

Mukilteo Multimodal Project

Scoping Report

January 12, 2011



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Overview

The Mukilteo Terminal serves the Mukilteo/Clinton ferry route and is part of State Route (SR) 525, a major transportation corridor and critical link for residents and commuters between Whidbey Island and the mainland and Seattle-Everett metropolitan area. The terminal is among the Washington State Department of Transportation Ferries Division's (WSF) busiest facilities. It has not had significant improvements for almost 30 years and needs major repairs. Furthermore, the current terminal layout makes it difficult for passengers to get in and out of the terminal and contributes to traffic congestion, safety concerns and conflicts between vehicle and pedestrian traffic.



Mukilteo Multimodal Terminal Deficiencies

WSF initiated the Mukilteo Multimodal Project in 2004 to improve ferry operations, safety, transit connections and access. The Mukilteo Multimodal Project would provide the following benefits:

- Improved safety for passengers and those traveling around the terminal
- Better and safer access for pedestrians and bicyclists
- Improved ferry operations and efficiency in loading and unloading vehicles and passengers
- Convenient transit connections

The Washington State Legislature put the project on hold in 2007 due to funding and constructability issues associated with the previously identified alternatives. In 2009, WSF released its Long-Range Plan, which presents a vision for the future of the ferry system that maintains current levels of service and includes limited terminal improvements. Within the framework of the Long-Range Plan, WSF and the Federal Transit Administration (FTA) re-initiated the environmental process in February 2010 with new project concepts for review and evaluation.

WSF and FTA are preparing an Environmental Impact Statement (EIS) for the project in compliance with the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA). As a source of funds for this project, FTA is the federal lead for the NEPA EIS process. WSF is the state lead agency for SEPA. The first step in the EIS process is project scoping, which has included extensive agency and public outreach as well as a public comment period. The most recent project scoping period started in February 2010 and the public comment period ran from September through November 19, 2010.

WSF and FTA received approximately 365 public comments during the scoping period and letters from 20 public agencies and jurisdictions. Comments expressed widespread support for the project and the need to improve the Mukilteo terminal. The majority of comments support keeping the terminal in Mukilteo; there was little support for moving the terminal to Edmonds or Everett. Other themes include requests for additional commuter parking and improved multimodal connections.

A final decision on the specific project to move forward is expected in winter 2012, with construction beginning in 2015.

Scoping Report Purpose

The purpose of scoping is to inform the public of the proposed project and the purpose and need for the project, seek comments on the range of potential alternatives, and collect feedback from partner agencies, tribes and the public on the scope of environmental issues to study during the EIS process. This scoping report summarizes the comments that WSF and FTA received during the scoping period and details how the agencies provided multiple opportunities for the public, agencies and tribes to learn more about and weigh in on the potential alternatives. It also describes how WSF and FTA used this information to help identify the range of reasonable alternatives and potential environmental issues to be evaluated in the EIS.

Project History

Although WSF began the environmental process in 2004, the project was put on hold in 2007 due to lack of funding and constructability issues with the previously proposed alternatives. In 2004, WSF initiated an Environmental Assessment and held scoping meetings. The environmental issues identified at that time warranted the development of a full EIS, so on February 17, 2006 FTA issued a Notice of Intent (NOI) to prepare an EIS.¹ WSF and FTA conducted a second scoping process in February and March 2006.

¹ A summary of the two previous scoping efforts can be found in *Mukilteo Multimodal Ferry Terminal Project Public Scoping Comment Summary Report*, October 18-November 17, 2004 and *Mukilteo Multimodal Ferry Terminal Environmental Impact Statement Agency and Tribal Scoping Summary Report*, February 17 – April 5, 2006.

WSF and FTA restarted the environmental review process in 2010. The two agencies conducted an additional scoping process to receive input on the revised Purpose and Need Statement, potential alternatives (concepts), and environmental resources to be analyzed. The project timeline outlines the history of the project and where WSF currently is in the process.

Public Outreach

The public scoping process included a variety of public involvement opportunities and communications tools to inform the public and encourage comments on the full range of concepts. This process is documented in the *Public Involvement Plan – Scoping Phase* (September 19, 2010), or PIP, available on the project website. WSF notified key stakeholders that it was reinitiating the Mukilteo Multimodal Project and provided many opportunities for public involvement during the scoping process, including:

- Four widely advertised in-person public meetings
- One virtual online open house to reach residents who were unable or preferred not to attend a meeting in person
- A Google map online comment tool, which provided an easy and informative electronic method of learning about the concepts and submitting comments
- The project website (www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/), which serves as an online resource with frequent updates and a library of project information throughout the life of the project

Early Stakeholder Outreach

WSF conducted outreach prior to the start of the public comment period to gather insights from community members, test project familiarity and refine the PIP. This offered a chance to bring stakeholders up to date on the project and to establish clear understanding of the process for alternatives for siting the Mukilteo ferry terminal.

WSF assembled a history of the 2004-06 public process, focusing on past public comments and notes from briefings to community organizations. WSF interviewed internal staff members who had been involved in prior phases of the project for their knowledge about stakeholder interests and contacts.

WSF reached out to stakeholders to share project information, update contact information, discuss and confirm past issues and learn about new interests and concerns. Early contact provided accurate information to interested parties and prevented misconceptions and rumors. Based on outcomes of this initial outreach, WSF created an e-mail contact list and distributed an invitation to the October public scoping meetings.

Project Timeline	
2004	<ul style="list-style-type: none"> • NEPA Environmental Assessment (EA) • EA public scoping meetings and comment period
2006	<ul style="list-style-type: none"> • Determine environmental impacts require further analysis in an Environmental Impact Statement (EIS) • FTA issues a notice of intent (NOI) to prepare an EIS (February 2006) • NEPA EIS scoping process • EIS public scoping meetings
2007	<ul style="list-style-type: none"> • Washington State Legislature puts Mukilteo Multimodal Project on hold
2007- 2009	<ul style="list-style-type: none"> • Study cultural resources and conduct geotechnical investigations • Revise concepts to address public comments, minimize effects to sensitive resources, and meet seismic standards
February 2010	<ul style="list-style-type: none"> • WSF and FTA reinitiate NEPA/SEPA EIS process
Spring 2010	<ul style="list-style-type: none"> • Revise the project purpose and need statement
Fall 2010	<ul style="list-style-type: none"> • Conduct NEPA EIS scoping process and comment period • Hold public scoping meetings
Spring 2011	<ul style="list-style-type: none"> • Prepare Draft EIS
Fall 2011	<ul style="list-style-type: none"> • Draft EIS public hearings and comment period
Spring / Summer 2012	<ul style="list-style-type: none"> • Prepare Final EIS
Fall 2012	<ul style="list-style-type: none"> • Publish Final EIS
Winter 2012	<ul style="list-style-type: none"> • Issue Record of Decision (ROD) • Begin final project design
2015	<ul style="list-style-type: none"> • Construction
2019	<ul style="list-style-type: none"> • Project complete

The e-mail invitation list included ferry customers, local community and business organizations, Mukilteo and Clinton businesses, Ferry Advisory Committee members, Mukilteo Tank Farm Consortium partners and local governing agencies (City of Mukilteo, City of Everett, Port of Everett, City of Edmonds, Snohomish County, Island County, Mukilteo School District, etc). WSF encouraged recipients to distribute the invitation to members of their organizations and other contacts. WSF also offered project briefings upon request.

Notification of the Public Comment Period

WSF advertised the public comment period and scoping meetings through a variety of methods. WSF sent e-mail announcements to 385 citizens on the project mailing list and 2,121 subscribers of the Mukilteo/Clinton ferry route alert listserv. WSF hung posters at public libraries and government facilities in the project vicinity; on ferries serving the Mukilteo/Clinton and Edmonds/Kingston routes; and in terminals, bus shelters and transit centers in Island County, Everett and Edmonds.

Publications	Circulation
Seattle Times- North Zone	31,916
Mukilteo Beacon	10,700
Edmonds Beacon	10,300
Everett Herald	156,363
Snohomish Tribune	20,000
South Whidbey Record	4,365
Whidbey News-Times	10,000
The Whidbey Examiner	3,000

WSF distributed a press release to local media, resulting in print, online and television news coverage. WSF also placed display advertisements to announce the open house in the publications shown in the table at left.

The display ads ran from September 29 through the week of October 11 to ensure ample notification of the public meetings. The Seattle PI (seattlepi.com) online advertisement was viewed 1,054,582 times and 1,153 readers clicked on the ad to link to the project website.

WSF also coordinated efforts with local cities and community organizations to include notification about the open houses on community calendars, websites, blogs, government cable TV channels, and e-mail listservs. WSF also helped spread the word about the public meetings and opportunities

to comment using social media outlets such as Facebook and Twitter. See the chart below for a list of the entities that posted announcements or distributed information.

City/Organization	Advertising Mediums
City of Edmonds	Announcement on website and government cable TV channel
Edmonds Chamber of Commerce	Chamber newsletter
Everything Edmonds	Community calendar
City of Everett	Facebook posting
City of Langley	Announcement on website
City of Mukilteo	Announcement on website; Facebook posting
City of Oak Harbor	Community cable TV channel, newsletter, website
Seattle PI Whidbey Island Blog	Blog
Sno-Isle Libraries	Facebook announcement
Town of Coupeville	E-mail announcement
Whidbey Daily News	Community calendar
Whidbey Island community	Facebook posting
WSDOT and WSF	Twitter



Everett Facebook page

The *Community Guide to Scoping and the Project Concepts* that described the scoping process, project purpose and need and the project concepts, was available online throughout the public comment period.

Feedback at the public meetings showed that the majority of meeting attendees learned about the meetings via newspaper advertisements, e-mails or posters. Some people noted that they learned about the project from a friend, neighbor or co-worker.

Public Scoping Meetings

WSF hosted four in-person public meetings and one online meeting to encourage public review and comment on the full range of concepts. Approximately 160 people attended the meetings in Whidbey Island, Mukilteo, Edmonds, and Everett and 15 people participated in the virtual online open house.

At each public meeting, WSF asked participants to sign-in. WSF provided meeting participants with a project fact sheet and the *Community Guide to Scoping and the Project Concepts*. Project team members answered questions and explained the concepts to participants. Participants had the option to submit comments by completing a paper form, using the Google map tool or sending an e-mail to the project team. WSF staff gave a presentation on the project history, the concepts under consideration and opportunities to get involved. Following the presentation, WSF offered participants the opportunity to provide verbal comment.

For the online open house, participants convened in real time using GoToWebinar software from Citrix Online. After registering for the event, participants received an e-mail with specific instructions. Once logged on to the online open house, participants could view all of the meeting handouts and displays. Similar to the in-person open houses, users were able to log on and participate at any point during the online open house. Participants were able to view PowerPoint slides and listen to a presentation by project staff. Using the control panel on their screen, users could type questions and receive answers in real time from WSF staff.

Information from the open houses including copies of the boards, presentation and handouts is posted in the Project Library section of the project website: www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Environmental Justice

The concept of environmental justice is rooted in Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color or national origin. In response to a concern that low-income or minority populations bear a disproportionate amount of adverse health and environmental effects of public projects, and to reinforce the fundamental rights and legal requirements contained in Title VI, in 1994, President Clinton issued Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." It directs each federal agency to make environmental justice a part of its mission.

Public Scoping Meetings

Whidbey Island

Tuesday, Oct. 12
5:00 p.m. - 7:00p.m.
South Whidbey High School

Mukilteo

Wednesday, Oct. 13
5:00 p.m. - 7:00 p.m.
Mukilteo City Hall

Online Open House

Thursday, Oct. 14
5:00 p.m. - 7:00 p.m.

