	0.50	0.34 mi. East of STRAWBERRY PT	0.84 mi. East of STRAWBERRY PT	City UGA	17	Collector	11	2	890	1780	428	0.24	0.9
44120	236	1857	LAKE WHATCOM BLVD	2.55	3.05	0.50	0.84 mi. East of STRAWBERRY PT	1.08 mi. NW of GATE 3 (PRIVATE)	City UGA	17	Collector	11	2	890	1780	428	0.24	0.9
44120	237	1857	LAKE WHATCOM BLVD	3.05	4.24	1.19	1.08 mi. NW of GATE 3 (PRIVATE)	422 ft. SE of GATE 2 ENTRANCE (PRIVATE)	City UGA	17	Collector	10	2	780	1560	428	0.27	0.9
44120	238	1951	LAKE WHATCOM BLVD	4.24	4.28	0.04	422 ft. SE of GATE 2 ENTRANCE (PRIVATE)	264 ft. NW of BR #116 (AUSTIN CR)	City UGA	17	Collector	11	2	890	1780	81	0.05	0.9
44120	239	1951	LAKE WHATCOM BLVD	4.28	4.36	0.08	264 ft. NW of BR #116 (AUSTIN CR)	158 ft. SE of BR #116 (AUSTIN CR)	City UGA	17	Collector	12	2	890	1780	81	0.05	0.9
44120	240	1951, 1950	LAKE WHATCOM BLVD	4.36	4.63	0.27	158 ft. SE of BR #116 (AUSTIN CR)	at LAKE LOUISE RD	City UGA	17	Collector	10	2	780	1560	332	0.21	0.9
44120	241	3879	LAKE WHATCOM BLVD	4.63	5.27	0.64	at LAKE LOUISE RD	at UAB	City UGA	07	Major Collector	10	2	850	1700	658	0.39	0.9
44120	242	3879	LAKE WHATCOM BLVD	5.27	7.51	2.24	at UAB	at CAIN LK RD	Rural	07	Major Collector	10	2	850	1700	658	0.39	0.75
45690	243	1846	LAKEWAY DR	0.00	0.42	0.42	at BELLINGHAM CITY LIMITS	at LOWE AV	City UGA	16	Minor Arterial	12	2	810	1620	2730	1.69	0.9
45690	244	1920	LAKEWAY DR	0.42	0.63	0.21	at LOWE AV	at TERRACE AV N	City UGA	16	Minor Arterial	12	2	810	1620	2511	1.55	0.9
50160	245	3092	LAUREL RD E	0.00	1.97	1.97	at SR 539	at HANNEGAN RD	Rural	08	Minor Collector	11	2	960	1920	0	0.00	0.75
70160	246	2795	LAUREL RD W	0.00	0.40	0.40	at NORTHWEST DR	0.10 mi. West of UAB	City UGA	17	Collector	10	2	870	1740	42	0.02	0.9
70160	247	2791	LAUREL RD W	0.40	0.50	0.10	0.10 mi. West of UAB	at UAB	City UGA	17	Collector	11	2	1000	2000	42	0.02	0.9
70160	248	2791	LAUREL RD W	0.50	0.99	0.49	at UAB	at ALDRICH RD	Rural	08	Minor Collector	11	2	1000	2000	42	0.02	0.75
70160	249	2510	LAUREL RD W	0.99	1.35	0.36	at ALDRICH RD	0.36 mi. East of ALDRICH RD	Rural	08	Minor Collector	10	2	870	1740	42	0.02	0.75
70160	250	2510	LAUREL RD W	1.35	1.99	0.64	0.36 mi. East of ALDRICH RD	at OLD GUIDE RD	Rural	08	Minor Collector	11	2	1000	2000	42	0.02	0.75
70160	251	2509	LAUREL RD W	1.99	2.50	0.51	at OLD GUIDE RD	at SR 539	Rural	08	Minor Collector	11	2	980	1960	83	0.04	0.75
11090	252	3921	LEGOE BAY RD	0.00	0.16	0.16	at WEST SHORE DR	0.16 mi. East of WEST SHORE DR	Rural	08	Minor Collector	9	2	870	1740	0	0.00	0.75
11090	253	3921	LEGOE BAY RD	0.16	1.39	1.23	0.16 mi. East of WEST SHORE DR	0.12 mi. East of GRANGER WY	Rural	08	Minor Collector	10	2	870	1740	0	0.00	0.75
11090	254	3922	LEGOE BAY RD	1.39	1.67	0.28	0.12 mi. East of GRANGER WY	at NUGENT RD	Rural	08	Minor Collector	11	2	1000	2000	0	0.00	0.75
26190	255	3822	LINCOLN RD	0.00	0.08	0.08	at BLAINE CITY LIMITS	422 ft. East of BLAINE CITY LIMITS	City UGA	07	Major Collector	17	2	960	1920	185	0.10	0.9
26190	256	3822	LINCOLN RD	0.08	0.26	0.18	422 ft. East of BLAINE CITY LIMITS	0.18 mi. West of SHINTAFFER RD	City UGA	07	Major Collector	17	2	960	1920	185	0.10	0.9
26190	257	3822	LINCOLN RD	0.26	0.44	0.18	0.18 mi. West of SHINTAFFER RD	at SHINTAFFER RD	City UGA	07	Major Collector	17	2	960	1920	185	0.10	0.9
63260	258	3608	LINDSAY RD	0.44	1.18	0.74	at SHINTAFFER RD	at HARBORVIEW RD	City UGA	07	Major Collector	9	2	840	1680	275	0.16	0.9
63260	259	3608	LINDSAY RD	1.77	2.08	0.31	at VAN BUREN RD	at VAN BUREN RD	Rural	07	Major Collector	9	2	870	1740	136	0.08	0.75
26501	260	639	LOOMIS TRAIL RD (E OF BLAINE RD)	0.00	0.50	0.50	at BLAINE RD	106 ft. East of GOLF COURSE ENTRANCE (PRIVATE)	City UGA	08	Minor Collector	11	2	1000	2000	361	0.18	0.9
26501	261	639	LOOMIS TRAIL RD (E OF BLAINE RD)	0.50	0.75	0.25	106 ft. East of GOLF COURSE ENTRANCE (PRIVATE)	106 ft. West of BRIDGE WY	City UGA	08	Minor Collector	11	2	1000	2000	361	0.18	0.9
26501	262	779	LOOMIS TRAIL RD (E OF BLAINE RD)	0.75	1.08	0.33	106 ft. West of BRIDGE WY	at KICKERVILLE RD	Rural	08	Minor Collector	10	2	870	1740	449	0.26	0.75
26501	263	815	LOOMIS TRAIL RD (E OF BLAINE RD)	1.08	1.75	0.67	at KICKERVILLE RD	at PORTAL WY	Rural	08	Minor Collector	10	2	870	1740	443	0.25	0.75
26502	264	2328, 2057	LOOMIS TRAIL RD (E OF STEIN RD)	1.39	3.39	2.00	at SUNRISE RD (N OFF BIRCH BAY LYNDEN)	at BOB HALL RD	Rural	08	Minor Collector	11	2	980	1960	751	0.38	0.75
26502	265	2057	LOOMIS TRAIL RD (E OF STEIN RD)	3.39	4.40	1.01	at BOB HALL RD	at WEIDKAMP RD	Rural	08	Minor Collector	11	2	980	1960	751	0.38	0.75
26502	266	3122, 3161	LOOMIS TRAIL RD (E OF STEIN RD)	4.40	5.44	1.04	at WEIDKAMP RD	at BERTHUSEN RD	Rural	08	Minor Collector	12	2	980	1960	706	0.36	0.75
12760	267	3905	LUMMI SHORE DR (N OF CAGEY RD)	0.00	2.76	2.76	at CAGEY RD	at MARINE DR	Rural	08	Minor Collector	11	2	1000	2000	156	0.08	0.75
12760	268	2125	LUMMI SHORE DR (N OF CAGEY RD)	2.76	2.81	0.05	at MARINE DR	at KWINA RD	Rural	07	Major Collector	12	2	1000	2000	559	0.28	0.75
12760	269	2124	LUMMI SHORE DR (N OF CAGEY RD)	2.81	2.86	0.05	at KWINA RD	at LUMMI SHORE CONNECTOR	Rural	08	Minor Collector	10	2	870	1740	60	0.03	0.75
12760	270	2127	LUMMI SHORE DR (N OF CAGEY RD)	2.86	3.89	1.03	at LUMMI SHORE CONNECTOR	at HAXTON WY	Rural	08	Minor Collector	10	2	870	1740	474	0.27	0.75
12770	271	3910, 3909	LUMMI SHORE DR	0.00	2.51	2.51	at LUMMI VIEW DR	at SMOKEHOUSE RD	Rural	08	Minor Collector	10	2	870	1740	34	0.02	0.75
12770	272	3909	LUMMI SHORE DR	2.51	2.63	0.12	at SMOKEHOUSE RD	0.12 mi. North of SMOKEHOUSE RD	Rural	08	Minor Collector	11	2	1000	2000	61	0.03	0.75
12770	273	3909	LUMMI SHORE DR	2.63	3.52	0.89	0.12 mi. North of SMOKEHOUSE RD	at LUMMI SHORE DR (N OF CAGEY RD)	Rural	08	Minor Collector	10	2	870	1740	61	0.04	0.75
12780	274	1065, 3911	LUMMI VIEW DR	0.00	0.92	0.92	at LUMMI SHORE DR	0.35 mi. SE of MACKENZIE RD	Rural	08	Minor Collector	10	2	870	1740	6	0.00	0.75
12780	275	3911, 3912	LUMMI VIEW DR	0.92	1.08	0.16	0.35 mi. SE of MACKENZIE RD	0.19 mi. SE of MACKENZIE RD	Rural	08	Minor Collector	10	2	870	1740	6	0.00	0.75
12780	276	3912, 1067	LUMMI VIEW DR	1.08	1.25	0.17	0.19 mi. SE of MACKENZIE RD	106 ft. SE of MACKENZIE RD	Rural	08	Minor Collector							

