

**WHATCOM COUNTY
PUBLIC WORKS DEPARTMENT**

Frank M. Abart
Director



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Art Choat, Airport Director
Port of Bellingham
1801 Roeder Ave.
Bellingham, WA

RE: Runway Rehabilitation Project Transportation Concurrency

Dear Mr. Choat:

The Port of Bellingham asked Whatcom County Public Works Department to review traffic concurrency for the proposed Bellingham International Airport Runway Rehabilitation (BIARR) project in advance of FAA funding for the project. Whatcom County Engineering staff have reviewed the November 2009 Bellingham International Airport Transportation Impact Analysis (TIA) prepared by Transpo Group. Table 1 of this report states that commercial aviation will increase from 1,100 peak day enplanements to 2,000 peak day enplanements and that general aviation will increase from 200 BLI-based aircraft to 288 BLI-based aircraft. If BIARR (runway rehabilitation) proposed work is consistent with these projections, then the transportation impacts have been properly analyzed by the TIA.

Public transportation projects are exempt from the requirement for a County Concurrency Evaluation under Whatcom County Code 20.78.030 (4) (d); however, the County cannot approve a development permit for a project unless there are adequate transportation facilities to meet the adopted Level of Service (LOS) standards for the existing and approved uses based upon the current forecast of p.m. peak hour traffic volumes. Policy 6A3 of the Whatcom County Comprehensive Plan establishes a Volume to Capacity ratio of .9 (LOS D) for City Urban Growth Areas.

Table 8 of the TIA for the Bellingham International Airport concludes that all impacted County roadway segments would continue to operate at an LOS of D or better under current conditions and with full development of the aviation and light industrial uses proposed in the airport binding site plan and PUD.

If the Port was to apply for a development permit for the proposed Runway Rehabilitation Project in the near future (one year or less), the Whatcom County Public Works Department would be able to issue a certificate of adequate transportation capacity for roadway segments as currently analyzed within the TIA. If, however, the development permit is delayed longer than this period, the "current conditions" for County roadway segments will have to be reanalyzed for LOS and transportation impacts at the time of development application.