Edmonds

Wednesday, Oct. 27
5:00 p.m. - 6:30 p.m.
Edmonds City Council Chambers

Everett

Thursday, Oct. 28
5:00 p.m. - 7:00 p.m.
City of Everett Public Hearing Room, Wall Street Building

We need your input!
Attend a public meeting in Edmonds or Everett to learn about the new Mukilteo Multimodal Ferry Terminal

Washington State Ferries is looking at options to upgrade or replace the Mukilteo ferry terminal with a new multimodal terminal that will improve safety and efficiency, and give ferry passengers improved access to train and bus connections. **WSF is considering sites in Mukilteo, Edmonds and Everett.**

Attend a public scoping open house to:

- Learn about the project purpose and need
- Help us "scope" out the issues to study in the Draft Environmental Impact Statement (EIS)
- Review the full range of concepts under consideration
- Provide your feedback

Public Scoping Meetings

Edmonds Wednesday, Oct. 27 5 - 6:30 p.m. Edmonds City Hall 250 5th Ave North, Edmonds	Everett Thursday, Oct. 28 5 - 7 p.m. City of Everett Public Hearing Room Wall Street Building, 2930 Wetmore Ave, Everett
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You can also submit comments online at:
www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal. To ensure comments are considered during the scoping period, please submit comments by November 19, 2010.

For more information, contact:
Hadley Rodero
206-462-6354
RoderoH@wsdot.wa.gov

Sample display ad

Environmental justice

acknowledges that the quality of our environment affects our lives and that negative environmental effects should not disproportionately burden low-income or minority populations.

*A **low-income person** is an individual whose household income falls below the federal poverty guidelines, as defined by the U.S. Department of Health and Human Services.*

For 2009 and 2010, the federal poverty guideline for a household of four in one of the 48 contiguous states and Washington DC is \$22,050.

*A **minority** is an individual who identifies himself as Black (a person having origins in any of the black racial groups of Africa); Hispanic (a person of Mexican, Puerto Rican, Cuban, Central American or South American, or other Spanish culture or origin, regardless of race); Asian (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); American Indian/Alaskan Native (a person having origins in any of the original peoples of North America and who maintains cultural identification through tribal affiliation or community recognition); or some other race.*

The U.S. Department of Transportation (USDOT), FTA and the Washington State Department of Transportation (WSDOT) require that environmental justice be considered for all phases of transportation planning and development, including the preparation of an EIS.

WSF conducted a preliminary demographic analysis early in the scoping process to identify low-income and minority populations who may be affected by the Mukilteo Multimodal Project. This analysis was included in the Public Involvement Plan and included the vicinity of:

- The existing Mukilteo ferry terminal
- The Elliot Point and Mount Baker alternative sites
- The existing Edmonds ferry terminal
- The Point Edwards site in Edmonds
- The Everett alternative site

WSF used the most recent US Census data (2000) and supplemented it with more recent 2008-2009 National Center for Education Statistics (NCES) data, looking at the percentage of minority populations, populations with low incomes, and populations with limited-English proficiency.

The Department of Justice recommends that if an activity will have an impact on an area in which five percent or more residents speak a language other than English, project materials, notifications and meetings should be translated into that language. Based on the initial demographic analysis of Mukilteo and Clinton using 2000 Census data and 2008-2009 National Center for Education Statistics data, there did not appear to be a need to translate project materials during the scoping period. Outreach to tribes, which are considered a minority population, is discussed later in this report.

Because this project will affect ferry riders in addition to residents in neighborhoods surrounding the potential sites, WSF will conduct additional demographic analysis as part of the EIS process to include riders on the Mukilteo/Clinton ferry. WSF will develop a list of social service and community-based agencies that serve low-income, minority, and limited-English proficient populations in the project study area and hold executive interviews with representatives from these agencies. During the interviews, WSF will share information about the project and the environmental process and gather feedback about how project alternatives may benefit or adversely affect these populations.

Agency Coordination and Outreach

WSF hosted four meetings with agencies and jurisdictions in an effort to distribute project information and obtain feedback during the scoping period:

- Reinitiation Meeting – February 2010
- Pre-Workshop Meeting – May 2010
- Workshop – June 2010
- Scoping Meeting – September 29, 2010

Complete meeting summaries of all meetings are included in Appendix A.

Reinitiation Meeting

As part of the process of restarting the EIS, WSF and FTA held a reinitiation meeting with federal, state and local agencies and tribes on February 10, 2010. The purpose of the reinitiation meeting was to reintroduce the environmental process to federal, state and local agencies and tribes and discuss the project purpose and need statement. Representatives from 20 different agencies attended this meeting. WSDOT Ferries Division Assistant Secretary David Moseley and FTA's Regional Administrator for Region 10, Rick Krochalis, introduced the meeting and helped kick-off the process.

The meeting consisted of a project presentation, open discussion, and an open house with kiosks presenting project-related material. The presentation provided a history and overview of the Mukilteo Multimodal Project. Then WSF and FTA invited meeting attendees to review and comment on the project Purpose and Need Statement.

Because Environmental Protection Agency (EPA) staff were unable to attend the NEPA/SEPA reinitiation meeting on February 10, FTA and the project team briefed them on April 29, 2010.

Pre-Workshop Meeting

WSF held a pre-workshop meeting with the cities of Mukilteo, Everett, and Edmonds, the Port of Everett, and the transit agencies (Island Transit, Community Transit, Everett Transit, and Sound Transit) on May 5, 2010. The purpose of the meeting was to review existing concepts for improving or relocating the terminal and identify important issues to consider when evaluating or revising these concepts to better accommodate multimodal connections.

Workshop

The purpose of the June 10, 2010 workshop meeting was to obtain input on screening criteria with

Cooperating and Participating Agencies

- City of Everett
- City of Mukilteo
- Community Transit
- Washington Department of Ecology
- Sound Transit
- Environmental Protection Agency
- Everett Transit
- Federal Highway Administration
- National Park Service
- NOAA Fisheries
- Port of Everett
- Snohomish County
- Samish Indian Nation
- Stillaguamish Tribe
- Suguamish Tribe
- Tulalip Tribes
- United States Air Force
- United States Coast Guard
- Washington Department of Fish and Wildlife
- Island County
- Washington Department of Archeology and Historic Preservation

agencies and tribes and review changes to the preliminary concepts. FTA and WSF invited federal, state and local agencies and tribes to attend the workshop. Representatives from 22 different agencies attended this meeting. The meeting consisted of a project presentation with open discussion and an opportunity to provide additional comments on the preliminary concepts. The presentation provided a history and overview of the Mukilteo Multimodal Project and included an overview of preliminary screening criteria.

On August 17, FTA and the project team met with the National Marine Fisheries Service (NOAA Fisheries) Northwest Fisheries Science Center to get further input on the potential concepts and screening criteria.

Federally Recognized Tribes

- *Lummi Tribe of the Lummi Reservation**
- *Muckleshoot Indian Tribe of the Muckleshoot Reservation*
- *Nooksack Indian Tribe of Washington*
- *Samish Indian Tribe*
- *Sauk-Suiattle Indian Tribe of Washington*
- *Snoqualmie Tribe*
- *Stillaguamish Tribe of Washington*
- *Suquamish Indian Tribe of the Port Madison**
- *Swinomish Indians of the Swinomish**
- *Tulalip Tribes of the Tulalip Reservation**
- *Upper Skagit Indian Tribe of Washington*

Non-federally Recognized Tribes

- *Duwamish Tribe*
- *Snohomish Tribe of Indians*

*These tribes have court adjudicated treaty fishing rights in the project area.

Scoping Meeting

The purpose of the September 29, 2010 NEPA/SEPA scoping meeting was to review changes to project concepts and introduce a new concept, the “Edmonds – Existing Site Improvements” concept. In addition, WSF presented the Level 1 and Level 2 Screening Results. WSF and FTA invited meeting attendees to provide feedback on the Purpose and Need Statement, range of reasonable alternatives, screening criteria, and potential significant impacts to be evaluated in the Draft Environmental Impact Statement (DEIS). Representatives from 18 federal, state and local agencies and tribes attended this meeting.

Tribal Outreach

FTA, working with the WSF Mukilteo Multimodal Project Tribal Liaison, formally contacted potentially-affected tribes to assess their interest in the Mukilteo Multimodal Project. In particular, FTA contacted tribal governments representing the tribes who signed the Point Elliot Treaty, because the Mukilteo shoreline is recognized as the area where the treaty was signed.

FTA invited tribes to the NEPA/SEPA Reinitiation Meeting on February 10, the workshop on June 10, and the scoping meeting on September 29, and offered to meet individually with all potentially affected tribes. The Suquamish, Swinomish, Stillaguamish, Lummi and Samish Tribes met with FTA and the project team between February 10 and June 10. The Snoqualmie and Tulalip Tribes met with FTA and the project team in September prior to the September 29 Scoping Meeting. WSF and FTA met separately with tribes after the September 29 agency and tribal scoping meeting.

On December 10, FTA met with the tribes to review the alternatives that the EIS would evaluate. The Nooksack Tribal Chair indicated that they are not interested in the Mukilteo Multimodal Project as it is outside of the tribe’s Usual and Accustomed (U&A) tribal fishing area. The Muckleshoot Tribal Fisheries staff also indicated that they do not have an interest in potential effects to fisheries associated with the Mukilteo Multimodal Project.

FTA and WSF have offered all potentially interested tribes the opportunity to act as a participating agency throughout the development of the EIS.

Development of Concepts

WSF has been developing alternatives for the Mukilteo Multimodal Project since the beginning of the NEPA/SEPA process in 2004. A summary of this process through 2009 can be found in *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (available online at: www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library).

In restarting the NEPA/SEPA process in 2010, WSF and FTA reexamined the range of concepts being considered for the project to ensure that they had not overlooked any potentially reasonable concepts. This was done to evaluate the possibility of avoiding historic and culturally-significant properties along the Mukilteo waterfront. The geographic scope of this search for potential terminal locations extended to Everett to the north and Edmonds to the south. The terminal cannot be located further away from Mukilteo than these two cities and still serve the same travel patterns as it does today.



Concepts Considered During Scoping

WSF developed nine concepts plus a No Build option to present during the scoping process. These included:

Mukilteo

- No Build
- Existing Site Improvements
- Elliot Point – Option 1
- Elliot Point – Option 2
- Elliot Point – Option 3
- Mt. Baker Terminal

Edmonds

- Existing
- Existing Site Improvements
- Point Edwards

Everett

- Port of Everett South Terminal

More information about the concepts presented during the scoping process can be found online in the *Community Guide to Scoping and the Project Concepts*. Further details can also be found in *Mukilteo Multimodal Project Concept Descriptions* (September 2010).

Concepts Considered But Not Studied Further

WSF evaluated the area in between Mukilteo and Edmonds as well as between Mukilteo and Everett as potential locations for replacing the Mukilteo terminal, but determined these locations to be unsuitable for a multimodal ferry terminal because of potential environmental effects and severe community disruption. The shoreline of Puget Sound and Possession Sound in these areas is characterized by steep forested bluffs and unstable soils, with the busy BNSF rail line at the base of the bluffs. The ravines that punctuate these bluffs are generally undeveloped forested stream corridors. Land use is almost exclusively residential with no state highways nearby. Constructing a ferry terminal in these areas would result in adverse effects to protected fish and wildlife and would likely impact forested wetlands. In addition, these locations would require extensive construction or reconstruction of access roads to connect the terminal to the nearest state highway, which would be very disruptive to the adjacent communities.

WSF also reconsidered replacing the existing ferry route between Mukilteo and Clinton with a floating or elevated bridge across Possession Sound. The shore-to-shore span of the bridge would be approximately 2.76 miles, not including the support structures. This span would be approximately 70% longer than the longest span currently in existence. This concept is still not feasible because of potential environmental impacts and the high cost for such a structure.

In Everett, WSF considered several locations for relocating the ferry terminal within the Port of Everett. Of these, WSF determined that the two existing Pacific Terminals, Pier 1 and Pier 3, were not feasible. Placing a ferry terminal at either of these locations would divide operations at the Port of Everett in half, greatly reducing the usability of the southern half of the Port. With both locations, ferry schedule reliability would be adversely affected by frequent conflicts between ferries and vessels using both the Port of Everett and Naval Station Everett.