Road #	Analysis ID	Model Link #	Road Name	BMP	EMP	Length	From	To	Rural/City UGA/Co. UGA	FFC	Class	Lane Width	# Lanes	One-way Capacity	Two-way Capacity	Peak Volume	Peak V/C	LOS Standard
12790	293	2043	MARINE DR	3.06	3.26	0.20	at BANCROFT RD	at OLD MARINE DR	City UGA	16	Minor Arterial	12	2	980	1960	1816	0.93	0.9
12790	294	2041	MARINE DR	3.26	3.37	0.11	at OLD MARINE DR	at BR #172 (GN RR OVERPASS)	City UGA	16	Minor Arterial	10	2	850	1700	1816	1.07	0.9
12790	295	2041	MARINE DR	3.37	3.41	0.04	at BR #172 (GN RR OVERPASS)	at BR #172 (GN RR OVERPASS)	City UGA	16	Minor Arterial	12	2	980	1960	1816	0.93	0.9
12790	296	2041	MARINE DR	3.41	3.71	0.30	211 ft. East of BR #172 (GN RR OVERPASS)	53 ft. East of OLD MARINE DR	City UGA	16	Minor Arterial	10	2	850	1700	1816	1.07	0.9
12790	297	2041	MARINE DR	3.71	3.92	0.21	53 ft. East of OLD MARINE DR	at ALDERWOOD AV	City UGA	16	Minor Arterial	11	2	960	1960	1816	0.93	0.9
12790	298	2574	MARINE DR	3.92	4.40	0.48	at ALDERWOOD AV	158 ft. NW of MC ALPINE RD	City UGA	16	Minor Arterial	11	2	960	1920	1214	0.63	0.9
12790	299	2574	MARINE DR	4.40	4.51	0.11	158 ft. NW of MC ALPINE RD	317 ft. NW of LOCUST AV	City UGA	16	Minor Arterial	11	2	960	1920	1214	0.63	0.9
12790	300	2558	MARINE DR	4.51	5.05	0.54	317 ft. NW of LOCUST AV	at BENNETT DR	City UGA	16	Minor Arterial	11	2	960	1920	1214	0.63	0.9
12790	301	2555	MARINE DR	5.05	5.26	0.21	at BENNETT DR	at BR #1 (LITTLE SQUALICUM)	City UGA	16	Minor Arterial	12	2	960	1920	1294	0.67	0.9
12790	302	2556	MARINE DR	5.26	5.31	0.05	at BR #1 (LITTLE SQUALICUM)	158 ft. NW of BELLINGHAM CITY LIMITS & ELDRIDGE AV	City UGA	16	Minor Arterial	14	2	960	1920	1294	0.67	0.9
12790	303	2556	MARINE DR	5.31	5.34	0.03	158 ft. NW of BELLINGHAM CITY LIMITS & ELDRIDGE AV	at BELLINGHAM CITY LIMITS & ELDRIDGE AV	City UGA	16	Minor Arterial	14	2	960	1920	1294	0.67	0.9
84190	304	3990	MEADOW LN	0.00	0.26	0.26	at GOODMAN RD	at ROOSEVELT WY	Rural	08	Minor Collector	8	2	870	1740	0	0.00	0.75
84190	305	3796	MOSQUITO LK RD	0.00	0.90	0.90	at SR 9	0.90 mi. East of SR 9	Rural	08	Minor Collector	9	2	780	1560	24	0.02	0.75
84190	306	3796	MOSQUITO LK RD	0.90	1.27	0.37	0.90 mi. East of SR 9	1.27 mi. East of SR 9	Rural	08	Minor Collector	11	2	890	1780	24	0.01	0.75
84190	307	3796	MOSQUITO LK RD	1.27	2.43	1.16	1.27 mi. East of SR 9	1.12 mi. West of BR #157 (HUTCHINSON CR)	Rural	08	Minor Collector	11	2	890	1780	24	0.01	0.75
84190	308	1030	MOSQUITO LK RD	2.43	8.74	6.31	1.12 mi. West of BR #157 (HUTCHINSON CR)	at BR #140 (MIDDLE FORK)	Rural	08	Minor Collector	10	2	780	1560	26	0.02	0.75
84190	309	1030	MOSQUITO LK RD	8.74	9.18	0.44	at BR #140 (MIDDLE FORK)	at BR #140 (PORTER CR)	Rural	08	Minor Collector	10	2	780	1560	26	0.02	0.75
84190	310	1030	MOSQUITO LK RD	9.18	9.57	0.39	0.39 mi. South of BR #141 (PORTER CR)	at BR #141 (PORTER CR)	Rural	08	Minor Collector	11	2	890	1780	26	0.01	0.75
84190	311	1030	MOSQUITO LK RD	9.57	9.86	0.29	at BR #141 (PORTER CR)	0.29 mi. North of BR #141 (PORTER CR)	Rural	08	Minor Collector	10	2	850	1700	26	0.02	0.75
84190	312	1032	MOSQUITO LK RD	9.86	11.49	1.63	0.29 mi. North of BR #141 (PORTER CR)	0.51 mi. North of RUTSATZ RD	Rural	08	Minor Collector	10	2	850	1700	151	0.09	0.75
84190	313	1032	MOSQUITO LK RD	11.49	12.71	1.22	0.51 mi. South of RUTSATZ RD	106 ft. North of BR #334 (CANYON CR)	Rural	08	Minor Collector	10	2	850	1700	151	0.09	0.75
84190	314	1032	MOSQUITO LK RD	12.71	13.43	0.72	106 ft. North of BR #334 (CANYON CR)	at NORTH FORK RD	Rural	08	Minor Collector	9	2	850	1700	151	0.09	0.75
84190	315	1024	MOSQUITO LK RD	13.43	13.74	0.31	at NORTH FORK RD	at TRUCK RD	Rural	08	Minor Collector	9	2	780	1560	246	0.16	0.75
84190	316	1024	MOSQUITO LK RD	13.74	14.03	0.29	at TRUCK RD	0.29 mi. West of TRUCK RD	Rural	08	Minor Collector	11	2	890	1780	246	0.14	0.75
84190	317	1024	MOSQUITO LK RD	14.03	14.38	0.35	0.29 mi. West of TRUCK RD	at SR 542	Rural	08	Minor Collector	11	2	890	1780	246	0.14	0.75
21040	318	471	MOUNTAIN VIEW RD	0.00	0.50	0.50	at RAINBOW RD	at LAKE TERRELL RD	Rural	07	Major Collector	11	2	960	1920	1296	0.68	0.75
21040	319	472	MOUNTAIN VIEW RD	0.50	0.77	0.27	at LAKE TERRELL RD	0.23 mi. West of NORTH STAR RD	Rural	07	Major Collector	11	2	960	1920	295	0.15	0.75
21040	320	472, 2160, 2161	MOUNTAIN VIEW RD	0.77	2.00	1.23	0.23 mi. West of NORTH STAR RD	at BARR RD (N OF MOUNTAIN VIEW RD)	Rural	07	Major Collector	11	2	960	1920	283	0.15	0.75
21040	321	2156	MOUNTAIN VIEW RD	2.00	2.50	0.50	at BARR RD (N OF MOUNTAIN VIEW RD)	at OLSON RD	Rural	07	Major Collector	11	2	960	1920	316	0.16	0.75
21040	322	2163, 2151	MOUNTAIN VIEW RD	2.50	3.27	0.77	at OLSON RD	at FERNDALE CITY LIMITS	City UGA	16	Minor Arterial	11	2	810	1620	240	0.15	0.9
47051	323	1932, 948	NORTH SHORE RD	0.00	1.00	1.00	at CITY LIMITS	370 ft. West of SUNRISE BAY (PRIVATE)	City UGA	16	Minor Arterial	10	2	850	1700	173	0.09	0.75
47051	324	948, 947, 949	NORTH SHORE RD	1.00	2.90	1.90	370 ft. West of SUNRISE BAY (PRIVATE)	at AGATE BAY LN	City UGA	16	Minor Arterial	10	2	850	1700	1110	0.65	0.9
47051	325	949	NORTH SHORE RD	2.80	2.87	0.07	at AGATE BAY LN	at Y RD	City UGA	16	Minor Arterial	10	2	850	1700	1100	0.65	0.9
74050	326	2771	NORTHWEST DR	0.56	1.68	1.12	at BELLINGHAM CITY LIMITS	0.43 mi. NW of TROUT LK DR	Rural Primary Route	16	Minor Arterial	11	2	960	1920	2233	1.16	0.9
74050	327	2524	NORTHWEST DR	1.68	2.38	0.70	0.43 mi. NW of TROUT LK DR	at SLATER RD	Rural Primary Route	16	Minor Arterial	11	2	960	1920	2138	1.11	0.9
74050	328	2585, 2424, 2425	NORTHWEST DR	2.38	3.65	1.27	at SLATER RD	at SMITH RD W	Rural Primary Route	16	Minor Arterial	11	2	960	1920	1831	0.95	0.9
74050	329	2802, 2807, 2823	NORTHWEST DR	3.65	4.65	1.00	at SMITH RD W	at AXTON RD W	Rural Primary Route	16	Minor Arterial	11	2	960	1920	1083	0.56	0.9
74050	330	2805	NORTHWEST DR	4.65	4.85	0.20	at AXTON RD W	0.12 mi. South of W 58TH LN	City UGA	16	Minor Arterial	11	2	980	1960	1368	0.70	0.9
74050	331	2796, 2793	NORTHWEST DR	4.85	5.41	0.56	0.12 mi. South of W 58TH LN	at PARADISE RD	City UGA	16	Minor Arterial	12	2	980	1960	1302	0.66	0.9
74050	332	2825	NORTHWEST DR	5.41	6.16	0.75	at PARADISE RD	at PIPER RD	Rural	07	Major Collector	12	2	980	1960	1249	0.64	0.75
74050	333	2824, 2827	NORTHWEST DR	6.16	7.41	1.25	at PIPER RD	at POLE RD W	Rural	07	Major Collector	11	2	980	1960	1224	0.62	0.75
74050	334	2049	NORTHWEST DR	7.41	7.77	0.36	at POLE RD W	0.36 mi. North of POLE RD W	Rural	08	Minor Collector	10	2	850	1700	782	0.46	0.75
74050	335	2049	NORTHWEST DR	7.77	8.21	0.44	0.36 mi. North of POLE RD W	211 ft. SW of RITTER RD	Rural	08	Minor Collector	10	2	850	1700	782	0.46	0.75
74050	336	2049	NORTHWEST DR	8.21	8.25	0.04	211 ft. SW of RITTER RD	at RITTER RD	Rural	08	Minor Collector	9	2	850	1700	782	0.46	0.75
61830	337	2022	NORTHWOOD RD	0.49	1.24	0.75	at HAMPTON RD	at UAB	Rural	08	Minor Collector	10	2	870	1740	215	0.12	0.75
61830	338	3533	NORTHWOOD RD	1.24	2.01	0.77	at UAB	at SR 546	City UGA	17	Collector	10	2	870	1740	69	0.04	0.9
61830	339	3534	NORTHWOOD RD	2.01	4.02	2.01	at SR 546	at HALVERSTICK RD	Rural	08	Minor Collector	10	2	870	1740	21	0.01	0.75
61830	340	3830	NORTHWOOD RD	4.02	4.64	0.62	at HALVERSTICK RD	at BOUNDARY RD E	Rural	08	Minor Collector	10	2	870	1740	198	0.11	0.75
11070	341	3924	NUGENT RD	0.13	1.26	1.13	at SUNRISE RD (E OFF NUGENT RD)	at LEGOE BAY RD	Rural	08	Minor Collector	9	2	870	1740	0	0.00	0.75
11070	342	495	NUGENT RD	1.26	1.46	0.20	at LEGOE BAY RD	at GRANGER WY	Rural	08	Minor Collector	10	2	870	1740	496	0.29	0.75
11070	343	495	NUGENT RD	1.46	1.53	0.07	at GRANGER WY	370 ft. North of GRANGER WY	Rural	08	Minor Collector	18	2	1000	2000	496	0.25	0.75
11070	344	495, 3914	NUGENT RD	1.53	1.68	0.15	370 ft. North of GRANGER WY	158 ft. North of FERRY DOCK	Rural	08	Minor Collector	18	2	1000	2000	496	0.25	0.75
11070	345	3914	NUGENT RD	1.68	1.79	0.11	158 ft. North of FERRY DOCK	0.14 mi. North of FERRY DOCK	Rural	08	Minor Collector	12	2	1000	2000	0	0.00	0.75
11070	346	3914	NUGENT RD	1.79	2.05	0.26	0.14 mi. North of FERRY DOCK	at CENTERVIEW RD (LUMMI ISLAND)	Rural	08	Minor Collector	9	2	870	1740	0	0.00	0.75
11070	347	3914	NUGENT RD	2.05	2.99	0.94	at CENTERVIEW RD (LUMMI ISLAND)	0.28 mi. NW of LANE SPIT DR	Rural	08	Minor Collector	8	2	870	1740	0	0.00	0.75
11070	348	3914	NUGENT RD	2.99	3.29	0.30	0.28 mi. NW of LANE SPIT DR	0.58 mi. NW of LANE SPIT DR	Rural	08	Minor Collector	8	2	870	1740	0	0.00	0.75
11070	349	3914	NUGENT RD	3.29	3.39	0.10	0.58 mi. NW of LANE SPIT DR	0.68 mi. NW of LANE SPIT DR	Rural	08	Minor Collector	11	2	1000	2000	0	0.00	0.75
11070	350	3914	NUGENT RD	3.39	3.62	0.23	0.68 mi. NW of LANE SPIT DR	0.52 mi. SE of WEST SHORE DR	Rural	08	Minor Collector	8	2	870	1740	0	0.00	0.75
11070	351	3914	NUGENT RD	3.62	4.02	0.40	0.52 mi. SE of WEST SHORE DR	0.12 mi. SE of WEST SHORE DR	Rural	08	Minor Collector	8	2	870	1740	0	0.00	0.75
11070	352	3914	NUGENT RD	4.02	4.14	0.12	0.12 mi. SE of WEST SHORE DR	at WEST SHORE DR	Rural	08	Minor Collector	8	2	870	1740	0	0.00	0.75
41830	353	1885	NULLE RD	0.00	0.21	0.21	at LAKE SAMISH DR W	106 ft. East of BR #106 (FRIDAY CR)	Rural	08	Minor Collector	9	2	870	1740	1	0.00	0.75
41830	354	1885	NULLE RD	0.21	0.55	0.34	106 ft. East of BR #106 (FRIDAY CR)	53 ft. SW of LAKE SAMISH DR E	Rural	08								

Road #	Analysis ID	Model Link #	Road Name	BMP	EMP	Length	From	To	Rural/City UGA/Co. UGA	FFC	Class	Lane Width	# Lanes	One-way Capacity	Two-way Capacity	Peak Volume	Peak V/C	LOS Standard
22120	371	704	POINT WHITEHORND RD	0.99	1.56	0.57	at GRANDVIEW RD	at BIRCH BAY DR	County UGA	07	Major Collector	10	2	870	1740	24	0.01	0.9
75380	372	2047, 2044, 2045, 2063	POLE RD W	0.00	2.22	2.22	at NORTHWEST DR	at OLD GUIDE RD	Rural	07	Major Collector	12	2	980	1960	401	0.20	0.75
75380	373	2064	POLE RD W	2.22	2.73	0.51	at OLD GUIDE RD	at SR 539 & SR 544	Rural	07	Major Collector	11	2	980	1960	516	0.26	0.75
30410	374	2071	PORTAL WY	0.63	1.05	0.42	at FERNDALE CITY LIMITS	0.30 mi. SE of GRANDVIEW RD	City UGA	16	Minor Arterial	10	2	850	1700	102	0.06	0.9
30410	375	2071	PORTAL WY	1.05	1.29	0.24	0.30 mi. SE of GRANDVIEW RD	317 ft. SE of GRANDVIEW RD	City UGA	16	Minor Arterial	10	2	850	1700	102	0.06	0.9
30410	376	2375	PORTAL WY	1.29	2.73	1.44	317 ft. SE of GRANDVIEW RD	at FARIS RD	City UGA	16	Minor Arterial	10	2	850	1700	321	0.19	0.9
30410	377	2375	PORTAL WY	2.73	3.19	0.46	at FARIS RD	0.46 mi. NW of FARIS RD	Rural	07	Major Collector	10	2	850	1700	321	0.19	0.75
30410	378	2375, 2363	PORTAL WY	3.19	3.71	0.52	0.46 mi. NW of FARIS RD	158 ft. NW of CUSTER SCHOOL RD	Rural	07	Major Collector	10	2	850	1700	299	0.18	0.75
30410	379	2363, 464	PORTAL WY	3.71	5.58	1.87	158 ft. NW of CUSTER SCHOOL RD	at BIRCH BAY LYNDEN RD	Rural	07	Major Collector	10	2	850	1700	272	0.16	0.75
30410	380	460, 696, 817	PORTAL WY	5.58	7.40	1.82	at BIRCH BAY LYNDEN RD	0.16 mi. NW of ROGER RD (N OFF PORTAL WY)	Rural	07	Major Collector	10	2	850	1700	442	0.26	0.75
30410	381	696	PORTAL WY	7.40	8.32	0.92	0.16 mi. NW of ROGER RD (N OFF PORTAL WY)	0.58 mi. SE of HALL RD	City UGA	07	Major Collector	10	2	850	1700	5	0.00	0.9
30410	382	696	PORTAL WY	8.32	9.31	0.99	0.58 mi. SE of HALL RD	at BLAINE CITY LIMITS & PORTAL WY	City UGA	07	Major Collector	10	2	850	1700	5	0.00	0.9
21030	383	3855	RAINBOW RD	0.00	0.10	0.10	at MOUNTAIN VIEW RD	0.10 mi. NW of MOUNTAIN VIEW RD	County UGA	07	Major Collector	11	2	980	1960	1161	0.59	0.9
21030	384	3855	RAINBOW RD	0.10	1.20	1.10	0.10 mi. NW of MOUNTAIN VIEW RD	at HENRY RD	County UGA	07	Major Collector	11	2	980	1960	1161	0.59	0.9
67920	385	384	ROCK RD	0.00	2.90	2.90	at SR 547	at NIMS RD	Rural	08	Minor Collector	11	2	1000	2000	13	0.01	0.75
8200	386	3930	ROOSEVELT WY	0.00	0.93	0.93	at MARINE DR	at TYEE DR	Rural	08	Minor Collector	10	2	870	1740	0	0.00	0.75
8200	387	3932, 593	ROOSEVELT WY	0.93	1.22	0.29	at TYEE DR	at PROVINCE RD	Rural	08	Minor Collector	11	2	1000	2000	0	0.00	0.75
8200	388	3932	ROOSEVELT WY	1.22	2.17	0.95	at PROVINCE RD	at DERBY AVE	Rural	08	Minor Collector	10	2	870	1740	0	0.00	0.75
8200	389	3932	ROOSEVELT WY	2.17	2.22	0.05	at DERBY AVE	at LIMERICK AVE	Rural	08	Minor Collector	9	2	870	1740	0	0.00	0.75
8200	390	3932	ROOSEVELT WY	2.22	2.30	0.08	at LIMERICK AVE	at MEADOW LN	Rural	08	Minor Collector	8	2	870	1740	0	0.00	0.75
72350	391	2171, 3895	RURAL AV	1.89	2.63	0.74	at CURTIS RD	at LABOUNTY RD	City UGA	17	Collector	11	2	980	1960	175	0.09	0.9
44060	392	1874	SAMISH WAY	0.00	0.06	0.06	at OLD SAMISH RD	317 ft. NE of OLD SAMISH RD	Rural	08	Minor Collector	15	2	1000	2000	541	0.27	0.75
44060	393	1875	SAMISH WAY	0.06	0.11	0.05	317 ft. NE of OLD SAMISH RD	211 ft. South of MANLEY RD	Rural	08	Minor Collector	13	2	1000	2000	541	0.27	0.75
44060	394	1874, 1036	SAMISH WAY	0.11	0.28	0.17	211 ft. South of MANLEY RD	at I-5 ON RAMP	Rural	08	Minor Collector	11	2	1000	2000	787	0.39	0.75
44060	395	1033	SAMISH WAY	0.28	1.51	1.23	at I-5 ON RAMP	at GALBRAITH LN (N OFF SAMISH)	Rural	08	Minor Collector	11	2	1000	2000	871	0.44	0.75
44060	396	1034, 1782, 1783	SAMISH WAY	1.51	2.82	1.31	at GALBRAITH LN (N OFF SAMISH)	at GOVERNOR RD	City UGA	17	Collector	11	2	1000	2000	775	0.39	0.9
44060	397	1333	SAMISH WAY	2.82	3.03	0.21	at GOVERNOR RD	at BELLINGHAM CITY LIMITS	City UGA	17	Collector	11	2	1000	2000	590	0.30	0.9
10950	398	3925	SEACREST DR	1.37	1.54	0.17	at SUNRISE RD (E OFF NUGENT RD)	264 ft. North of BR #430 (CATTLE UNDERPASS)	Rural	08	Minor Collector	13	2	1000	2000	0	0.00	0.75
10950	399	3925	SEACREST DR	1.54	2.58	1.04	264 ft. North of BR #430 (CATTLE UNDERPASS)	at ISLAND DR (LUMMI ISLAND)	Rural	08	Minor Collector	11	2	1000	2000	0	0.00	0.75
20250	400	622	SEMAHMOOD DR	0.00	1.17	1.17	at BIRCH PT RD	0.32 mi. South of ELDERBERRY LN	City UGA	07	Major Collector	10	2	870	1740	109	0.06	0.9
20250	401	622	SEMAHMOOD DR	1.17	1.49	0.32	0.32 mi. South of ELDERBERRY LN	at ELDERBERRY LN	City UGA	07	Major Collector	10	2	870	1740	109	0.06	0.9
20250	402	730	SEMAHMOOD DR	1.49	2.45	0.96	at ELDERBERRY LN	at BLAINE CITY LIMITS	City UGA	07	Major Collector	8	2	870	1740	67	0.04	0.9
26310	403	711	SHINTAFFER RD	0.81	1.21	0.40	at LINCOLN RD	317 ft. North of ANDERSON RD	County UGA	07	Major Collector	8	2	870	1740	373	0.21	0.9
26310	404	708	SHINTAFFER RD	1.21	1.41	0.20	317 ft. North of ANDERSON RD	at BIRCH PT RD	County UGA	07	Major Collector	11	2	1000	2000	373	0.19	0.9
86040	405	3774, 3972	SILVER LAKE RD	0.83	6.72	5.89	at SR 542	at SOUTH PASS RD	Rural	08	Minor Collector	10	2	850	1700	45	0.03	0.75
65410	406	3386	SIPER RD	0.00	0.81	0.81	at SR 9	0.50 mi. North of OSGOOD RD	Rural	08	Minor Collector	13	2	960	1920	922	0.48	0.75
65410	407	3386	SIPER RD	0.81	1.80	0.99	0.50 mi. North of OSGOOD RD	at HOPEWELL RD	Rural	08	Minor Collector	9	2	840	1680	922	0.55	0.75
14760	408		SLATER RD	0.10	1.02	0.92	at BEACH WY (NEPTUNE BEACH)	0.17 mi. West of LAKE TERRELL RD	Rural	08	Minor Collector	11	2	1000	2000	836	0.42	0.75
14760	409		SLATER RD	1.02	1.19	0.17	0.17 mi. West of LAKE TERRELL RD	at LAKE TERRELL RD	Rural	08	Minor Collector	11	2	1000	2000	836	0.42	0.75
14760	410	480, 2131	SLATER RD	1.19	2.99	1.80	at LAKE TERRELL RD	0.70 mi. West of HAXTON WY	Rural	07	Major Collector	11	2	960	1920	1632	0.85	0.75
14760	411	2131	SLATER RD	2.99	3.69	0.70	0.70 mi. West of HAXTON WY	at HAXTON WY	Rural	07	Major Collector	11	2	1200	2400	1651	0.69	0.75
14760	412	2132, 2139	SLATER RD	3.69	5.16	1.47	at HAXTON WY	at FERNDALE RD	Rural	07	Major Collector	11	2	1200	2400	1452	0.61	0.75
14760	413	3894	SLATER RD	5.16	5.84	0.68	at FERNDALE RD	at BR #512 (NOOKSACK RIVER)	Rural	07	Major Collector	11	2	960	1920	1703	0.89	0.75
14760	414	3894	SLATER RD	5.84	6.54	0.70	at BR #512 (NOOKSACK RIVER)	at NP RR XING	Rural	07	Major Collector	11	2	960	1920	1703	0.89	0.75
14760	415	3894, 2031, 2027	SLATER RD	6.54	7.40	0.86	at NP RR XING	211 ft. East of I-5 SOUTH BOUND	City UGA	16	Minor Arterial	11	2	1200	2400	1924	0.80	0.9
14760	416	2029, 2606, 2603, 2610, 2588	SLATER RD	7.40	7.71	0.31	211 ft. East of I-5 SOUTH BOUND	0.16 mi. East of PACIFIC HWY (N OF BAKERVIEW)	City UGA	16	Minor Arterial	12	2	960	1920	1164	0.61	0.9
14760	417	2584	SLATER RD	7.71	8.29	0.58	0.16 mi. East of PACIFIC HWY (N OF BAKERVIEW)	at NORTHWEST DR	City UGA	16	Minor Arterial	12	2	960	1920	694	0.36	0.9
55080	418	2522, 3102, 3104, 3099, 3103, 2414	SMITH RD E	0.00	1.96	1.96	at SR 539	at HANNEGAN RD	Rural Primary Route	07	Major Collector	12	2	960	1920	1344	0.70	0.9
55080	419	3109, 3490	SMITH RD E	1.96	3.98	2.02	at HANNEGAN RD	at NOON RD	Rural Primary Route	07	Major Collector	12	2	960	1920	1306	0.68	0.9
55080	420	3489, 3496, 3417	SMITH RD E	3.98	5.99	2.01	at NOON RD	at MISSION RD (N OF SMITH RD)	Rural Primary Route	07	Major Collector	11	2	960	1920	1210	0.63	0.9
55080	421	3506	SMITH RD E	5.99	8.23	2.24	at MISSION RD (N OF SMITH RD)	at SR 542	Rural Primary Route	07	Major Collector	11	2	960	1920	913	0.48	0.9
75080	422	2120	SMITH RD W	0.00	0.17	0.17	at HOVANDER RD	at FERNDALE CITY LIMITS	Rural Primary Route	16	Minor Arterial	10	2	870	1740	1346	0.77	0.9
75080	423	2093, 2801	SMITH RD W	0.90	1.47	0.57	at FERNDALE CITY LIMITS (BELL WEST RD - PRIVATE RD)	at NORTHWEST DR	Rural Primary Route	16	Minor Arterial	12	2	960	1920	1429	0.74	0.9
75080	424	2800	SMITH RD W	1.47	1.70	0.23	at NORTHWEST DR	0.23 mi. East of NORTHWEST DR	Rural Primary Route	07	Major Collector	12	2	960	1920	1101	0.57	0.9
75080	425	2799, 2798, 2521, 2520	SMITH RD W	1.70	3.97	2.27	0.23 mi. East of NORTHWEST DR	at SR 539	Rural Primary Route	07	Major Collector	12	2	960	1920	1068	0.56	0.9
66640	426	3370, 3842	SORENSON RD	0.25	0.72	0.47	at BRECKENRIDGE RD	at TELEGRAPH RD N	Rural	08	Minor Collector	10	2	780	1560	238	0.15	0.75
44130	427	3874	SOUTH BAY DR	0.00	0.13	0.13	at LAKE WHATCOM BLVD	at CAIN LK RD NE	Rural	08	Minor Collector	10	2	850	1700	351	0.21	0.75
44130	428	3874	SOUTH BAY DR	0.13	0.58	0.45	at CAIN LK RD NE	0.12 mi. North of IOWA HGTS RD	Rural	08	Minor Collector	10	2	850	1700	351	0.21	0.75
44130	429	3874	SOUTH BAY DR	0.58	1.14	0.56	0.12 mi. North of IOWA HGTS RD	0.68 mi. North of IOWA HGTS RD	Rural	08	Minor Collector	9	2	850	1700	351	0.21	0.75
44130	430	3874	SOUTH BAY DR	1.14	2.09	0.95	0.68 mi. North of IOWA HGTS RD	0.67 mi. North of BR #119 (BRANNIAN CR)	Rural	08	Minor Collector	11	2	970	1940	351	0.18	0.75
44130	431	3874	SOUTH BAY DR	2.09	3.71	1.62	0.67 mi. West of BR #119 (BRANNIAN CR)	at BLUE CANYON RD	Rural	08	Minor Collector	10	2	850	1700	351	0.21	0.75
66040	432	3614, 3379	SOUTH PASS RD	0.23	1.46	1.23	at NOOKSACK CITY LIMITS	at GOODWIN RD	City UGA									