Screening Process

WSF and FTA developed screening criteria based on the project Purpose and Need Statement. The Purpose and Need emphasizes:

- Reducing conflicts, congestion, and safety concerns for pedestrians, bicyclists, and motorists by improving local traffic, safety, and security.
- Making physical and operational changes to the terminal facility and its surroundings to improve the safety, quality, reliability and effectiveness of multi-modal transportation.
- Accommodating anticipated future demand projected for transit, HOV, pedestrian, bicycle, and general purpose traffic.

WSF and FTA screened and evaluated the range of concepts based on how well each concept met the purpose and need for the project.

Preliminary screening results are documented in *Mukilteo Multimodal Project Level 1 Screening Results and Mukilteo Multimodal Project Level 2 Screening Results*, which are both available in the Project Library on the website.

Summary of Public Comments

WSF received approximately 365 public comments during the scoping period at public meetings, by mail, e-mail and online using the Google map comment tool.

Key Themes

Several key themes emerged from public comment collected during this time. Overall, comments were overwhelmingly positive about the project and the need to improve the existing terminal. The majority of commenters supported the Mukilteo Elliot Point concepts, followed by the Existing Site Improvements concept. There was little support for the Edmonds or Everett concepts.

Key themes include:

- Strong opposition to moving the terminal to Edmonds or Everett
- Support for additional parking for commuters and Whidbey Island residents
- Concerns for traffic and safety
- Support for strong multimodal connections
- Support for adding a second slip

This summary is organized into three sections:

- General comments
- Comments on the Purpose and Need Statement
- Concept-specific comments

General Comments

The following are general comments, not related to a specific concept.

Do Not Move the Terminal Outside of Mukilteo

The overwhelming majority of commenters opposed moving the Mukilteo ferry terminal to Edmonds or Everett. These comments cited adverse economic impacts to Whidbey Island and Mukilteo, longer crossing times, fewer convenient multimodal connections, increased traffic congestion, increased fuel usage and inconvenience as potential negative impacts of moving the terminal. Many Edmonds residents commented about negative impacts to their community if both the Edmonds/Kingston and Clinton Ferry routes came to Edmonds.

"I can't express how upset MANY Whidbey Island people will be if the terminal is moved out of Mukilteo!"

— Whidbey Island resident

"The ferries are the lifeline for Island County. Moving the terminal to Everett or Edmonds would be an unmitigated disaster to the economic life of Whidbey Island."

— Whidbey Island resident

"I would NOT like to see the Mukilteo/Clinton ferry moved to Everett or Edmonds. It would be terrible for the economy of Mukilteo."

– Mukilteo resident

Parking

One of the most common themes was support for additional parking spaces, particularly commuter and overnight parking in Mukilteo. Several comments suggested commuter parking lots in combination with shuttle service to the ferry terminal. Many people feel that including parking would provide economic/tourism benefits for Whidbey Island and would help improve multimodal connections for island residents that wish to walk-on the ferry and use public transportation on Whidbey Island.

"A commuter/visitor parking lot on the mainland (with shuttle service if not within convenient walking distance) is a terrific idea. Our friends on the mainland would find it much more convenient to visit us. Once on the Island, they would have no need for a car given the free transit."

– Whidbey Island resident

"Provision of adequate parking in Mukilteo both for visitors to Whidbey Island and for Whidbey Island commuters has the potential to offset adverse environmental impacts by encouraging the use of public transit on Whidbey Island which is both free and under-utilized."

– Whidbey Island resident

"I strongly recommend maintaining parking options in Mukilteo either at the dock (preferred) or at a park and ride with frequent shuttle service to the top of the hill."

– Whidbey Island resident

Economic Vitality

The Island County Economic Development Council submitted a letter expressing concern for the potential economic impacts of relocating the terminal to Edmonds or Everett.

"Due to a large Boeing workforce dependent on the ferry to reach Paine Field job from a South Whidbey Island residence, we feel any consideration of shifting terminals away from Mukilteo to be a misjudgment. It is impractical for historic travel patterns to be met by departing 10 miles upstream or into small communities such as Edmonds. It would be total disregard to the demands of the commuting public."

– Island County Economic Development Council

Individuals also raised issues concerning Boeing employees, including increased commute times and traffic congestion.

"I am opposed to relocating the ferry terminal in Edmonds. My husband and many other Boeing workers chose to live here because the commute to Everett Boeing is an easy one. Relocating the ferry would cause them to reevaluate living here."

– Whidbey Island resident

Community Character

Several residents, especially at the Mukilteo public meeting, expressed a desire to preserve waterfront access.

“Consider the Mukilteo waterfront – every plan takes more space for pavement and parking and ties up the waterfront. We have precious little of it already.”

– Mukilteo resident

Alternative Modes

A few people suggested alternative modes including bridges or tunnels to connect Whidbey Island to the mainland.

“A bridge from Strawberry Point to the mainland would reduce the pressure on Deception Pass Bridge, reduce the pressure on the Ferry system, and ultimately become the primary means of getting goods and services to and from Whidbey Island.”

– Coupeville resident

“Have we looked into having a tunnel? This can avoid too many issues with terminal and would reduce cost of ferries.”

– Online commenter

Comments on the Purpose and Need Statement

WSF received approximately 66 comments that specifically addressed elements of the Purpose and Need Statement. In general, the public expressed understanding and support for the project need. Improving safety, land access for pedestrians and motorists was the most prevalent concern, followed by support for strong multimodal connections.

Safety, Access and Traffic

Improving safety and access for pedestrians and motorists was a common theme across all public comments. Commenters also identified traffic congestion in Mukilteo as an important issue.

“Separation of vehicles from pedestrians is very important.”

– Mukilteo resident

“The present terminal is a disaster for traffic, both vehicular and pedestrian.”

– Mukilteo resident

“The dock needs to connect to the Mukilteo Speedway for good access to Seattle while still being near Boeing, Everett and Lynnwood.”

– Clinton resident

Multimodal Connections

Many comments identified strong multimodal connections as a critical terminal feature and supported concepts with good transit connections.

“Proximity to the Sounder train is key if this is a multimodal project. As the Puget Sound region grows, it becomes more and more important to be building more mass transit opportunities”

— Whidbey Island resident

“Train connection has been very valuable, and should be maintained.”

— Whidbey Island resident

Accommodate Growth

Many comments urged WSF to include a second slip to accommodate projected growth and ease congestion. In addition, several people at the Whidbey Island public meeting provided verbal support for a second slip during the public comment portion of the meeting, including Island County Commissioner Helen Price Johnson. Reasons cited for wanting a second slip include accommodating growth, managing congestion and building the slip now to prevent an increased expense in the future.

“Include a second slip now!”

— Clinton resident

“If your population projections hold, we’ll need to move more people than we can now accommodate. It will never cost less to add a second slip.”

— Whidbey Island resident

Comments Related to a Specific Concept

Existing Site Options

The following comments relate to specific concepts. The majority of commenters supported the Mukilteo Elliot Point concepts, followed by the Existing Site Improvements concept. There was little support for the Edmonds or Everett concepts.

No Build Option

While a few comments preferred the No Build Option, the majority opposed this option, mostly due to concerns for safety.

Existing Site Improvements

Several comments indicated support for the Existing Site Improvements Concept.

“Improving the existing location at Mukilteo makes the most sense financially, for safety and traffic, and for connections to other transit.”

— Everett resident

Mukilteo Concepts

Mukilteo Mount Baker Terminal Concept

A few comments expressed support for the Mount Baker Terminal concept to allow future development and retain the old town character in Mukilteo. Others opposed this concept because of its relative distance to the rail station and local highways.

“Not adjacent to the rail station. Too far from the Mukilteo Speedway.”

– Whidbey Island resident

“Developing the ferry and related items at the Mount Baker [Terminal] end appears to leave more of Mukilteo for future use by Mukilteo.”

– Mukilteo resident

The Boeing Company submitted a letter asking WSF and FTA to remove the Mount Baker Terminal concept from consideration. The letter states that the terminal plays a “critical role in support of the aerospace industry in the State of Washington” and closure of the terminal would have impacts on regional freight rail congestion.

Elliot Point Concepts

The majority of the comments indicated a preference for the Elliot Point Concepts. While Option 2 received the most support, many people preferred both Options 2 and 3. Proximity to transit and maintaining the 15 minute crossing time were highest among the reasons mentioned. A petition signed by 26 Whidbey Island residents expressed support for Elliot Point Option 2 due to the short distance to train and bus connections and the fact that this concept maintains the 15 minute crossing time to Clinton. Other comments in support of these concepts include:

“I prefer plans two or three as they don’t eliminate the current businesses, Ivar’s, Silver Cloud hotel, etc. and favor a closer walk to the Sounder station for those of us who commute to Seattle, and who drive to the Eastside.”

– Whidbey Island resident

“Elliot Point Concept Option 2 or 3 gets my vote. We need a system that is well integrated with both bus and commuter rail.”

– Online commenter

“Friends of the Mukilteo Waterfront believe that the Mukilteo Multimodal Project is an important transit hub for our region as well as an economic driver for our local community. We have reviewed the project concepts and believe that only those project concepts which retain the Multimodal Project within Mukilteo serve the interest of both ferry users as well as local residents. We believe that public access to waterfront resources is critically important and must be preserved and protected. However, we also recognize that significant improvements are needed to support both the current level of usage at this facility, as well as to support future projected growth. We also recognize that no actions should be taken that jeopardize job creation in the region. Therefore, we believe that the project concepts that best serve these purposes are the Elliott Point Concepts, Option 1 and Option 2. We believe these options best serve ferry users and the local community.”

– Friends of the Mukilteo Waterfront

Elliot Point Concept: Option 1

“Too far from the rail station and not as good as Elliot Point Concept 2 “

– Online commenter

Elliot Point Concept: Option 2

“I support Mukilteo Elliot Point Concept Option 2. This option has the closest bus and

commuter rail access, which would be beneficial to the disabled and the aging population.”

– Clinton resident

“I cannot imagine why you would do anything else but build the new terminal at Elliot Point Option 2. Sound Transit built the train station depot exactly where it is so that ferry commuters would have easy access to trains.”

– Whidbey Island resident

Elliot Point Concept: Option 3

“I think that the Elliot Point concept Option 3 is the way to go. Because it will keep the terminal close to where it was before, and with the off loading of vehicles not crossing the traffic when trying to get to the ferry and they still could use Japanese creek ravine as a new road down to the terminal as a backup plan.”

– WSF employee

“I support using the Elliot Point Option 3 concept, for proximity to the train station.”

– Langley resident

“I am in favor of the Mukilteo Elliot Point Concept, Option 3. This will relieve traffic congestion and give foot passengers convenient access to bus and train connections.”

– Whidbey Island resident

Everett Concept

While a few comments indicated support for the Port of Everett South Terminal Concept, significantly more people opposed this alternative. Increased crossing time, impacts to Boeing, and poor multimodal connections were among the most common reasons. Several members of International Longshore and Warehouse Union (ILWU) Local 32 attended the Everett public meeting to express their concern over the Everett South Terminal Option. Their fear is that it will displace jobs in the Port of Everett.

“South Terminal is too far away from rail terminal. Crossing time is too long. Not easy to get to Boeing for employees.”

– Online commenter

“Without commuter rail access, the Port of Everett South terminal concept is just unacceptable to me. This would be such a big step backward!”

– Online commenter

“I strongly oppose consideration of the Port of Everett South Terminal option because of traffic, noise and safety consequences that are incompatible with the existing uses and residences in this area. Further, the South Terminal location would be isolated from other transit connections and is the least feasible location.”

– Everett resident

Edmonds Concepts

There was very little support for any of the Edmonds Concepts. Whidbey Island residents were the most vocal in their opposition to relocating the terminal to Edmonds. Increased travel times, congestion and economic impacts were the most common factors. Some commenters from Whidbey Island also stated

moving the terminal to Edmonds would negatively impact their quality of life. During the presentation at the Edmonds public meeting, WSF asked the audience to raise their hand if they opposed moving the terminal to Edmonds – nearly all attendees raised their hand.

“Please do not consider moving terminal to Edmonds or location other than Mukilteo as it would greatly affect our quality of life living here on Whidbey Island.”