Road #	Analysis ID	Model Link #	Road Name	BMP	EMP	Length	From	To	Rural/City UGA/Co. UGA	FFC	Class	Lane Width	# Lanes	One-way Capacity	Two-way Capacity	Peak Volume	Peak V/C	LOS Standard
35550	441	2406	SUNRISE RD (N OFF BIRCH BAY LYNDEN)	0.00	0.99	0.99	at BIRCH BAY LYNDEN RD	at LOOMIS TRAIL RD (E OF STEIN RD)	Rural	08	Minor Collector	11	2	1000	2000	292	0.15	0.75
35550	442	2052	SUNRISE RD (N OFF BIRCH BAY LYNDEN)	0.99	1.42	0.43	at LOOMIS TRAIL RD (E OF STEIN RD)	0.43 mi. North of LOOMIS TRAIL RD (E OF STEIN RD)	Rural	08	Minor Collector	11	2	1000	2000	275	0.14	0.75
35550	443	2052	SUNRISE RD (N OFF BIRCH BAY LYNDEN)	1.42	2.01	0.59	0.43 mi. North of LOOMIS TRAIL RD (E OF STEIN RD)	at BADGER RD W	Rural	08	Minor Collector	11	2	1000	2000	275	0.14	0.75
35550	444	2053	SUNRISE RD (N OFF BIRCH BAY LYNDEN)	2.01	4.03	2.02	at BADGER RD W	at H ST RD	Rural	07	Major Collector	11	2	1000	2000	173	0.09	0.75
35200	445	841, 943	SWEET RD	0.25	0.99	0.74	at BLAINE CITY LIMITS	at HARVEY RD	Rural	07	Major Collector	11	2	960	1920	342	0.18	0.75
35200	446	943	SWEET RD	0.99	1.69	0.70	at HARVEY RD	at STADSVOLD RD	Rural	07	Major Collector	11	2	960	1920	322	0.17	0.75
66610	447	3843, 3660	TELEGRAPH RD N	0.00	3.10	3.10	at SORENSON RD	at HOVEL RD	Rural	08	Minor Collector	9	2	700	1400	354	0.25	0.75
66610	448	3670	TELEGRAPH RD N	3.10	4.05	0.95	at HOVEL RD	at SUMAS RD	Rural	08	Minor Collector	9	2	850	1700	84	0.05	0.75
66610	449	3670	TELEGRAPH RD N	4.05	4.07	0.02	at SUMAS RD	at SR 547	Rural	08	Minor Collector	9	2	850	1700	84	0.05	0.75
44200	450	1916	TERRACE AV N	0.00	0.16	0.16	at LAKEWAY DR	at CABLE ST	City UGA	16	Minor Arterial	12	2	960	1920	2511	1.31	0.9
8620	451	540	TYEE DR	0.00	0.25	0.25	at MARINA DR	at GULF RD	Rural	07	Major Collector	12	2	1000	2000	0	0.00	0.75
8620	452	535	TYEE DR	0.25	0.50	0.25	at GULF RD	at BENSON RD	Rural	07	Major Collector	11	3	1250	2500	572	0.23	0.75
8620	453	538	TYEE DR	0.50	1.05	0.55	at BENSON RD	at JOHNSON RD	Rural	07	Major Collector	11	2	1000	2000	572	0.23	0.75
8620	454	3933, 3934, 3931	TYEE DR	1.05	1.45	0.40	at JOHNSON RD	at ROOSEVELT WY	Rural	07	Major Collector	18	2	1000	2000	572	0.23	0.75
23892	455	2339	VALLEY VIEW RD (N OFF BIRCH BAY LYNDEN)	0.00	0.05	0.05	at BIRCH BAY LYNDEN RD	264 ft. North of BIRCH BAY LYNDEN RD	Rural	08	Minor Collector	13	2	1000	2000	344	0.17	0.75
23892	456	2339	VALLEY VIEW RD (N OFF BIRCH BAY LYNDEN)	0.05	0.07	0.02	264 ft. North of BIRCH BAY LYNDEN RD	370 ft. North of BIRCH BAY LYNDEN RD	Rural	08	Minor Collector	10	2	870	1740	344	0.20	0.75
23892	457	2339, 2387	VALLEY VIEW RD (N OFF BIRCH BAY LYNDEN)	0.07	1.88	1.81	370 ft. North of BIRCH BAY LYNDEN RD	0.14 mi. South of BR #173 (HAYNIE CR)	Rural	08	Minor Collector	9	2	870	1740	279	0.16	0.75
23892	458	2387	VALLEY VIEW RD (N OFF BIRCH BAY LYNDEN)	1.88	1.95	0.07	0.14 mi. South of BR #173 (HAYNIE CR)	370 ft. South of BR #173 (HAYNIE CR)	Rural	08	Minor Collector	9	2	870	1740	213	0.12	0.75
23892	459	2386	VALLEY VIEW RD (N OFF BIRCH BAY LYNDEN)	1.95	2.45	0.50	370 ft. South of BR #173 (HAYNIE CR)	at HAYNIE RD	Rural	08	Minor Collector	9	2	870	1740	213	0.12	0.75
63350	460	3610, 3609	VAN BUREN RD	0.07	1.16	1.09	at EVERSON CITY LIMITS	at HAMPTON RD	City UGA	07	Major Collector	11	2	960	1920	703	0.37	0.9
63350	461	3608	VAN BUREN RD	1.16	1.71	0.55	at HAMPTON RD	at LINDSAY RD	Rural	07	Major Collector	9	2	870	1740	136	0.08	0.75
63350	462	3527	VAN BUREN RD	1.71	2.71	1.00	at LINDSAY RD	at SR 546	Rural	07	Major Collector	9	2	870	1740	134	0.08	0.75
63350	463	3847	VAN BUREN RD	2.71	3.34	0.63	at SR 546	0.38 mi. South of CLEARBROOK RD	Rural	08	Minor Collector	11	2	960	1920	119	0.06	0.75
63350	464	3847	VAN BUREN RD	3.34	3.97	0.63	0.38 mi. South of CLEARBROOK RD	at PANGBORN RD	Rural	08	Minor Collector	9	2	700	1400	119	0.09	0.75
63350	465	3847	VAN BUREN RD	3.97	4.75	0.78	at PANGBORN RD	at HALVERSTICK RD	Rural	08	Minor Collector	10	2	850	1700	119	0.07	0.75
55410	466	2006, 3549	VAN DYK RD	0.50	2.73	2.23	at HANNEGAN RD	at NOON RD	Rural	08	Minor Collector	9	2	870	1740	97	0.06	0.75
55410	467	3553, 3559	VAN DYK RD	2.73	4.10	1.37	at NOON RD	at SR 544	Rural	08	Minor Collector	9	2	870	1740	126	0.07	0.75
54562	468	411	VAN WYCK RD (W OF SR 542)	0.00	0.40	0.40	at BMP	at HANNEGAN RD	City UGA	07	Major Collector	10	2	870	1740	235	0.14	0.9
54562	469	1967, 1969	VAN WYCK RD (W OF SR 542)	0.40	2.48	2.08	at HANNEGAN RD	at RD #55430 (NE OFF SR 542)	City UGA	07	Major Collector	9	2	850	1700	219	0.13	0.9
54562	470	1969	VAN WYCK RD (W OF SR 542)	2.48	2.55	0.07	at RD #55430 (NE OFF SR 542)	at SR 542	City UGA	07	Major Collector	11	2	970	1940	165	0.09	0.9
60680	471	3344	VISSER RD	0.00	1.00	1.00	at BENDER RD	at BENSON RD	Rural	08	Minor Collector	11	2	1000	2000	198	0.10	0.75
23510	472	2281, 2271, 2081	VISTA DR	0.22	1.89	1.67	at FERNDALE CITY LIMITS	at GRANDVIEW RD	City UGA	17	Collector	11	2	970	1940	820	0.42	0.9
23510	473	3856	VISTA DR	1.89	3.50	1.61	at GRANDVIEW RD	at BAY RD	City UGA	08	Minor Collector	11	2	970	1940	174	0.09	0.9
33360	474	3168	W MAIN ST	0.00	0.04	0.04	at BERTHUSEN RD	53 ft. East of WYE CONNECTOR	City UGA	08	Minor Collector	10	2	850	1700	92	0.05	0.9
33360	475	3171	W MAIN ST	0.04	0.31	0.27	53 ft. East of WYE CONNECTOR	0.19 mi. West of LYNDEN CITY LIMITS	City UGA	08	Minor Collector	11	2	980	1960	1006	0.51	0.9
33360	476	3171	W MAIN ST	0.31	0.50	0.19	0.19 mi. West of LYNDEN CITY LIMITS	at LYNDEN CITY LIMITS	City UGA	08	Minor Collector	11	2	980	1960	1006	0.51	0.9
35910	477	3121	WEIDKAMP RD	0.00	1.02	1.02	at LOOMIS TRAIL RD (E OF STEIN RD)	at BADGER RD W	Rural	08	Minor Collector	9	2	870	1740	539	0.31	0.75
35910	478	3175	WEIDKAMP RD	1.02	2.27	1.25	at BADGER RD W	at BARNHART RD	Rural	08	Minor Collector	9	2	870	1740	28	0.02	0.75
35910	479	3175	WEIDKAMP RD	2.27	2.98	0.71	at BARNHART RD	at H ST RD	Rural	08	Minor Collector	8	2	870	1740	28	0.02	0.75
11080	480	3921	WEST SHORE DR	0.00	0.80	0.80	at LEGOE BAY RD	0.44 mi. South of BLIZARD RD (E OF W SHORE DR)	Rural	08	Minor Collector	9	2	870	1740	0	0.00	0.75
11080	481	3921	WEST SHORE DR	0.80	1.15	0.35	0.44 mi. South of BLIZARD RD (E OF W SHORE DR)	475 ft. South of BLIZARD RD (E OF W SHORE DR)	Rural	08	Minor Collector	8	2	870	1740	0	0.00	0.75
11080	482	3921, 3918	WEST SHORE DR	1.15	1.44	0.29	475 ft. South of BLIZARD RD (E OF W SHORE DR)	370 ft. North of MELCHER AV	Rural	08	Minor Collector	9	2	870	1740	0	0.00	0.75
11080	483	3918	WEST SHORE DR	1.44	2.31	0.87	370 ft. North of MELCHER AV	at NUGENT RD	Rural	08	Minor Collector	8	2	870	1740	0	0.00	0.75
55210	484	3205	WISER LK RD E	0.00	2.12	2.12	at SR 539	at HANNEGAN RD	Rural	08	Minor Collector	9	2	870	1740	303	0.17	0.75
75210	485	3126, 2065	WISER LK RD W	0.00	2.68	2.68	at NORTHWEST DR	at SR 539	Rural	08	Minor Collector	9	2	850	1700	783	0.46	0.75
44150	486	3500, 1006	Y RD	0.00	4.42	4.42	at NORTH SHORE RD	at SR 542	Rural	08	Minor Collector	11	2	970	1940	989	0.51	0.75
40830	487	1809, 1803	YEW ST RD	0.68	0.78	0.10	at BELLINGHAM CITY LIMITS	264 ft. South of SAN JUAN BLVD	City UGA	17	Collector	20	2	970	1940	1308	0.67	0.9
40830	488	1801	YEW ST RD	0.78	1.82	1.04	264 ft. South of SAN JUAN BLVD	at SPRING VALLEY DR (PRIVATE)	City UGA	17	Collector	20	2	970	1940	1354	0.70	0.9
40830	489	1791, 1780	YEW ST RD	1.82	2.81	0.99	at SPRING VALLEY DR (PRIVATE)	at SAMISH WAY	City UGA	17	Collector	11	2	970	1940	905	0.47	0.9



## **2031 Analysis Segment Characteristics and LOS Results**

### **State Highways**



Index No.	Road Name	From	To	Jurisdiction	HSS	Model ID	Length (mi)	Number of Lanes	Shoulder Width (ft)	Lane Width (ft)	Rural/Urban	Level/Rolling	Speed Limit (mph)	LOS Standard	Vol Threshold	LinkVol	Preferred Alt	AvgVol	Preferred Alt	LOS	V/C		
1	SR 9	Skagit County limit	SR 9 / SR 542 south junction	Whatcom Co	Non	3869	1.02	2	5	11	Rural	Rolling	50	C	1130	78		258	A	0.16			
2					HSS	3868	3.87	2	5	11	Rural	Rolling	50			249							
3						1965	0.50	2	5	11	Rural	Rolling	35			249							
4						1026	0.16	2	5	11	Rural	Rolling	35			247							
5						1017	1.76	2	5	11	Rural	Rolling	50			224							
6						3864	3.15	2	5	11	Rural	Rolling	50			230							
7						3651	1.37	2	5	11	Rural	Rolling	50			305							
8						3653	0.67	2	5	11	Rural	Rolling	50			305							
9	SR 9	SR 9 / SR 542 north junction	Nooksack south city limit	Whatcom Co	Non	3858	1.09	2	2	11	Rural	Level	50	C	1130	1227		304	A	0.12			
10					HSS	3511	2.67	2	2	11	Rural	Level	50			305							
11						3374	0.78	2	2	11	Rural	Level	50			305							
12						3883	0.75	2	2	11	Rural	Level	50			304							
13						3882	0.89	2	2	11	Rural	Level	50			303							
14	SR 9	Nooksack north city limit	SR 546	Whatcom Co	Non	3620	0.63	2	3	11	Rural	Level	50	C	1130	897		893	C	0.33			
15					HSS	3521	1.24	2	3	11	Rural	Level	50			889							
16	SR 9	SR 546	Sumas south city limit	Whatcom Co / WSDOT	HSS	3365	0.96	2	8	12	Rural	Level	50	C	1130	1529		1399	D	0.5			
17						3999	1.06	2	8	12	Rural	Level	50			1529							
18						3686	1.02	2	8	12	Rural	Level	50			1140							
19	SR 11	Skagit County	Bellingham south city limit	Whatcom Co	Non	454	0.13	2	4	11	Rural	Rolling	40	C	1130	119		325	B	0.14			
20					HSS	3893	1.59	2	4	11	Rural	Rolling	40			119							
21						3891	1.80	2	4	11	Rural	Rolling	40			325							
22						1093	0.33	2	4	11	Rural	Rolling	40			325							
23	SR 539	Bellingham north city limit	Lynden south city limit	Whatcom Co / WSDOT	HSS	2419	0.09	5	4	12	Urban	Rolling	50	C	3300	4202					3455	D	
24						2420	1.00	5	7	11	Rural	Rolling	50			4197							
25						2515	1.01	5	7	11	Rural	Rolling	50			3380							
26						2512	0.50	5	7	11	Rural	Rolling	50			3473							
27						2506	0.50	5	7	11	Rural	Rolling	50			3445							
28						2519	1.51	4	7	11	Rural	Rolling	50	C	3000	3132							
29						2105	0.50	4	7	11	Rural	Rolling	50			3104							
30						2102	0.50	4	7	11	Rural	Rolling	50			2892							
31						3130	1.82	4	8	12	Rural	Level	50			3274							
32	SR 539	Lynden north city limit	Canada	Whatcom Co / WSDOT	HSS	3158	0.98	2	3	11	Rural	Level	50	C	1130	723		673	B	0.25			
33						3159	1.51	2	3	11	Rural	Level	50			710							
34						3118	0.50	2	3	11	Rural	Level	50			662							
35						3119	0.61	2	3	11	Rural	Level	50			596							
36	SR 542	Bellingham north city limit	SR 9 / SR 542 north junction	Whatcom Co	Non	1972	0.36	2	5	12	Urban	Rolling	55	D	1830	1797					1940	E	0.75
37					HSS	1970	Britton Rd	0.71	2	5	12	Urban	Rolling	55	C	1130	1803						
38						1974	1.13	2	6	11	Rural	Rolling	55			2327							
39						3431	Everson Go	0.86	2	6	11	Rural	Rolling	55			2237						
40						3413	Y Road	1.28	2	6	11	Rural	Rolling	55			937						
41						3502	1.40	2	6	11	Rural	Rolling	55			1695							
42						3414	1.40	2	6	11	Rural	Rolling	55			1678							
43						3394	0.67	2	8	12	Rural	Rolling	40			2439							
44						3393	0.42	2	8	12	Rural	Rolling	40			2543							
45	SR 542 / SR 9	SR 9 / SR 542 north junction	SR 9 / SR 542 south junction	Whatcom Co	Non	3647	0.51	2	10	11	Rural	Level	55	C	1130	1781		1594	D	0.57			
46					HSS	3646	1.11	2	10	11	Rural	Level	55			1781							
47						3634	1.67	2	10	11	Rural	Level	55			1781							
48						3639	0.81	2	10	11	Rural	Level	55			1313							
49						3654	0.49	2	10	11	Rural	Level	55			1313							
50	SR 542	SR 9 / SR 542 south junction	Mt. Baker (In Mt. Baker Snoqualmie National Forest)	Whatcom Co	Non	3629	1.35	2	6	11	Rural	Rolling	55	C	1130	1163		953	C	0.37			
51					HSS	3631	Marshall Hill	0.24	2	6	11	Rural	Rolling	55			1163						
52						1021	James Rd	0.69	2	6	11	Rural	Rolling	55			1097						
53						3863	4.29	2	3	11	Rural	Rolling	55			956							
54						3787	Casey Road	1.72	2	3	10	Rural	Rolling	50			953						
55						3801	Maple Creek	2.90	2	3	11	Rural	Rolling	50			1003						
56						3852	3.10	2	3	11	Rural	Rolling	50			676							
57						3854	6.60	2	2	11	Rural	Rolling	50			609							
58						3929	10.77	2	3	11	Rural	Mountain	35			128							
59						456	1.03	2	3	11	Rural	Mountain	35			128							