– Langley resident

“The traffic is already an issue at the Edmonds Ferry Terminal so adding another set of runs to this terminal would only exacerbate the issue.”

– Whidbey Island resident

Washington State Senator Paull Shin from the 21st District (Edmonds) provided comments on behalf of his constituency, expressing concern for the Edmonds concepts. He said:

“Among other concerns, the planned designs for increased vehicle holding....could involve a significant impact for several businesses in the area, which could in turn be detrimental to the local economy.”

– 21st District Senator (Edmonds) Paull Shin

Copies of all scoping comments submitted to WSF and FTA are available for review at Washington State Ferries’ offices at 2901 Third Ave, Suite 500, Seattle, Washington 98121-3014, or by contacting Michelle Paxson at (206) 515-3855.

Summary of Comments from Agencies and Jurisdictions

WSF and FTA received comments from the following agencies and jurisdictions. Comments from agencies and jurisdictions were generally in favor of the Elliot Point concepts.

- City of Edmonds
- City of Everett
- City of Mukilteo
- Community Transit
- Department of Ecology
- Department of the Air Force
- Everett Transit
- Island County
- Island County Public Works Department
- Island Transit
- Naval Station Everett
- NOAA
- Port of Everett
- Port of South Whidbey
- Puget Sound Regional Council
- Skagit/Island Regional Transportation Planning Organization
- Sound Transit
- U.S. Coast Guard
- U.S. Environmental Protection Agency
- Washington Department of Fish and Wildlife

The Everett South Terminal, Mount Baker Terminal and Edmonds concepts received a lot of negative feedback and very little agency support. Specifically, the Port of Everett, Community Transit, City of Mukilteo, City of Everett and Sound Transit stated opposition to the Mount Baker Terminal concept due to negative impacts on the state and regional economy from the loss of a functioning pier and poor multimodal connections.

The Port of Everett, City of Mukilteo, City of Everett, Community Transit and Sound Transit also expressed opposition to the Everett South Terminal concept. The South Terminal concept displaces a well-used port, conflicts with Port of Everett operations and has poor multimodal connections and connectivity issues due to no rail station in proximity of the site.

All three of the concepts in Edmonds received opposition by the City of Edmonds, Port of South Whidbey, Island County Economic Development Council, Island Transit, City of Mukilteo and Community Transit due to added congestion, reduction in service, extensive crossing times and socio-economic changes.

All agency and jurisdictional comments are available for review at Washington State Ferries' offices at 2901 Third Ave, Suite 500, Seattle, Washington 98121-3014, or by contacting Michelle Paxson at (206) 515-3855.

Summary of Tribal Input

Section 106 of the National Historic Preservation Act (NHPA)

FTA is the lead agency for consultation with interested tribes and nations in compliance with Section 106 of the National Historic Preservation Act (NHPA). FTA has a government-to-government relationship with Indian tribes. Section 106 of the NHPA requires that FTA consult with tribes for undertakings that may affect properties considered to have traditional religious and cultural significance.

Through letters and statements from tribal representatives during the scoping period, the tribes emphasized the great cultural and historic importance of the Mukilteo waterfront area. The area is part of their historic lands and was occupied by a year round village. The site is also culturally important to the tribes as the location of the signing of the Point Elliot Treaty of 1855.

Tribes have emphasized the importance of known as well as likely archaeological resources in the area around the existing Mukilteo terminal and the Elliot Point sites. They underscored the importance of the Section 106 process in evaluating potential adverse impacts to these resources. The Mukilteo concepts could also affect fishing areas that are economically and culturally important to the tribes and which are part of some tribes' "usual and accustomed" fishing areas, which are economically and culturally important to the tribes. Tribal leaders emphasized that impacts to natural resources must be considered as part of the EIS analysis.

In meetings, some tribal representatives suggested that the current condition of Elliot Point is very disrespectful to the tribes. Tribal members generally recognize that there is little in the Mukilteo area to help educate Washingtonians and state visitors about the significance of this historical event. Tribal representatives recognized opportunities for taking the existing US Air Force Tank Farm site and creating a more positive environment on land that is now littered with abandoned concrete structures and a closed pier on creosote treated timbers. They also indicated interest in the possibility of using the ferry facility as a place where the public might be educated about the importance of the Mukilteo waterfront to native peoples.

Concepts for Further Study

WSF and FTA decided which concepts should be studied further in the Draft EIS after reviewing the available information about the concepts and considering feedback received during the scoping process. Based on this review, they selected the following concepts*, in addition to the required No Build Alternative, as reasonable alternatives to accomplish the project's purpose and need and to study in detail in the Draft EIS:

- Mukilteo Existing Site Improvements
- Elliot Point Option 1
- Elliot Point Option 2

The reasons why WSF and FTA decided to continue studying these concepts in the Draft EIS are described below.

**Graphics are conceptual level. The alternatives will continue to be refined as analysis for the Draft EIS continues*



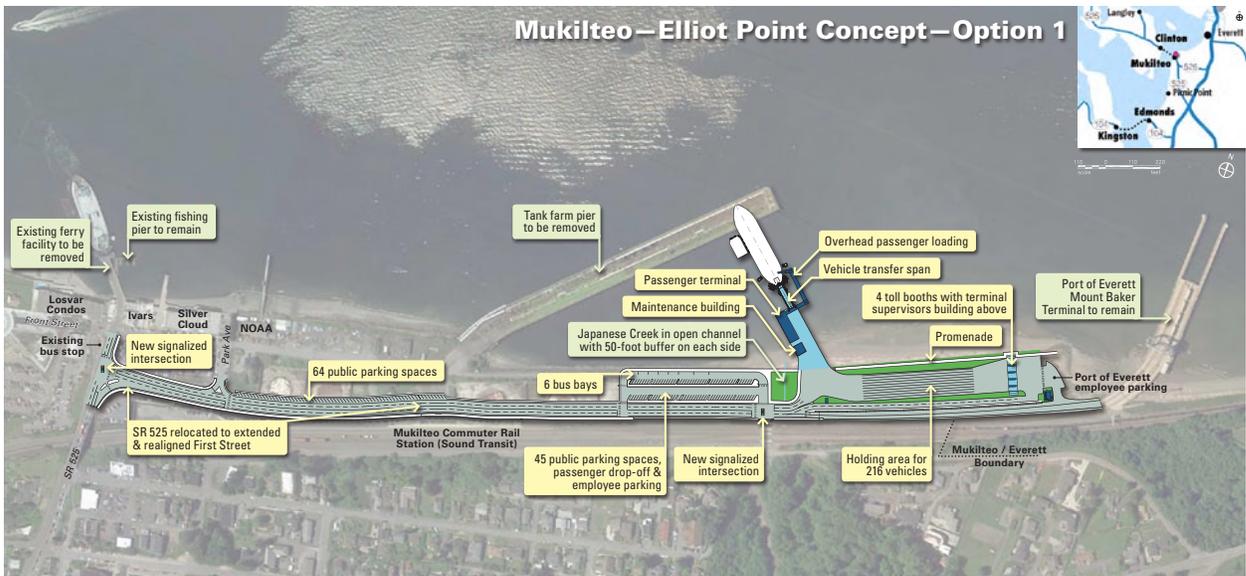
No Build Option

WSF and FTA will study a “no build” alternative in addition to the three alternatives listed above. Both SEPA and NEPA require a “No Build Alternative” in all environmental impact statements to assess how the impacts of taking action may differ compared to the effects of leaving things as they are today. The No Build Alternative assumes that maintenance and seismic upgrades would occur, but nothing to improve the operation or capacity of the terminal.



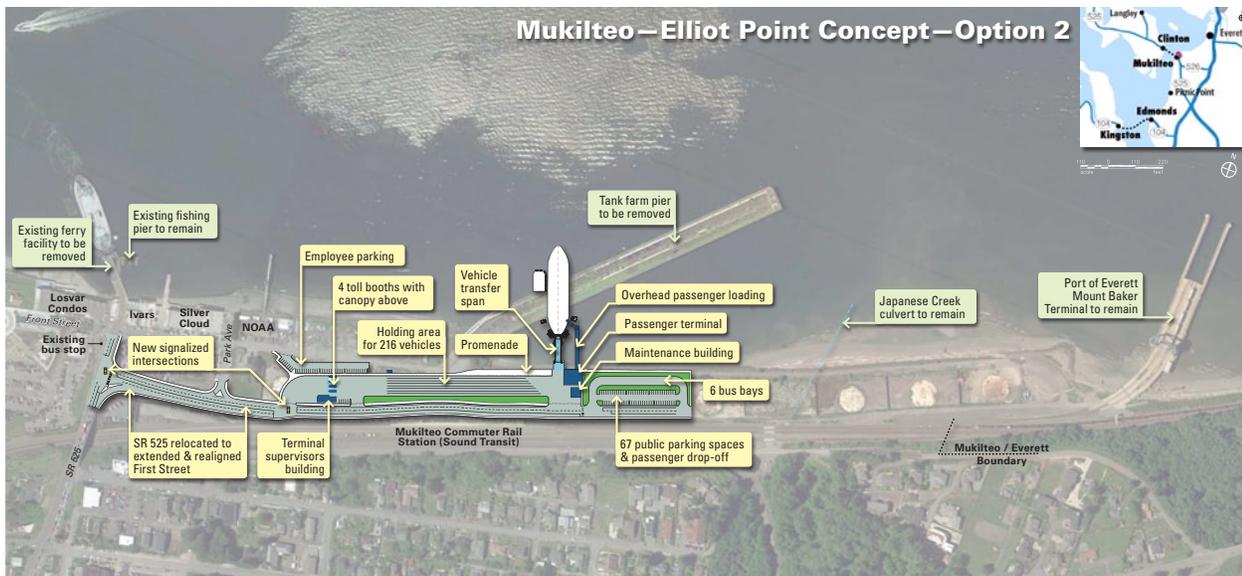
Mukilteo Existing Site Improvements

While this alternative provides significant improvements for local traffic, safety and security at the terminal facility, it does provide some improvements for multimodal transportation. It would provide capacity for growth in transit service at the terminal and would place buses closer to the commuter rail station than they are at the existing terminal.



Elliot Point Option 1

This alternative addresses most of the issues related to improving local traffic, safety and security at the terminal facility. It also provides capacity for growth in transit service at the terminal. While the Elliot Point Option 1 concept does not provide as much improvement to multimodal transportation as the other Elliot Point options, it may minimize potential adverse effects to historic properties compared to the others.



Elliot Point Option 2

This alternative addresses the issues related to improving local traffic, safety, and security at the terminal facility. It also places all of the different transportation modes closer together than the other concepts and provides capacity for growth. However, it may have a higher potential for adverse effects to historic properties and cultural resources compared to the other Elliot Point options.

Concepts No Longer Considered

WSF and FTA decided to not study the following concepts further for the reasons described below.

Edmonds

None of the concepts located in Edmonds would meet the purpose and need of the project. Moving the terminal from Mukilteo to Edmonds would substantially degrade the transportation service of the ferry route for passengers. The frequency of the route would decrease by 54% and travel times between Clinton and the Seattle area (which represents the majority of trips on the route) would be 35% to 57% longer, depending on the mode used. Public and agency opposition to all of the Edmonds concepts was very strong. Additional issues related to the individual concepts are discussed below.

Edmonds – Existing Concept

The Edmonds – Existing Concept currently lacks adequate holding facilities for the current Edmonds/Kingston route. Separating the holding for the two routes would be difficult and adding an additional route would increase congestion. The trains on the BNSF Railway mainline that currently disrupt ferry loading and unloading at Edmonds would continue to negatively affect the reliability of ferry route schedules. This effect would likely be amplified because of the timing precision needed to operate two routes at the existing terminal.

Edmonds – Existing Site Improvements

The Edmonds – Existing Site Improvements Concept would expand the holding facilities to accommodate two routes, but the holding facilities would be bisected by the BNSF Railway mainline. Trains would continue to negatively affect the reliability of the ferry route. The expansion of the holding lanes over water would have both a negative effect on habitat and require the use of upland and underwater areas in Brackett’s Landing North, a popular park for diving.

Edmonds – Point Edwards Concept

The Edmonds – Point Edwards Concept, would spread the ferry, bus facilities, and the commuter rail station farther apart than they are in Mukilteo. The rail station would be more than 0.75 miles from the ferry. While the concept would remove ferry traffic from downtown Edmonds, it likely would adversely affect traffic congestion in neighborhoods along SR 104 south of Pine Street. A portion of Marina Beach Park would be used by this concept, though removal of the existing terminal in Edmonds would allow the Brackett’s Landing parks to be improved. This concept would also have a larger overwater footprint than most of the other concepts.

Everett

Port of Everett South Terminal Concept

This concept would not meet the purpose and need of the project. Moving the terminal from Mukilteo to Everett would substantially degrade the transportation service of the ferry route for passengers. The frequency of the route would decrease by 43% and travel times between Clinton and the Seattle area (which represents the majority of trips on the route) would be 32% and 46% longer, depending on the mode used. In addition, the South Terminal location would degrade multimodal connections compared to the existing terminal in Mukilteo. The commuter rail station would be 1.75 miles from the terminal. Also, Community Transit has indicated that they would not serve a ferry terminal at this location, so ferry riders would have fewer options for direct bus service from the terminal. This concept would also introduce ferry traffic and related congestion into adjacent neighborhoods. The Port of Everett South Terminal Concept would displace deepwater port facilities and functions at the Port of Everett that would be very difficult to relocate.

Public and agency opposition to the Port of Everett South Terminal Concept was very strong.

Mukilteo

Elliot Point – Option 3

While this concept meets most aspects of the project purpose and need, the Elliot Point – Option 2 Concept would provide better transportation operations at the same location with the same or fewer negative effects. These two Elliot Point options occupy the same location on the Mukilteo waterfront but differ in the arrangement of project elements. Of all the concepts evaluated, they offer the closest multimodal connections by placing all modes within a quarter-mile of each other. Option 2 has closer bus/ferry and rail/ferry connections than Option 3, while Option 3 has a closer rail/bus connection. For all of these connections, the distances are within one-tenth mile of each other.

While Option 2 and Option 3 are very similar to each other, Option 3 has characteristics that make it less desirable. With Option 3, passengers going between the ferry and the commuter rail station would cross offloading ferry traffic at a crosswalk. Option 2 avoids this potential conflict, making it more consistent with the project purpose and need. Of all the concepts, Option 3 is closest to the NOAA research facility where

they have collected water from Possession Sound for use in scientific studies for several decades. This water source could be adversely affected by the proximity of the ferry terminal. Since Option 2 and Option 3 are otherwise very similar, WSF and FTA find it reasonable to continue studying Option 2 and to drop Option 3.

Mount Baker Terminal

This concept addresses most of the issues related to improving local traffic, safety, and security at the terminal facility. It also provides capacity for growth in transit service at the terminal. However, it degrades the connections between transportation modes by spreading them farther apart than any of the other Mukilteo concepts. Joint use of the terminal by the Port of Everett and WSF is not possible, so the Port of Everett would be displaced from the existing pier to make it a ferry terminal, with resulting impacts if the port had to build a new pier in the vicinity. The potential for adverse effects to historic properties from this concept is very similar to Elliot Point – Option 1. The Mount Baker Terminal Concept has no support from other jurisdictions and agencies.

Because the Mount Baker Terminal Concept provides fewer benefits than the Elliot Point – Option 1 Concept and has similar or worse effects, WSF and FTA find it reasonable to exclude the Mount Baker Terminal concept from further analysis.

Next Steps

Following completion of the NEPA/SEPA scoping process, WSF will study the alternatives in greater depth as it develops the Draft EIS. WSF and FTA will circulate copies of the Draft EIS in Fall 2011 and hold public hearings to provide the public an opportunity to comment on the alternatives under evaluation and the associated environmental impacts. In spring and summer of 2012, FTA and WSF will identify a preferred alternative and prepare a Final EIS. At that time, the two agencies will provide additional opportunities for the public to participate in the process of refining and evaluating the preferred alternative.

A Record of Decision is anticipated in Winter 2012, which WSF anticipates will allow it to move forward with securing final funding and constructing the project.

Appendix A: Meeting Summaries from Agency and Jurisdiction Coordination Meetings

MUKILTEO MULTIMODAL PROJECT

Meeting Summary from the NEPA/SEPA Reinitiation Agency and Tribal Meeting
February 10, 2010

The NEPA/SEPA Reinitiation Agency and Tribal Meeting was held at the Mukilteo City Hall in Mukilteo, Washington. Meeting attendees are listed below.

Attendees

Dave Tyler, City of Everett	Matthew Sterner, Washington State Department of Archeology and Historic Preservation
Joe Marine, City of Mukilteo	Therese Swanson, Washington State Department of Ecology
Kevin Stoltz, City of Mukilteo	Laura Arber, Washington State Department of Fish and Wildlife
Joe Hannan, City of Mukilteo	Brenda Werden, Washington State Department of Natural Resources
Scott Ritterbush, Community Transit	Carol Lee Roalkvam, Washington State Department of Transportation-Environmental
Brent Russell, Community Transit	Paul Krueger, Washington State Department of Transportation-Environmental
George Baxter, Everett Transit	David Moseley, Washington State Department of Transportation-Ferries
Sharon Love, Federal Highway Administration	Tim Smith, Washington State Department of Transportation-Ferries
Rick Krochalis, Federal Transit Administration	Nicole McIntosh, Washington State Department of Transportation-Ferries
Jennifer Horwitz, Federal Transit Administration	Michelle Paxson, Washington State Department of Transportation-Ferries
Bob Pederson, Island County	Phillip Narte, Washington State Department of Transportation-Ferries
Debra Fulton, Mukilteo School District	Fred White, Washington State Department of Transportation-Ferries
Dan Hammer, Mukilteo Water and Wastewater District	Michael Chidley, Washington State Department of Transportation-Ferries
Kelly Powell, National Park Service	Mitzi McMahan, Washington State Department of Transportation-Ferries
John Klekotka, Port of Everett	Sheila Helgath, Washington State Department of Transportation-Ferries
Jerry Heller, Port of Everett	Al McCoy, Washington State Department of Transportation-Ferries
Ted Gage, Samish Indian Nation	Mike Wray, BergerABAM
Shawn Bills, Representative of Senator Patty Murray	Lloyd Skinner, ESA Adolfson
Stan Walsh, Skagit River System Cooperative	Sandy Glover, INCA Engineers Inc.
Steve Thomsen, Snohomish County Department of Public Works	Jennifer Hamilton, INCA Engineers Inc.
Barry Alavi, Sound Transit	
Kent Hale, Sound Transit	
Dennis Lewarch, Suquamish Tribe	
Tom Ostrom, Suquamish Tribe	
Daryl Williams, Tulalip Tribes	
Lt. Steve Mortensen, U.S. Air Force	
Jack Kennedy, U.S. Army Corps of Engineers	
Chris Jenkins, U.S. Army Corps of Engineers	
Jeff Lang, U.S. Coast Guard	
Elizabeth Langerberg, Washington State Attorney General's Office	
Allyson Brooks, Washington State Department of Archeology and Historic Preservation	

Introduction

The purpose of this meeting was to re-initiate the NEPA/SEPA process with agencies and tribes. The meeting consisted of a project presentation, open discussion, and an open house with kiosks presenting project-related material. The presentation provided a history and overview of the Mukilteo Multimodal Project. Then the floor was opened up for discussion and comments from meeting attendees. A summary of comments received during the meeting is included below.

After the discussion, attendees were encouraged to visit the different kiosks to learn more about specific aspects of the project. All attendees were invited to a site tour of the existing project location following the conclusion of the meeting.

Presentation and Open House Description

David Moseley, WSF, and Rick Krochalis, FTA, began the meeting by welcoming the attendees. In his opening remarks, David Moseley talked about the Long Range Plan that WSF completed in 2009. The Long Range Plan includes the relocation and improvement of the Mukilteo terminal with an estimated cost of \$122 million. Currently, the total funding for the project is about \$55 million. The State Legislature has directed WSF to continue environmental studies to determine the feasibility of moving the terminal.

After a round of introductions, Nicole McIntosh continued the presentation by describing the characteristics of the existing Mukilteo-Clinton ferry route and deficiencies of the existing Mukilteo terminal. She reviewed the history of studies and other work related to the project that has been done so far, including the two alternatives that had been the subject of analysis earlier in the NEPA/SEPA process. The cost estimates for those alternatives exceeded available funding, but the feedback received on those designs is being incorporated into the project development process. Nicole then talked about the purpose of the project and described the key multimodal features that will be incorporated into project alternatives.

Paul Krueger subsequently discussed the upcoming steps in the NEPA/SEPA process, starting with review of the updated purpose and need statement. The project team will be contacting agencies soon to confirm their level of involvement in the project. The team also plans to circulate new draft evaluation criteria for screening alternatives for comments and solicit feedback on preliminary alternatives in the near future. Paul then gave a brief overview of natural resources in the project area.

Michael Chidley continued the presentation by describing known cultural resources in the project area, including the results of studies done since 2007. He reviewed tribal consultation that had been done for the project. Upcoming activities include the review of the draft Tribal Consultation Plan and government-to-government meetings planned for this spring.

After Sandy Glover facilitated an open discussion among attendees (see comments below), Michelle Paxson concluded the meeting by reviewing the next steps for the project and the proposed project timeline.

Comments and Questions Received

The following comments and questions encompass those received from tribes or agencies during the open discussion and open house at the reinitiation meeting on February 10th. For those questions or comments that were presented during the open discussion and called for a response, the response has been noted here. Other comments that were received through comment forms or anonymously have been recorded here as well. The project team requested that participants submit comments on information presented thus far by March 15th.

Comment #1: Terry Swanson, Washington State Department of Ecology (DOE)

Will there be identification at a later date or meeting as to the validity of past information? How current is the information? Is the project management team still relying on it?

Will past studies and field work be the foundation of any future analysis? Will this information be part of what will be considered?

Response: Nicole McIntosh, Washington State Ferries (WSF)

This depends on where the new alternatives are and the relevance of prior studies. The project management's plan is to use any and all previous information/studies applicable.

Comment #2: Daryl Williams, Tulalip Tribes

The proposed project location is a historic site, one of the most important sites to the Tulalip Tribes. It is the location of the Point Elliott treaty signing (a very significant meeting place for the tribes). The Tulalip Tribes believe there is a high probability that there are burial remains located there. The Tribes will not want to see any disturbance of grounds there. The Tulalip Tribes are currently meeting with the U.S. Air Force regarding the land transfer. As of right now, the site retains federal protection for archeological sites. But if the land transfer goes through, the federal protections may go away. The Tulalip Tribes are also concerned about the removal of the government (tank farm) pier. If the government doesn't remove it, the pier will cause big issues for the Tulalip Tribes. In its current location, it interferes with tribal fishing opportunities; and the fishing areas will be narrowed further if the new project site is moved east. The tribes also have a number of concerns related to locations of shell midden, eelgrass, and orange fish spawning. The number of archeological concerns included in the project area will be difficult to surmount.

Comment #3: Brenda Werden, Washington State Department of Natural Resources (DNR)

It is important to DNR that the tank farm pier is completely removed. If the land transfer transaction takes place, someone needs to be responsible for removal of the pier.

Comment #4: Terry Swanson, DOE

What would happen to the existing ferry terminal? If the Mukilteo ferry terminal is relocated elsewhere, what will happen to the existing terminal? Will it remain? And would the Port of Everett fishing pier remain intact?

Comment #5: Bob Pederson, Island County

There is no mention of how/if the new facility will be ADA compliant. There are a lot of problems with the existing facility (including ADA compliance) and Island County is wondering about the future of this facility and the Clinton facility? What is the plan for continuity of operations during construction of the new terminal? What is the plan of action in case of a disaster or seismic event? How will people evacuate Whidbey Island?

What is WSF's response to Tulalip Tribes? How will they continue the project without disturbing the archeological site?

How does this project fit into the statewide transportation plan?