Index No.	Road Name	From	To	Jurisdiction	HSS	Model ID	Length (mi)	Number of Lanes	Shoulder Width (ft)	Lane Width (ft)	Rural/Urban	Level/Rolling	Speed Limit (mph)	LOS Standard	Vol Threshold	LinkVol_Preferred Alt	AvgVol_Preferred Alt	LOS	V/C
60	SR 544	SR 539	Everson west city limit	Whatcom Co	Non	2104	0.68	2	2	11	Rural	Level	50	C	1130	1409	1488	D	0.54
61					HSS	2106	1.29	2	2	11	Rural	Level	50			1383			
62						2004	0.51	2	2	11	Rural	Level	35			1286			
63						3551	2.43	2	2	11	Rural	Level	50			1218			
64						3886	0.10	2	2	11	Rural	Level	50			1210			
65						3556	0.48	2	2	11	Rural	Level	50			1820			
66						3557	0.53	2	2	11	Rural	Level	50			1820			
67						3554	0.47	2	2	11	Rural	Level	50			1760			
68	SR 546	SR 539	SR 9	Whatcom Co / WSDOT	HSS	3991	1.01	2	4	11	Rural	Level	55	C	1130	1237	1208	D	0.44
69						3336	0.50	2	4	11	Rural	Level	55			1261			
70						3338	0.50	2	4	11	Rural	Level	55			1146			
71						1999	0.51	2	4	11	Rural	Level	55			1089			
72						1997	0.52	2	4	11	Rural	Level	55			1361			
73						1998	Northwood F	0.50	2	4	11	Rural	Level	55			1361		
74						3848	Trapline Ro	2.52	2	3	11	Rural	Level	55			1076		
75						3529		0.96	2	3	11	Rural	Level	55			1037		
76						3531	Van Buren F	1.00	2	3	11	Rural	Level	55			982		
77						3365		0.96	2	3	11	Rural	Level	55			1529		
78	SR 547	SR 542	Sumas east city limit	Whatcom Co	Non	3793	Mosey Ct	1.76	2	4	11	Rural	Rolling	C	1130	653	718	C	0.31
79					HSS	3771		1.40	2	4	11	Rural	Rolling			1164			
80						1002	Southpass F	0.73	2	4	11	Rural	Rolling			1164			
81						3658		4.60	2	4	11	Rural	Rolling			537			
82						3659		0.26	2	2	10	Rural	Level			594			
83						3973		0.65	2	2	10	Rural	Level			594			
84						3671		0.50	2	2	10	Rural	Level			520			
85						3675		0.24	2	2	10	Rural	Level			521			
86	SR 548	I-5 / Grandview Road	Blain south city limit	Whatcom Co	Non	2074		0.20	2	8	11	Urban	Level	D	1830	1689	997	C	0.38
87					HSS	2112	Salashan Pk	0.27	2	8	11	Urban	Level			1385			
88						2113	Vista Dr	0.40	2	8	11	Urban	Level			1120			
89						2078		0.96	2	8	11	Rural	Rolling	C	1130	829			
90						2085		1.52	2	8	11	Rural	Rolling			715			
91						485	Kickerville R	1.48	2	8	11	Rural	Level			635			
92						487		1.01	2	8	11	Rural	Level			1682			
93						619		1.01	2	5	10	Rural	Level			1239			
94						768	Alderson Rd	0.75	2	5	10	Rural	Level			1252			
95						778		1.01	2	3	10	Rural	Rolling			558			
96						797		0.50	2	3	10	Rural	Rolling			538			
97						812		0.50	2	3	10	Rural	Rolling			538			
98						813		0.26	2	2	11	Rural	Rolling			452			
99						640		0.09	2	2	11	Rural	Rolling			452			
100						636	Drayton Harl	0.55	2	2	11	Rural	Level			797			
101						638		0.27	2	2	11	Rural	Level			1515			
102						856		0.47	2	2	11	Rural	Level			1560			

## Appendix C: Alternative Growth Estimates by Service Provider

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## **Whatcom 2031 Urban Growth Area Review Special District Population and Employment Allocations by Environmental Impact Statement Alternative**

Prepared by: Berk & Associates in association with ICF Jones & Stokes

Date: October 16, 2009

The following sheets are part of this package:

2008 Base Year

2031 Executive Recommendations (assumeing reserve growth and UGA Reserve)

Year 2008 Population and housing unit information is based on a review of Whatcom County assessor records, US Census bureau , and State Office of Financial Management information as well as targeted aerial review.

Year 2008 Employment information is based on data from InfoUSA.

The Executive Recommendations were developed by Whatcom County in August 2009. The growth was distributed according to the objectives of the alternative, land capacity information, and other information. Since the Draft EIS studied a range of years 2029-2031 and used 2031 as a summary horizon year for analysis, that same year is represented in this document, though the Executive Recommendations are for the year 2029.

### **Notes and Limitations:**

Numbers on scenario sheets are rounded and represent totals, unless stated otherwise. To obtain net change, subtract 2008 from the 2031 scenario of interest.

Population statistics include group quarter residents; household statistics do not include group quarters.

2008 employment is based on InfoUSA data allocated at the parcel level. The data appear to have some locational errors here and there though the information is the best available for analysis purposes. It is recommended that special districts focus on the net change in population, housing, and employment.

Due to parcels that straddle urban growth areas and district boundaries, and the process of applying Countywide and UGA totals at a parcel level, the numbers at a local level may have some small errors but overall totals are consistent with overall growth levels of the scenarios. It is recommended that special districts focus on the differences among alternatives, and the net change in population, housing, and employment.

This data is provided for an overall order-of-magnitude comparison.

Water District	HHs	Population	Employment
AAMOT WELL	1	3	-
ADAIR WATER SYS.	2	6	-
AGATE BAY TRLR PARK	42	102	-
AHRENS POND	7	20	-
ALDERGROVE WATER ASS	32	89	-
ANDERSON CRK WTR ASS	2	6	1
ARCO CHRY PT. REF	-	-	652
AUTUMN LANE MHP	8	20	-
BATHE LABOR CAMP	1	3	-
BEACH CLUB CONDOS	13	28	4
BEACH ELEMENTRY	-	-	-
BELDEN ACRES WTR ASS	9	25	6
BELFERN WATER ASS.	71	199	2
BELFERN WEST WTR ASS	15	41	-
BELL BAY JACKSON	231	565	11
BERTHUSEN RD WTR ASS	106	295	118
BIRCH BAY WATER/SEW	2,770	6,168	1,105
BISHOP'S WATER	-	-	-
BISON RIDGE	4	11	-
BLACK MT RANCH	144	351	-
BODKKE'S GRANDVIEW	7	19	-
BOOTHILL	7	20	-
BROWN ROAD WATER ASS	4	11	-
CALMAN WATER SYSTEM	5	14	5
CAMP BLACK MTN	-	-	-
CAMP LUTHERWOOD	-	-	-
CARL JEAN WTR ASSOC.	3	8	-
CAROL'S COFFEE CUP	-	-	-
CASCADE WEST	31	86	-
CENTENIAL WATER SYS	6	17	-
CENTRAL CITY WTR ASS	110	315	2
CFCI	1	3	-
CHASTEEN FAMILY WTR	2	6	-
CHUCKANUT TRL WTR	48	134	5
CITY OF BELLINGHAM	34,922	85,538	55,564
CITY OF BLAINE	1,914	4,676	2,819
CITY OF EVERSON	839	2,300	863
CITY OF FERNDALE	3,958	10,902	4,800
CITY OF LYNDEN	4,382	11,445	5,714
CITY OF NOOKSACK	361	1,103	184
CITY OF SUMAS	482	1,300	412
CONSTITUTION WATER	4	11	-
COUNTRY HAVEN WTR AS	19	53	-
CUSTER WATER	218	580	218
DE WILDE APTS	3	7	-
DEER CREEK	814	2,218	1,361
DELTA GROCERY	-	-	-
DELTA W ASSOC.	232	633	360
DEMING SPEEDWAY	-	-	-
DEMING WATER ASS.	27	73	234
DOUBLE L MOBILE PARK	43	112	188
EAST BADGER WATER	5	15	-
ELIZA ISL BEACH CLUB	67	188	-
ENTERPRISE EST WTR A	33	92	3
ENTERPRISE TERRACE W	27	76	1
EUGENE WATER SYSTEM	5	14	-
EVERGREEN	77	188	-
EVERGREEN DRIVE	7	20	-
EVERSON WATER ASS.	40	109	-
EVERYBODY'S STORE	-	-	-
FAIRFIELD MOBILE PAR	38	99	-
FERNDALE MOBILE VILL	92	239	-
FERTILE MEADOWS WTR	9	25	5
FJELLMAN WTR ASS.	5	14	3
FLEMINGS PLATT WTR A	29	77	2
FOREST PARK MHC	-	-	8
GEORGIA MANOR WTRASS	31	87	2
GEORGIA VIEW WTR ASS	7	20	-
GLACIER GREEN WATER	12	34	-
GLACIER SPRINGS WTR	85	238	3
GLACIER WTR DIST.	889	2,175	112
GLENHAVEN LAKES	581	1,611	-
GLENN COVE WATER	9	23	-
GOOD SHEPARD CHURCH	-	-	5
GOOSEBERRY POINT WTR	149	417	25
GRAMMY'S LLC	1	3	1
GRANDVIEW CENTER	-	-	-
GUIDE MERIDN WTR ASS	48	130	201
GWINNER WATER ASS	6	16	-
H ST. RD. WTR ASSOC.	2	6	-
HAMPTON WATER ASS	12	33	-
HARMONY ELEMENTARY	-	-	-
HARRIET VOGEL	4	8	-
HEMMI ROAD WATER	123	336	137
HIDDEN VALLEY MHP	12	29	2
HILLTOP WATER OWNR	39	105	27
HOKG ACRES	1	3	-
HOLLINGSWORTH WATER	9	25	-
INFRAPACIFIC LLC	-	-	3
ISLE AIRE BEACH ASS.	48	133	2
J&H STORAGE	1	3	-
JOE LOUIE WATER ASS.	87	231	64
KAMAR, INC	3	6	-
KENDALL CREEK SALMON	-	-	-
KENDALL GROCERY	-	-	-
KONTREE APTS WTR SYS	8	17	-
LAKE TERREL WTR ASS.	125	338	22
LAUREL RIDGE WTR	7	20	-
LEEWARD NORTHGATE	4	11	-
LEVORSEN WTR ASSOC.	1	3	-
LINE ROAD WTR ASSOC	6	17	-
LIVING WATER	9	25	-
LK SAMISH TERRACE PK	83	218	56
LK TERRELL MOB RNCH	24	59	-
LK WHATCOM RES TREAT	-	-	26
LOGS RESORT	-	-	-
LUMMI ISLAND SCENIC	127	349	8
LUMMI POINT WTR ASS.	16	45	-
LYNDEN VALLEY ASS	10	28	-
MAE HULING	3	8	1
MALLOY ROAD WATER	15	39	-
MANTHEYS COUNTRY MHP	92	224	-
MAPLE FALLS	62	169	10
MARINE VIEW ESTATES	5	14	-
MEADOWDALE	72	201	18
MONTGOMERY RD WATER	6	16	67
MOUNTAIN VIEW WTR AS	63	178	69
MT BAKER BAPTIST CMP	-	-	-
MT BAKER JR/SR HIGH	-	-	-
MT BAKER MHP	43	105	-
MT BAKER WATER ASS.	275	754	186
N SHORE SOLAR ACRES	6	17	-
NEPTUNE BEACH WTR AS	67	188	2
NILSEN WTR ASSOC	4	9	-
NOOKSACK WATER	231	622	93
NORTH BHAM GOLF COUR	-	-	19
NORTH KICKERVILLE RD	2	5	-
NORTH STAR WTR ASS.	43	119	9
NORTHFORK	-	-	-
NORTHWEST MOBILE PRK	41	100	-
NORTHWEST RD WTR ASS	2	4	-
NORTHWEST WATER ASS.	149	407	173
OLD SETTLER'S WATER	137	371	21
ORCHARD WATER ASS.	47	133	6
PANGBORN WATER	9	24	-
PARADISE LKS CTYR CL (EVERGREEN W&S)	1,034	3,074	72
PARADISE PRK WTR SYS	39	109	2
PEACE MEADOWS	5	13	-
PENTURBIA	5	13	-
PERCIE RD WTR ASS.	98	256	74
PINKSTAFF WTR ASSOC.	4	11	-
PLANTATION RANGE	-	-	-
PLEASANT VALLEY WTR	36	98	7
POINT ROBERTS #4	656	1,372	489
POLE RD WATER ASS.	721	1,964	488
PRIVATE DRIVE	5	14	-
PUD #1	12	32	1,368
RASBERRY RIDGE WTR	7	19	7
RED MOUNTAIN ESTATES	2	6	-
RICHARDSON WATER ASS	6	16	-
RIDGE WATER	7	20	-
RIVER ROAD WATER ASS	9	25	-
RIVERVIEW WATER ASS	4	10	-
RODERLAND WTR ASSOC.	37	104	1
ROSE VALLEY WTR ASS	10	28	2
ROYAL COACHMAN	45	110	-
SALVATION ARMY-CAMP	-	-	7
SAMISH PARK	1	3	-
SANDY PT IMPRVMT CO	457	1,272	91
SHADY RIDGE ASSOC	7	20	-
SILVER LAKE PK	-	-	16
SKOOKUM CHUCK WTR A	252	691	72
SMALLWOOD SHORES	15	35	-
SOUTH BAY VISTA WA	8	22	-
SOUTH KICKERVILLE RD	4	10	14
SPRING VALLY WTR SYS	2	5	-
SUMAS RURAL WTR ASS.	121	331	223
SUNNY HILL	4	11	-
SUNRISE COVE	7	20	-
SUNSET WATER & MAINT	90	251	18
SUNTREE WATER ASSOC.	6	16	-
TALL CEDAR WATER ASS	27	66	1
TEAMOUSEY TEAPOT	4	10	-
THORNTON WATER ASS.	34	98	11
TURTLE LANE WATER	2	6	-
UNICK WTR SYS.	3	8	-
VALLEY VIEW WATER	41	114	1
VICTOR WATER ASSOC	52	142	20
VONNIE	-	-	-
W.C. W DIST. # 12	391	1,056	87
W.C. W DIST. #10	3,975	10,881	719
W.C. W DIST. #2	556	1,472	229
W.C.W.D. # 13	322	953	91
WAHL WATER	58	159	6
WALL WATER SYSTEM	2	6	-
WARNICK WATER WORKS	2	6	-
WCWD # 7	739	1,991	61
WERRE SEBS GRP B WTR	-	-	-
WHATCOM MEADOW CAMP	65	159	-
WICKERSHAM	20	53	-
WILLEYS LK TERRACE W	30	84	3
WISER SHORE LANE ASS	11	31	2
Y SQUALCOOM WTR ASS	72	196	7
YAUDE'S WATER SYSTEM	3	8	-
YEW TREE ACRES	3	8	54
YOUNG'S WATER SYSTEM	7	20	-
ZOLLER WATER SYSTEM	5	12	19
<b>Total</b>	<b>66,427</b>	<b>168,701</b>	<b>80,282</b>