Comment #6: Allyson Brooks, Washington State Department of Archeology and Historic Preservation (DAHP)

The project will need to consider cultural components of the site and how the existing culture(s) views the cultural material. Make sure to include cultural significance of the property and artifacts, not just the scientific/archeological significance.

Comment #7: Jeff Lang, U.S. Coast Guard

Will the new terminal support larger and/or deeper vessels, such as commercial vessels other than those belonging to the WSF? Does it depend on the relocation of the ferry terminal?

Response: Nicole McIntosh, WSF

The plan is to refurbish the current terminal or design the new terminal to only accept WSF vessels.

Comment #8: Jack Kennedy, U.S. Army Corps of Engineers (USACE)

Is WSF trying to maintain the current sailing time? What if there is a far flung new alternative [for the location of the Mukilteo ferry terminal] that causes the sailing time to be four times as long? Would WSF ever consider relocating the Clinton ferry terminal?

Response: Nicole McIntosh, WSF

No, the Clinton ferry terminal is a relatively new terminal. The plan for the project is to open up evaluation of all new alternatives, no matter where the location. But it is important to WSF to maintain the shorter ferry crossing.

Comment #9: Steve Thomsen, Snohomish County Department of Public Works

Japanese Gulch had been a previously considered alternative. Is this location still part of the scoping effort?

Response: Nicole McIntosh, WSF

WSF is opening it up to all alternatives. All locations and all alternatives will be considered. WSF is looking at the ferry terminal itself. At this present time, WSF cannot say yes or no to this question.

Comment #10: Stan Walsh, Skagit River System Cooperative

Sauk-Suiattle Indian Tribe and the Swinomish Indian Tribal Community want government-to-government meetings/discussions regarding natural resources in addition to cultural resources.

Comment #11: Swinomish Indian Tribal Community

If the Mukilteo ferry terminal is relocated, WSF should fill in the current scour hole and replant with eelgrass if this is viable.

Comment #12: Lt. Steve Mortensen, U.S. Air Force

The U.S. Air Force performed a study on the existing tank farm pier and the piles do not have creosote in them. Air Force agreed to send WSF the report.

Comment #13: Sound Transit

Sound Transit would be interested in partnering with WSF on a commemoration to the tribes.

Comment #14: Rick Krochalis, FTA

Does WSF/FTA have enough geotechnical information to make sure they can design foundations that can avoid the midden? Would the design allow for sea level rise?

Comment #15

WSF should not get mitigation credit for removing the tank farm pier as the Air Force didn't get permits to install.

Comment #16: Terry Swanson, DOE

Will cost continue to derail the project? Will past decisions be reconsidered (i.e. previously considered alternatives)?

Comment #17: Carol Lee Roalkvam, WSDOT Environmental

Will there be a formal FR notice from FTA to solicit scoping feedback?

Comment #18: Chris Jenkins, USACE

USACE would like a copy of the Cultural Resources Report. Additional heritage resources investigations?

Comment #19: Debra Fulton, Mukilteo School District

Due to the uphill traffic on SR 525, school buses get stuck when ferries let out. Breaks in the traffic would help.

Comment #20

Can we keep the location [of the Mukilteo ferry terminal] and fix the intersection/access/movement?

MUKILTEO MULTIMODAL PROJECT

Meeting Summary from the Pre-Workshop Agency Meeting
May 5, 2010

The Pre-Workshop Agency Meeting was held at the Mukilteo City Hall in Mukilteo, Washington. Meeting attendees are listed below.

Attendees

Michelle Paxson, WSF
Nicole McIntosh, WSF
Pat Svoboda, WSF/WSDOT
Richard Warren, WSDOT
Delwar Murshed, WSDOT
Joe Marine, City of Mukilteo
Heather McCartney, City of Mukilteo
Dave Koenig, City of Everett
John Klekotka, Port of Everett
Jerry Heller, Port of Everett
Stephen Clifton, City of Edmonds
Barry Alavi, Sound Transit
Vincent Bruscas, Everett Transit
Kelvin Barton, Community Transit
Carol Thompson, Community Transit
Scott Ritterbush, Community Transit
Gary Manker, Island Transit
Mike Wray, Berger Abam
Sandy Glover, INCA Engineers
Jennifer Hamilton, INCA Engineers

1. Meeting Purpose

The purpose of this meeting was to review existing concepts, potentially identify additional concepts for improving the Mukilteo Terminal, and to identify the pros and cons/ general concerns that will be used to ultimately screen and revise these concepts.

To achieve this, WSF gave a short presentation to potentially affected transit agencies (Community Transit, Sound Transit, Everett Transit, and Island Transit) and local agencies (City of Mukilteo, City of Everett, City of Edmonds, Port of Everett) on the project background and current concepts. Each concept was openly discussed and commented on by the group to obtain feedback.

2. Meeting Goals

- Provide agencies with a brief history of the project
- Identify additional alternatives
 - Confirm design elements

- Confirm potential relocation sites
- Identify and document pros and cons and general concerns for concepts

3. Presentation

Nicole McIntosh opened the meeting with introductions of the presenters and each agency introduced themselves to the group.

Nicole presented background information to the group on current Mukilteo Ferry Terminal service, origins and destinations of commuters and terminal deficiencies.

Michelle Paxson presented the key features for a new multimodal facility and introduced the concepts by location.

Mike Wray then presented each of the design concepts by location to the group. Each concept was presented individually with open comments and discussion. General comments and questions which were discussed at the meeting are shown below.

4. Discussion

No-Build Concept:

- Accidents at the current intersection of SR 525 and Front Street are remarkably low. It's substandard but it works. (Community Transit)
- Currently, the expanded holding lanes are unused because there is not enough funding for additional staffing. (City of Mukilteo)

Existing Site Improvements:

- Drainage pond area is too large, there needs to be a better design option so this space can be used for bus staging, parking, etc. (Sound Transit)
- There is not enough space in the existing turnaround near the Mukilteo Sounder Station for buses to turn around. Timing needs to be as precise as possible. (Community Transit)
- On a foggy day, buses need to hold for the ferries, and there is not enough room. (Everett Transit)
- This concept is more vehicle friendly than pedestrian friendly. It does not promote walk-ons. There needs to be a design to get pedestrians closer. (Community Transit)
- This concept takes too much prime waterfront and too many businesses. The City of Mukilteo worked with the Buzz Inn and WSF to solve a temporary issue with the new holding lanes. To take out Ivar's, Buzz Inn and the Glass Studio would be an issue for the City. (City of Mukilteo)
- There are tremendous archeological issues with this location. (City of Mukilteo)
- Traffic will always be an issue here, because the Mukilteo Speedway/ SR 525 is the only main road to get anywhere in the City. (City of Mukilteo)
- The bridge over the railroad tracks needs to be replaced. It's too narrow. (City of Mukilteo)

Elliot Point:

- This concept needs overhead passenger loading. To provide this at a future time when it can be done now with the initial design doesn't make sense. (City of Mukilteo)
- The City recommends using the parking lot area to construct a parking garage with leased commercial space on the waterfront site to promote use and obtain revenue. (City of Mukilteo)
- This impacts the Mt. Baker Avenue crossing near the daylighted Japanese Creek. Need to ensure that this connection is left in place in case of an emergency. (City of Mukilteo)
- 6 bus bays are good for now, but there is no room to grow. Recommend 7 bus bays, a drop-off/ pick up area and a spot for DART. (Community Transit)
- Location of the bus bays will add time to current bus operations, and a bus stop will still need to be located near the intersection of 525 and First Street (on both sides). (Community Transit)
- Mukilteo Commuter Rail Station seems isolated. There needs to be an overcrossing to get passengers closer to the ferry. (City of Edmonds)
- The Mukilteo Commuter Rail Station can't be moved. It has already been realigned for longer trains. (Sound Transit)
- Need to work with Sound Transit since they have funding for a parking garage. (City of Mukilteo)
- The SR525 bridge should be replaced at the same time. (City of Mukilteo)
- The relocation of employee parking associated with the Mount Baker Terminal is a Union issue for Port employees there. (Port of Everett)

Mount Baker Terminal:

- This breaks a link in the Boeing process, and is needed by Boeing to transport oversized shipping containers to rail. This highly negotiated terminal location is only 4-5 years old and cost \$30 million. (Port of Everett)
- The public will not like this, because it is wasteful of taxpayers' money (City of Mukilteo)
- There is a public misconception that Boeing does not use this pier. (City of Mukilteo)

South Terminal – Everett:

- Since most commuters are travelling south and east though congestion, it doesn't make sense to move a concept further north. (City of Mukilteo)
- This could add 35-40 minutes to commute time for folks travelling south. (Community Transit)
- Community Transit would not provide service to the Port of Everett at this location. Everett Transit would be expected to provide service at the terminal and bring passengers to the Everett Transit Station where existing transit service is in place. (Community Transit)
- Placing a commuter rail station near the former Amtrak station was studied as part of the Sound Transit EIS, but the idea was not carried forward. (City of Everett)
- Back-ups would occur on the Clinton side as well with sailings occurring every 50 minutes. (City of Mukilteo)
- This concept does not work well with the Port of Everett. A ferry terminal at this location is not consistent with the POE Master Plan. The Port plans to push the wharf out 150 feet

and fill, to expand the Port's ability to service larger freight vessels. A project to improve rail capacity in the location of the proposed concept's access road goes to bid next month. The Port needs this area, because they are limited for deep water space. (Port of Everett)

- Access of the Port from Bond Street may not work for transit vehicles as they do not currently provide transit service in this vicinity. (Everett Transit)

Underdeveloped Area – Everett

- The project team should look at the EIS done for Sound Transit, Port Planning documents and the EIS done for the Mt. Baker terminal to explore feasible terminal locations in this area. (City of Everett).

Edmonds Existing

- Maintaining one slip is problematic. Current holding capacity is insufficient and queuing extends 1-2 miles and bisects the waterfront from downtown. Adding another route would be a huge impact. (City of Edmonds)
- Community Transit would serve this location, but passengers will not accept a lengthening of the vessel commute. This will lead to a reduction in ridership. (Community Transit)
- The only good thing about this route is that it takes commuters further south where a majority of them are heading. (City of Mukilteo)

Point Edwards

- Back-up issues would be improved with the expanded holding lanes. (City of Mukilteo)
- Since there is already a ROD in place, the City of Edmonds is concerned about what would happen to the existing ROD. Would it need to be reopened? (City of Edmonds)
- All amenities should be constructed to not preclude movement for Sound Transit. (City of Edmonds)
- There is a lot of concern with additional traffic on SR104. SR104 was restriped last year, but it caused a lot of problems and was removed. (City of Edmonds)
- Encroaching into the Port of Edmonds Marina could be an issue. (City of Edmonds)
- People and businesses have chosen to live and work based on the existing Clinton/Mukilteo route for generations. Elimination of this route and creation of an Edmonds/Clinton route would result in a significant impacts to commuting patterns, housing prices, businesses, etc. (City of Edmonds)
- The intersection of SR104 and I-5 is already at capacity without a lot of room to expand. (City of Mukilteo)
- There are other options to get in and out of Point Edwards besides SR104. The City of Mukilteo has the SR525 only which is the main road for the entire community. (City of Mukilteo)
- It would be beneficial to consult Boeing to obtain their employee demographics to determine origins and destination of commuters. (City of Everett)
- Creating a new route from Edmonds to Clinton would be a huge cultural change. (City of Edmonds)
- This would not be an easy route to get to if coming from the north with existing traffic. (Community Transit)

5. General Discussion Comments:

- Studies were conducted up and down the corridor from Edmonds to Mukilteo when the Edmonds Crossing ROD was developed and it was determined there were no other suitable locations for the relocation of Edmonds Ferry Terminal between Edmonds and the City of Mukilteo. (City of Edmonds)
- Economic patterns will need to be looked at, including employment, changes and growth patterns. (City of Mukilteo)

6. Next Steps

- Use the information obtained from this meeting to revise the concepts
- Use the information obtained from this meeting for screening
- June 10, 2010 Workshop

MUKILTEO MULTIMODAL PROJECT

Design Concepts and Screening Criteria Workshop Meeting Summary

June 10, 2010

The Mukilteo Multimodal Project Design Concepts and Screening Criteria Workshop was held at the Mukilteo City Hall in Mukilteo, Washington. Meeting attendees are listed below.

Attendees

Gerry Ervine, City of Everett	Major Thomas Collick, USAF (on phone)
Heather McCartney, City of Mukilteo	Doug Allbright, Civilian representing the
Emily Vanderwielen, City of Mukilteo	USAF (on phone)
Jason Arnold, City of Mukilteo	Jennifer Osburn, USCG
Scott Ritterbush, Community Transit	Heather St. Pierre, USCG
Carol Thompson, Community Transit	Kristen Michel, Washington2 Advocates
Elaine Somers, Environmental Protection Agency	Therese Swanson, Washington State Department of Ecology
Vincent Bruscas, Everett Transit	Barbara Nightengale, Washington State Department of Ecology
Kelvin Barton, Everett Transit	Laura Arber, Washington State Department of Fish and Wildlife
Sharon Love, Federal Highway Administration	Brenda Werden, Washington State Department of Natural Resources
Shawn Harris, Island Transit	Paul Krueger, Washington State Department of Transportation-Environmental
Gary Manker, Island Transit	Tim Smith, Washington State Department of Transportation-Ferries
Todd Beatty, Naval Station Everett	Nicole McIntosh, Washington State Department of Transportation-Ferries
Paul Plesha, NOAA	Michelle Paxson, Washington State Department of Transportation-Ferries
Jim Herkelrath, NOAA - NWFSC	Phillip Narte, Washington State Department of Transportation-Ferries
John Klekotka, Port of Everett	Richard Warren, Washington State Department of Transportation
Jerry Heller, Port of Everett	Delwar Murshed, Washington State Department of Transportation
Lisa Lefeber, Port of Everett	Larry Ehl, Washington State Department of Transportation
Jennifer Ryan, PSRC	Mike Wray, BergerABAM
Ted Gage, Samish Indian Nation	Sandy Glover, INCA Engineers Inc.
Diana Barg, Samish Indian Nation	Jennifer Hamilton, INCA Engineers Inc.
Brian Kristjansson, Representative of Senator Patty Murray	
John White, Representative of Senator Patty Murray (on phone)	
Sally Hintz, Representative of Senator Maria Cantwell	
Paul Shinn, Senator State of Washington, 21st District	
Stan Walsh, Skagit River System Cooperative	
Jay Larson, Snohomish County	
Kent Hale, Sound Transit	
Dennis Lewarch, Suquamish Tribe	
Tom Ostrom, Suquamish Tribe	
Daryl Williams, Tulalip Tribes	

Introduction

The purpose of this meeting was to review the preliminary alternatives and the draft screening criteria with agencies and tribes. The meeting consisted of a project presentation with open discussion and an opportunity to provide additional comments on the alternatives during the working lunch. The presentation provided a history and overview of the Mukilteo Multimodal Project. Then the floor was opened up for discussion and comments from meeting attendees during the presentation of the preliminary concepts and the Level 1 and Level 2 screening criteria. A summary of comments received during the meeting is included below.

Presentation

Nicole McIntosh, WSF, began the meeting by welcoming the attendees. After a round of introductions, Nicole McIntosh continued the presentation by describing the characteristics of the existing Mukilteo-Clinton ferry route and deficiencies of the existing Mukilteo terminal. She reviewed the history of studies and other work related to the project that has been done so far.

Michelle Paxson, WSF, and Mike Wray, BergerABAM, subsequently described the project preliminary alternatives. These conceptual designs range from improving the existing terminal in place to relocating the terminal. As each preliminary alternative was presented, feedback from the agencies and tribes was invited.

Paul Krueger, WSDOT, briefly explained the environmental process. A NEPA/SEPA Environmental Impact Statement (EIS) will be prepared for the project. FTA is the NEPA lead agency and WSF is the SEPA lead agency. He continued the presentation by describing the Level 1 and Level 2 draft screening criteria. As each level of criteria was presented, feedback from the agencies and tribes was invited.

Comments Received

The following comments encompass those received during the open discussion at the workshop meeting on June 10th. Comments will continue to be received until July 12th (the conclusion of the comment period).

Comments on the Existing Site Preliminary Alternatives:

- The Transit Center is too far away. The distance for ADA and special needs access is a concern. (Jennifer Ryan – PSRC)
- The Port of Everett maintains a fishing pier just east of the existing slip. Since this concept displaces the pier, it will need to be replaced. (John Klekotka – Port of Everett)
- The City of Mukilteo has submitted formal written comments. The removal of Ivar's, the glass studio and Buzz Inn is a major concern. With access to the Port of Everett fishing pier being displaced, this concept turns the entire downtown area into a ferry terminal. (Heather McCartney – City of Mukilteo)
- Bus bays should be closer to the relocated passenger building in the Existing Site Improvements Concept. (Tom Ostrom drawing during working lunch – Suquamish Tribe)

- A floating bridge should be considered between Mukilteo and Clinton. (John Klekotka drawing during working lunch – Port of Everett)

Comments on the Elliot Point/Tank Farm Preliminary Alternatives :

- The Port of Everett constructed Edgewater Beach for habitat mitigation and enhanced public access alongside the Mount Baker Terminal. Options 2 and 3 have no impact on this beach, but Option 1 limits access. The only way pedestrians can get there is by walking along the road on the sidewalk and entering at the end of the ferry terminal. Public access parking would be displaced. (Jerry Heller – Port of Everett)
- Shoreline access is a requirement at Edgewater Beach. There is a concern with maintaining public access. (Gerry Ervine – City of Everett)
- Community Transit thanked the presenters for listening and for presenting two additional concepts for Elliot Point. Community Transit appreciates that WSF is listening to the transit agencies to better accommodate their needs. WSF is moving in a better direction. (Carol Thompson – Community Transit)
- The Port of Everett appreciates the accommodation of employee parking at Mount Baker Terminal but echoes that Edgewater Beach must maintain safe, public access. (John Klekotka – Port of Everett)
- The City of Mukilteo has been looking at Option 1. This option creates a secured facility for the ferry terminal and for Mount Baker Terminal. The existing location has security issues. The City is in agreement with the Port of Everett and the City of Everett that public access to Edgewater Beach must be maintained. The City is sensitive to cultural resources and also wants to minimize impacts to Lighthouse Park as much as possible. The City noted that the further the terminal moves west, the greater impact to the downtown waterfront which minimizes future development. (Heather McCartney – City of Mukilteo)
- Need to be careful not to encourage any illegal access or unsafe activity. Option 3 looks good except for the multimodal connections. (Jennifer Ryan – PSRC)
- At the railroad grade crossing at Mount Baker Avenue, the Port of Everett reached a \$600 K agreement with a citizens group to maintain a quiet zone (4 bar quiet zone and horn cease). This is not open to vehicles at this time. The main concern is that there is emergency access to the Tank Farm Site. (John Klekotka – Port of Everett)
- The Tulalip Tribes have filed formal comments with WSF that this is a culturally and archeologically sensitive area. These comments apply to all three Elliot Point options. (Daryl Williams – Tulalip Tribes)
- Sound Transit prefers Option 2. Elliot Point is the best location for multimodal connections. One concern is that parking is displaced as well as the drop-off area at the current ST Commuter Rail Station. (Kent Hale – Sound Transit)
- An archeological site runs from Lighthouse Park through most of the tank farm site. This is a major concern of the Tribes. The Tribes want to avoid excavation because there is a possibility of human remains in the area. In addition there are known eel grass beds off shore, which are of concern, as well as impacts on fishing access and harvest and habitat. (Daryl Williams – Tulalip Tribes)

Comments on the Mount Baker Terminal Preliminary Alternative:

- There is a general concern that the evaluation criteria do not consider the operations or the replacement of facilities displaced. The Mount Baker terminal is a \$30 M facility and replacement costs should be a factor in the evaluation criteria. Economic and operational impacts need to be evaluated. Mount Baker Terminal is the best location for current freight/ rail operations. (Jerry Heller – Port of Everett)
- This location currently serves oversized containers and it is critical to the economy. The Mount Baker Terminal was determined to be a facility of statewide significance. In addition there are eel grass beds in this area that will need to be looked at. (Lisa Leferer – Port of Everett)
- This concept worsens rail and bus connections. (Kent Hale – Sound Transit)
- Public access to Edgewater Beach will need to be replaced. There is a shoreline permit in place that requires this area to be ADA accessible. (Jerry Heller – Port of Everett)
- This is a long walk to transit and Community Transit is concerned that this concept adds distance and time which increases operational costs. (Carol Thompson – Community Transit)
- Transit would be going into a secured area. (Jennifer Ryan – PSRC)
- This concept was presented as having the same crossing time/ schedule as the existing terminal, but it could be a few minutes off which would affect Island Transit operations on Whidbey Island. (Shawn Harris – Island Transit)
- This concept significantly impacts rail. Many rail improvements were performed here that cost the Port of Everett customer millions of dollars. (John Klekotka – Port of Everett)

Comments on the Preliminary Alternatives at Edmonds:

- Moving the ferry route to Clinton from Mukilteo Edmonds could cause vessel traffic issues. Coast Guard approval would be needed to change the route. Increased radio traffic would require additional channels to prevent interference. (Heather St. Pierre – Coast Guard)
- Community Transit can serve this location and is currently working with Sound Transit on the upgrade to the Commuter Rail Station. Community Transit is very involved with the Edmonds Crossing project, but this changes the market since it is a complete degradation of service. It cuts out 35% of the market when looking at markets north and east. This concept would completely change travel patterns. (Carol Thompson – Community Transit)
- Adding additional ferry traffic at this location would be disruptive to shrimp and crab harvesting and the tribes will not like this. The option at Point Edwards would be very difficult for the tribes to accept, because of previous issues from the Edmonds Crossing Project. (Tom Ostrom – Suquamish Tribe)
- This will disrupt Island Transit operations. People will not want to take this ferry route and will take the bridge instead. (Shawn Harris – Island Transit)
- WSDOT has conducted studies for known impacts at Point Edwards. This is a barrier for juvenile salmonids. (Barbara Nightingale – Ecology)

Comments on the Preliminary Alternatives at Everett:

- There is a certain range around the Naval Station Everett where ship traffic is prohibited. The Navy is in the process of petitioning the Homeland Security Department/Coast Guard to extend that zone. There is a potential for conflicts between the Homeland Security requirements for ferry facilities and the Naval Facility, and the ability for the Port to continue operation if the ferry facility is relocated to the South Terminal at Everett. (Todd Beatty – Naval Station Everett)
- This concept significantly impacts the Port of Everett marine terminal facility. These docks are for commerce going in and out. The footprint of the ferry terminal covers area needed for marshaled containers. There would need to be money for the project to replace the displaced Port property. (Jerry Heller – Port of Everett)
- This concept would cause security issues with the coast guard. (Jennifer Osburn – Coast Guard)
- People build their lives based on infrastructure and this is a significant move. (Kelvin Barton – City of Everett)
- Community Transit does not service this area. However, Community Transit does operate in and out of Everett Station. (Carol Thompson – Community Transit)
- The City of Everett is concerned with impacts to residential traffic (Wall Street). (Kelvin Barton – City of Everett)
- This alternative has a tremendous impact on operations at the Port of Everett marine terminal facility. As stated on record, this concept is not consistent with the Port of Everett's Master Plan which includes an extension of the terminal. A homeland security grant is in place to build rail where the current access road is shown on the concept. Construction is starting soon here. (John Klekotka – Port of Everett)
- This concept would cause a steep decline in ridership at the Mukilteo Commuter Rail Station. Transit would be greatly reduced in general if the terminal moved to Everett or Edmonds. (Heather McCartney – City of Mukilteo)

Comments on the draft Level 1 Evaluation Criteria:

- In 1(A), the evaluation criteria states "avoiding" conflicts or impacts. It says nothing about "improving" existing conditions only worsening. (Tom Ostrom – Suquamish Tribe)
- Air quality should be addressed. (Heather McCartney – City of Mukilteo)
- Criteria should be added that states "maximizes environmental benefits". (Elaine Somers – EPA)
- There should be some differential/ weighting for different criteria. (Ted Gage – Samish Indian Nation)

Comments on the draft Level 2 Evaluation Criteria:

- 3(D) should be revised to read "cultural and archeological resources". (Daryl Williams – Tulalip Tribes)
- The Port of Everett fishing pier located in Mukilteo should be included in the same category as the parklands when evaluating the criteria. (Heather McCartney – City of Mukilteo)

- For criterion 3(E) the word “use” should be replaced with “affect”. (Richard Warren – WSDOT)
- Perhaps criteria could be changed/ added to state, “Could a commuter rail station be developed in this location?” (Heather McCartney – City of Mukilteo)
- Disturbed soils should be removed from 3(D). (Tom Ostrom – Suquamish Tribe)
- The Port of Everett understands that evaluation of economic factors will come later, but this should be part of the scope of analysis. Both Mount Baker and South Terminal locations would be displaced. There should be an extensive analysis conducted for their replacement including an environmental process. All of these factors will need to be considered. (1) If either concept is considered, replacement costs should be included in the evaluation. (2) A lengthy environmental process and analysis will need to be conducted for any replacement. (Jerry Heller – Port of Everett)
- Use the term “historic properties” instead of “cultural resources.” (Dennis Lewarch – Suquamish Tribe)
- Criteria should be included that address impacts to tribal issues such as Usual & Accustomed Areas (U & A) Treaty fishing and gathering rights, etc. (Tom Ostrom – Suquamish Tribe)
- U & A rights should be separate from the NEPA/SEPA process. (Darryl Williams – Tulalip Tribes)
- For criteria 3(D), “avoid” is a strange word to use for evaluating. Does yellow mean you don’t know? The logic is difficult to understand. (Barbara Nightingale – Ecology)

MUKILTEO MULTIMODAL PROJECT

Terminal Engineering MMP Agency / Tribal Scoping Meeting

September 29, 2010

The Terminal Engineering Mukilteo Multimodal Project Agency / Tribal Scoping Meeting was held at the Mukilteo City Hall in Mukilteo, Washington. Meeting attendees are listed below.

Attendees

Randy Sorge, US Coast Guard	Carol Thompson, Community Transit
Ian Hanna, US Coast Guard	Scott Ritterbush, Community Transit
Sarah Shufelt, USACE	Kris O'Brochta, Island Transit
Major Tom Collick, HQ AMC Staff Judge Advocate	John Klekotka, Port of Everett
Sharon Geil, HQ AMC/A7AN ScottAFBIL 62225	Jerry Heller, Port of Everett
Jean Reynolds, HQ AMC/A7PI ScottAFBIL 62225	Dave Scherf, Washington State Patrol
Earl D. Allbright, HQ AMC/A7PI ScottAFBIL 62269	Jennifer Ryan, Puget Sound Regional Council
LCDR Aletha Tatge, Naval Station Everett – Operations	Matthew Sterner, DAHP
John Miller, US Navy	George Ritchotte, Washington State Department of Transportation
Dan Strandy, NOAA	Jay Larson, Snohomish County
Paul Plesha, NOAA	Dave Tyler, City of Everett
Jim Herkelrater, USDOC – NOAA	Patricia Love, City of Mukilteo
Jackie Ferry, Samish Indian Nation	Dan Drais, FTA
Ted Gage, Samish Indian Nation	Jennifer Horwitz, FTA
Lena Tso, Lummi Nation	Tom Radmilovich, FTA
Kelly Easter, Lummi Nation	Nicole McIntosh, Washington State Department of Transportation-Ferries
Stan Walsh, SRSC	Michelle Paxson, Washington State Department of Transportation-Ferries
Lora Pennington, Stillaguamish Tribe	Phillip Narte, Washington State Department of Transportation-Ferries
Victoria Yeager, Stillaguamish Tribe	Paul Krueger, Washington State Department of Transportation-Environmental
Shawn Yanity, Stillaguamish Tribe	Michelle Meade, Washington State Department of Transportation
Dennis Lewarch, Suquamish Tribe	Richard Warren, Washington State Department of Transportation-Bridge
Leonard Forsman, Suquamish Tribe	Fred Wepfer, Washington State Department of Transportation-Design
Daryl Williams, Tulalip Tribes	Michael Chidley, Washington State Department of Transportation-Ferries
Todd Zackey, Tulalip Tribes	Mike Wray, BergerABAM
Marissa Ingalls, Representative of Senator Maria Cantwell	Sandy Glover, INCA Engineers Inc.
Sally Hintz, Representative of Senator Maria Cantwell	Jennifer Hamilton, INCA Engineers Inc.
Uriel Ybarra, Representative of Senator Patty Murray	John Perlic, Parametrix
Barry Alavi, Sound Transit	

Meeting Purpose

The purpose of this meeting was to obtain feedback on the Purpose and Need Statement, range of reasonable alternatives, and potential significant impacts to be evaluated in the Draft Environmental Impact Statement (DEIS).

To achieve this, WSF gave a short presentation to agencies and tribes reviewing the comments and feedback received thus far via letters, emails and previous meetings. WSF also reviewed changes to concepts previously identified, introduced the new “Edmonds – Existing Site Improvements” concept, and presented the Level 1 and Level 2 Screening Results. The following documents were distributed to the attendees as reference during the presentation:

- Agenda
- PowerPoint presentation
- Concept Descriptions Document w/ 11x17 Concept Drawings
- Level 1 Screening Results
- Level 2 Screening Results
- Project Purpose and Need Statement

Meeting Goals

The goals for this meeting were:

- Provide tribes/ agencies with an overview of the concept changes and comments received to date and obtain feedback including: the addition of the new concept, Edmonds – Existing Site Improvements and changes to the No-Build concept which is now the Mukilteo – Existing Site Minimum Build.
- Provide tribes/ agencies with an overview of the Level 1 and Level 2 Screening Results, comments received to date and obtain feedback.

Presentation

Nicole McIntosh opened the meeting with introductions of the presenters, and each agency and tribal representative introduced themselves to the group. She described the process to date beginning with the Reinitiation Meeting that was held in February 2010, the Workshop in June 2010 and various other one-on-one meetings with tribes and agencies that took place prior to this Scoping Meeting.

Nicole also described the process that will lead into the development of the Draft Environmental Impact Statement (DEIS). After this scoping meeting, WSF and FTA will determine the proposed range of alternatives and potentially significant issues and impacts that the Draft EIS will analyze in detail.

Nicole explained how comments can be submitted on the materials presented to date by mail, email or on the web at the project website. Mailing, email and web addresses are available in the presentation packet that was distributed to attendees. Comments already received have been recorded and do not need to be resubmitted. Agency, tribal and public comments can be submitted throughout the scoping period from 9/29/10 through 11/19/10 on the proposal, the purpose and need statement, concepts and significant issues and impacts. An additional comment period will follow after the release of the DEIS.

A project website has been created for the project containing current project information, announcements about upcoming project milestones and public involvement opportunities. Project documents currently located on the site include the Purpose and Need Statement, Updated Coordination Plan, Tribal Consultation Plan and Alternatives History Document. A link will be provided on the site to access the Google Map tool. This tool will allow the user to click on a geographic location on the map and view design elements. The user can provide comments and feedback on the specific location and these comments will be recorded in a database with the geographic coordinates. This will allow WSF to analyze data and identify “hot spots” based on the comments received.

Sandy Glover then presented the Purpose and Need for the project emphasizing its importance and need to: reduce conflicts, congestion and safety concerns; improve operations and multimodal connections; and accommodate growth. Each concept was then presented individually with the general comments received to date from tribes and agencies. One new concept, Edmonds – Existing Site Improvements, was presented and the revision of the No Build concept to include preservation elements that were previously described in the Mukilteo – Existing Site Minimum Build concept was also described. Sandy also explained that overhead loading had been added as a feature of all the Mukilteo concepts except the No Build, as well as the Port of Everett South Terminal concept.

Paul Krueger discussed the Level 1 and Level 2 Screening Results and the changes to wording and other edits based on comments received from tribes and agencies to date. All attendees received the completed Screening Results in their packets. He also explained that the rating system was updated to better reflect how each concept was ranked in reference to the Mukilteo No-Build. WSF and FTA will determine what will be evaluated in the DEIS. The screening exercises and comments received from agencies and tribes will be used to support the decision.

Paul also requested that agencies and tribes identify any stakeholders that may need information or should be contacted about the project. He also asked that any agency or

tribe that has not done so already should identify themselves as a participating agency, cooperating agency, or interested party.

Open House

The group took a short recess to participate in an open house to discuss the concepts displayed on boards around the room, the screening results and general comments with WSF, FTA and other agencies. The meeting then reconvened for discussion and comments.

Discussion

- **Jerry Heller (Port of Everett):** *There are more concept options now than there were at the time of the February 2010 Reinitiation meeting. This is causing some confusion and would like some clarity on the process moving forward since no decisions have been made to date.*
- **Paul Krueger (WSDOT):** *The purpose of this meeting is to place everything on the table. Additional concepts were added to ensure that all viable options were explored and all comments were considered. This scoping meeting is an opportunity for the tribes and agencies to comment on the concepts, screening results and changes before the public open houses scheduled in October.*
- **Dan Draais (FTA):** *Since February 2010, the team has been trying to identify a reasonable range of concepts with input from tribes and agencies. Based on the comments received, a wider range of concepts was requested. The process from this meeting forward will be to eliminate concepts and select the alternatives to carry forward by the end of the year. After today's meeting we will use the comments and feedback received to help shed the unreasonable alternatives.*
- **Dan Strandy (NOAA):** *Stated that he appreciates the process we are going through, but would like to express some concern on the Level 1 and Level 2 Screening Results for Elliot Point, Option 3. There is a seawater intake system at this location which is vital to Puget Sound research and may be affected by the turbidity resulting from a ferry terminal located here.*
- **Carol Thompson (Community Transit):** *The process has been laid out well. There needs to be a point when we start making trade-offs, because there is no perfect site.*
- **Kris O'Brochta (Island Transit):** *Elliot Point, Option 2 would definitely work for Island Transit ridership. The Everett and Edmonds Options do not work so well, since approximately 50% of riders go to Seattle, but many riders are Boeing employees so ridership would be reduced, creating more vehicle congestion.*

- **John Klekotka (Port of Everett):** *The Port of Everett is concerned with the impact to operations at the Mount Baker Terminal. The pier was constructed five years ago to move oversized aerospace containers. It was placed there, because it was the only location that would work for rail.*
- **Nicole McIntosh (WSF):** *It is our understanding that the Mount Baker Terminal was paid for by the State and funding would need to be repaid if the terminal was relocated elsewhere.*
- **Carol Thompson (Community Transit):** *Community Transit will work with any option and appreciates the concept revisions to improve transit connections. With regard to the Edmonds and Everett concepts, at a minimum, they should either maintain or improve transportation service, but instead these concepts are a tremendous degradation of existing service. Why spent millions of dollars on something that reduces service?*
- **Jennifer Ryan (Puget Sound Regional Council):** *Agrees with Carol's comment.*
- **John Klekotka (Port of Everett):** *Moving the terminal to Port of Everett – South Terminal would impact cargo transport and current rail projects that are coming out for bid this year. Port of Everett land is limited and this concept would displace marshaling ability in the yard. The Port needs a large area for cargo. Also, this would create a lot of traffic in a residential area and this will need to be considered.*

Next Steps

Paul Krueger discussed the next major steps beginning with the Public Scoping Meetings scheduled for October 12th, 13th and 14th at Clinton, Mukilteo and online. The public will also be participating in the comment period through November 19, 2010.

After today, methodologies will be developed to outline “how” and “what” environmental impacts will be studied in the DEIS. A Scoping Document will be published this December/ January summarizing the results of the scoping process.

Paul closed the meeting by stating that periodic project updates will be posted on the website and requested comments in writing if not previously submitted.

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