School District	HHs	Population	Employment
BELLINGHAM SCHOOL DISTI	40,150	100,400	56,450
BLAINE SCHOOL DISTRICT	5,800	13,400	4,950
FERNDALE SCHOOL DISTRIK	9,900	27,100	10,600
LYNDEN SCHOOL DISTRICT	5,950	15,700	7,900
MERIDIAN SCHOOL DISTRICT	3,250	8,100	2,650
MT BAKER SCHOOL DISTRICT	6,800	18,500	2,050
NOOKSACK VALLEY SCHOO	2,850	7,800	2,200
<b>Total</b>	<b>74,700</b>	<b>191,000</b>	<b>86,800</b>

Sewer District	HHs	Population	Employment
<b>BBWSD Total</b>	<b>2,680</b>	<b>5,930</b>	<b>900</b>
BBWSD Birch Bay**	2,285	4,950	740
BBWSD Blaine	395	960	160
BBWSD Cherry Pt**	-	-	-
Bellingham	35,495	86,990	56,150
Blaine	1,960	4,780	2,840
Everson*	870	2,380	885
<b>Ferndale Total</b>	<b>4,780</b>	<b>13,130</b>	<b>6,035</b>
Ferndale	4,350	11,990	5,525
Ferndale Outside UGA	430	1,140	510
Lynden*	4,440	11,610	5,760
Nooksack*	370	1,140	185
Sumas	475	1,280	410
<b>WCWD10 Total</b>	<b>3,905</b>	<b>10,690</b>	<b>720</b>
Bellingham WCWD10	865	2,300	345
WCWD10	3,040	8,390	375
WCWD13**	310	920	90
<b>Total</b>	<b>55,285</b>	<b>138,850</b>	<b>73,975</b>

\*Due to small anomalies in 2008 data for Everson, Nooksack, and Lynden, recommend use of UGA growth totals for employment presented in FEIS Chapter 2.  
\*\*Figures represent population, housing, and jobs in district boundaries only. If intending to serve full UGA in the future, see UGA growth totals in FEIS Chapter 2.

Park District	HHs	Population	Employment
Lynden Reg Parks	5,900	15,600	7,900
NW Park District	5,150	12,000	4,500
<b>Total</b>	<b>11,050</b>	<b>27,600</b>	<b>12,400</b>

Revised 4/22/09	HHs	Population	Employment
<b>Fire District</b>	<b>2,520</b>	<b>6,240</b>	<b>3,940</b>
<b>Dist8 Total</b>	<b>2,520</b>	<b>6,240</b>	<b>3,940</b>
Dist8 Other Unincorporated	1,190	3,270	1,585
Dist8 Bellingham UGA	1,330	2,970	2,355
Dist1	3,065	8,460	2,340
Dist11	585	1,610	150
Dist14	3,540	9,830	1,440
Dist16	425	1,160	255
Dist17	545	1,520	115
Dist18	895	2,460	-
Dist19	600	1,630	105
<b>Dist21 Total</b>	<b>9,370</b>	<b>23,570</b>	<b>8,810</b>
Dist21 Other Unincorporated	9,290	23,340	8,485
Dist21 Lynden UGA	85	230	325
<b>Dist4 Total</b>	<b>3,700</b>	<b>9,910</b>	<b>1,300</b>
Dist4 Other Unincorporated	1,845	5,070	675
Dist4 Bellingham UGA	1,855	4,840	620
Dist5	865	1,370	490
Dist7	7,190	19,530	8,735
<b>S Whatcom Fire Auth</b>	<b>5,090</b>	<b>13,630</b>	<b>1,220</b>
SWFA Dist Other Uninc	3,405	9,340	650
SWFA Dist Bellingham	1,685	4,300	580
Lynden City Limits	4,360	11,380	5,280
<b>Total</b>	<b>42,540</b>	<b>112,300</b>	<b>34,180</b>

Incorporated/Unincorporated Areas	Population
Population within incorporated cities	103,956
Population within unincorporated city UGAs	19,526
Population in other unincorporated areas	67,518
<b>Total</b>	<b>191,000</b>

Note: Population in other unincorporated areas includes Birch Bay and the Columbia Valley UGA

2031 Households (HHs), Population, and Employment by Special District

Water District	HHs	Population	Employment
AAMOT WELL	1	3	-
ADAIR WATER SYS.	2	6	-
AGATE BAY TRLR PARK	42	102	-
AHRENS POND	7	20	-
ALDERGROVE WATER ASS	37	103	-
ANDERSON CRK WTR ASS	2	6	1
ARCO CHRY PT. REF	109	265	911
AUTUMN LANE MHP	8	20	-
BATHE LABOR CAMP	1	3	-
BEACH CLUB CONDOS	18	40	4
BEACH ELEMENTARY	-	-	-
BELDEN ACRES WTR ASS	9	25	6
BELFERN WATER ASS.	71	199	2
BELFERN WEST WTR ASS	16	43	-
BELL BAY JACKSON	265	662	11
BERTHUSEN RD WTR ASS	106	295	517
BIRCH BAY WATER/SEW	5,343	12,346	2,106
BISHOPS WATER	2	6	-
BISON RIDGE	6	17	-
BLACK MT RANCH	144	351	-
BOCKTKE'S GRANDVIEW	7	19	-
BOOTSHILL	7	20	-
BROWN ROAD WATER ASS	4	11	-
CALMAN WATER SYSTEM	5	14	5
CAMP BLACK MTN	-	-	-
CAMP LUTHERWOOD	-	-	-
CARL JEAN WTR ASSOC.	3	8	-
CAROL'S COFFEE CUP	-	-	-
CASCADE WEST	31	86	-
CENTENIAL WATER SYS	6	17	-
CENTRAL CITY WTR ASS	199	574	2
CFCI	1	3	-
CHASTEEN FAMILY WTR	2	6	-
CHUCKANUT TRL WTR	57	158	5
CITY OF BELLINGHAM	47,499	112,296	72,497
CITY OF BLAINE	3,462	8,625	4,830
CITY OF EVERSON	1,472	4,168	1,294
CITY OF FERDALE	6,881	18,704	7,969
CITY OF LYNDEN	5,883	14,629	8,368
CITY OF NOOKSACK	714	2,200	284
CITY OF SUMAS	770	2,030	803
CONSTITUTION WATER	4	11	-
COUNTRY HAVEN WTR AS	19	53	-
CUSTER WATER	264	712	436
DE WILDE APTS	3	7	-
DEER CREEK	858	2,344	1,821
DELTA GROCERY	-	-	-
DELTA W ASSOC.	923	2,326	373
DEMING SPEEDWAY	-	-	-
DEMING WATER ASS.	27	73	240
DOUBLE L MOBILE PARK	43	112	188
EAST BADGER WATER	5	15	26
ELIZA ISL BEACH CLUB	67	188	-
ENTERPRISE EST WTR A	33	92	3
ENTERPRISE TERRACE W	27	76	1
EUGENE WATER SYSTEM	5	14	-
EVERGREEN	77	188	-
EVERGREEN (COLUMBIA VALLEY	1,236	3,547	131
EVERGREEN DRIVE	7	20	-
EVERSON WATER ASS.	72	203	-
EVERYBODY'S STORE	-	-	1
FAIRFIELD MOBILE PAR	38	99	15
FERDALE MOBILE VILL	92	239	-
FERTILE MEADOWS WTR	36	104	5
FJELLMAN WTR ASS.	5	14	3
FLEMINGS PLATT WTR A	29	77	2
FOREST PARK MHC	-	-	8
GEORGIA MANOR WTRASS	31	87	2
GEORGIA VIEW WTR ASS	7	20	-
GLACIER GREEN WATER	12	34	-
GLACIER SPRINGS WTR	85	238	3
GLACIER WTR DIST.	893	2,186	172
GLENHAVEN LAKES	581	1,611	-
GLENN COVE WATER	9	23	-
GOOD SHEPARD CHURCH	-	-	5
GOOSEBERRY POINT WTR	152	426	27
GRAMMY'S LLC	1	3	1
GRANDVIEW CENTER	-	-	-
GUIDE MERID WTR ASS	51	138	271
GWINNER WATER ASS	6	16	-
H ST. RD. WTR ASSOC.	2	6	-
HAMPTON WATER ASS	12	33	-
HARMONY ELEMENTARY	-	-	-
HARRIET VOGEL	30	53	11
HEMMI ROAD WATER	137	376	137
HIDDEN VALLEY MHP	12	29	2
HILLTOP WATER OWNR	39	105	27
HOAG ACRES	1	3	-
HOLLINGSWORTH WATER	9	25	-
INFRAPACIFIC LLC	-	-	202
ISLE AIRE BEACH ASS.	48	133	2
J&H STORAGE	1	3	7
JOE LOUIE WATER ASS.	93	248	64
KAMAR, INC	-	6	-
KENDALL CREEK SALMON	-	-	-
KENDALL GROCERY	-	-	-
KONTREE APTS WTR SYS	8	17	-
LAKE TERREL WTR ASS.	143	389	22
LAUREL RIDGE WTR	7	20	-
LEEWARD NORTHGATE	4	11	-
LEVORSEN WTR ASSOC.	1	3	-
LINE ROAD WTR ASSOC	6	17	23
LIVING WATER	9	25	-
LK SAMISH TERRACE PK	86	227	56
LK TERRELL MOB RNCH	24	59	-
LK WHATCOM RES TREAT	-	-	26
LOGS RESORT	-	-	10
LUMMI ISLAND SCENIC	127	349	8
LUMMI POINT WTR ASS.	16	45	-
LYNDEN VALLEY ASS	10	28	-
MAE HULING	3	8	1
MALLOY ROAD WATER	15	39	-
MANTHEYS COUNTRY MHP	92	224	-
MAPLE FALLS	65	177	59
MARINE VIEW ESTATES	5	14	-
MEADOWDALE	207	587	18
MONTGOMERY RD WATER	38	97	74
MOUNTAIN VIEW WTR AS	205	588	69
MT BAKER BAPTIST CMP	-	-	-
MT BAKER JR/SR HIGH	-	-	-
MT BAKER MHP	43	105	-
MT BAKER WATER ASS.	300	826	186
N SHORE SOLAR ACRES	6	17	-
NEPTUNE BEACH WTR AS	67	188	2
NILSEN WTR ASSOC	4	9	-
NOOKSACK WATER	237	639	192
NORTH BHAM GOLF COUR	-	-	19
NORTH KICKERVILLE RD	2	5	-
NORTH STAR WTR ASS.	65	182	9
NORTHFORK	-	-	-
NORTHWEST MOBILE PRK	41	100	-
NORTHWEST RD WTR ASS	2	4	-
NORTHWEST WATER ASS.	153	419	201
OLD SETTLER'S WATER	145	394	21
ORCHARD WATER ASS.	96	275	6
PANGBORN WATER	9	24	-
PARADISE PRK WTR SYS	39	109	2
PEACE MEADOWS	5	13	-
PENTURBIA	5	13	-
PERCIE RD WTR ASS.	105	276	74
PINKSTAFF WTR ASSOC.	4	11	-
PLANTATION RANGE	-	-	-
PLEASANT VALLEY WTR	41	112	25
POINT ROBERTS #4	797	1,681	553
POLE RD WATER ASS.	731	1,992	708
PRIVATE DRIVE	5	14	-
PUD #1	12	32	2,665
RASBERRY RIDGE WTR	7	19	7
RED MOUNTAIN ESTATES	6	16	-
RICHARDSON WATER ASS	6	16	-
RIDGE WATER	7	20	-
RIVER ROAD WATER ASS	9	25	-
RIVERVIEW WATER ASS	4	10	-
RODERLAND WTR ASSOC.	37	104	1
ROSE VALLEY WTR ASS	10	28	2
ROYAL COACHMAN	45	110	-
SALVATION ARMY-CAMP	9	24	7
SAMISH PARK	1	3	-
SANDY PT IMPRVMT CO	515	1,437	91
SHADY RIDGE ASSOC	7	20	-
SILVER LAKE PK	-	-	16
SKOOKUM CHUCK WTR A	257	705	130
SMALLWOOD SHORES	15	35	-
SOUTH BAY VISTA WA	9	25	-
SOUTH KICKERVILLE RD	4	10	14
SPRING VALLY WTR SYS	13	33	23
SUMAS RURAL WTR ASS.	146	402	223
SUNNY HILL	13	37	-
SUNRISE COVE	7	20	-
SUNSET WATER & MAINT	101	283	18
SUNTREE WATER ASSOC.	6	16	-
TALL CEDAR WATER ASS	27	66	1
TEAMOUSEY TEAPOT	4	10	-
THORNTON WATER ASS.	236	684	11
TURTLE LANE WATER	2	6	-
UNICK WTR SYS.	3	8	-
VALLEY VIEW WATER	41	114	1
VICTOR WATER ASSOC	53	145	20
VONNIE	-	-	3
W.C. W DIST. # 12	398	1,076	93
W.C. W DIST. #10	4,071	11,155	771
W.C. W DIST. #2	616	1,635	397
W.C.W.D. # 13	628	1,803	463
WALL WATER	60	165	6
WALL WATER SYSTEM	2	6	-
WARNICK WATER WORKS	2	6	-
WCWD # 7	931	2,540	89
WERRE SEBS GRP B WTR	-	-	3
WHATCOM MEADOW CAMP	65	159	-
WICKERSHAM	21	56	-
WILLEYS LK TERRACE W	30	84	3
WISER SHORE LANE ASS	11	31	2
Y SQUALCOOM WTR ASS	91	251	7
YAUDE'S WATER SYSTEM	3	8	-
YEW TREE ACRES	8	21	54
YOUNG'S WATER SYSTEM	7	20	-
ZOLLER WATER SYSTEM	5	12	20
<b>Total</b>	<b>91,760</b>	<b>228,181</b>	<b>111,306</b>

Executive Recommendations

School District	HHs	Population	Employment
BELLINGHAM SCHOOL DISTRIC	52,650	127,500	73,150
BLAINE SCHOOL DISTRICT	10,300	24,400	7,950
FERDALE SCHOOL DISTRICT	14,250	38,900	17,250
LYNDEN SCHOOL DISTRICT	8,500	21,400	11,050
MERIDIAN SCHOOL DISTRICT	3,950	9,500	4,550
MT BAKER SCHOOL DISTRICT	7,550	20,600	2,750
NOOKSACK VALLEY SCHOOL D	4,300	12,100	3,350
<b>Total</b>	<b>101,500</b>	<b>254,400</b>	<b>120,050</b>

Sewer District	HHs	Population	Employment
<b>BBWSD Total</b>	<b>4,525</b>	<b>10,040</b>	<b>1,430</b>
BBWSD Birch Bay**	4,120	9,040	1,230
BBWSD Blaine	405	1,000	160
BBWSD Cherry Pt**	-	-	40
Bellingham	48,125	113,870	74,975
Blaine	3,615	9,010	4,855
Everson*	1,530	4,330	1,395
<b>Ferndale Total</b>	<b>8,010</b>	<b>21,820</b>	<b>10,370</b>
Ferndale	7,580	20,680	9,860
Ferndale Outside UGA	430	1,140	510
Lynden*	6,915	17,120	8,735
Nooksack*	670	2,080	285
Sumas	785	2,080	805
<b>WCWD10 Total</b>	<b>4,000</b>	<b>10,960</b>	<b>770</b>
Bellingham WCWD10	910	2,420	345
WCWD10	3,090	8,540	430
WCWD13**	553	1,588	450
<b>Total</b>	<b>78,595</b>	<b>192,530</b>	<b>104,070</b>

\*Due to small anomalies in 2008 data for Everson, Nooksack, and Lynden, recommend use of UGA growth totals for employment presented in FEIS Chapter 2.  
 \*\*Figures represent population, housing, and jobs in district boundaries only. If intending to serve full UGA in the future, see UGA growth totals in FEIS Chapter 2.

Park District	HHs	Population	Employment
Lynden Reg Parks	8,500	21,400	11,050
NW Park District	9,500	22,800	7,400
<b>Total</b>	<b>18,000</b>	<b>44,200</b>	<b>18,450</b>

Fire District	HHs	Population	Employment
<b>Dist8 Total</b>	<b>3,170</b>	<b>7,990</b>	<b>7,185</b>
Dist8 Other Unincorporated	1,500	4,170	2,095
Dist8 Bellingham UGA	1,670	3,820	5,090
Dist11	4,260	12,040	3,125
Dist11	655	1,810	150
Dist14	4,455	12,330	2,315
Dist16	435	1,180	255
Dist17	660	1,840	115
Dist18	905	2,470	-
Dist19	600	1,640	275
Dist21 Total	15,090	37,590	13,510
Dist21 Other Unincorporated	13,815	34,630	12,360
Dist21 Lynden UGA	1,275	2,950	1,155
<b>Dist4 Total</b>	<b>4,960</b>	<b>13,000</b>	<b>3,775</b>
Dist4 Other Unincorporated	2,185	6,050	705
Dist4 Bellingham UGA	2,775	6,950	3,070
Dist5	795	1,680	555
Dist7	10,985	29,770	13,710
Lynden City	5,640	14,160	7,480
<b>S. Whatcom Fire Authority Total</b>	<b>5,710</b>	<b>15,280</b>	<b>2,540</b>
Other Unincorporated	3,605	9,920	765
Bellingham UGA	2,105	5,360	1,775
<b>Total</b>	<b>58,320</b>	<b>152,780</b>	<b>54,990</b>

Incorporated/Unincorporated Areas	Population
Population within incorporated cities and city UGAs	168,049
Population in unincorporated areas	89,472
<b>Total</b>	<b>254,521</b>

Note: Population in other unincorporated areas includes Birch Bay and the Columbia Valley UGA