



Washington State Ferries

Draft Environmental Impact Statement

Public Involvement and Comment Summary



April 2012



Washington State
Department of Transportation



U.S. Department of Transportation
Federal Transit Administration

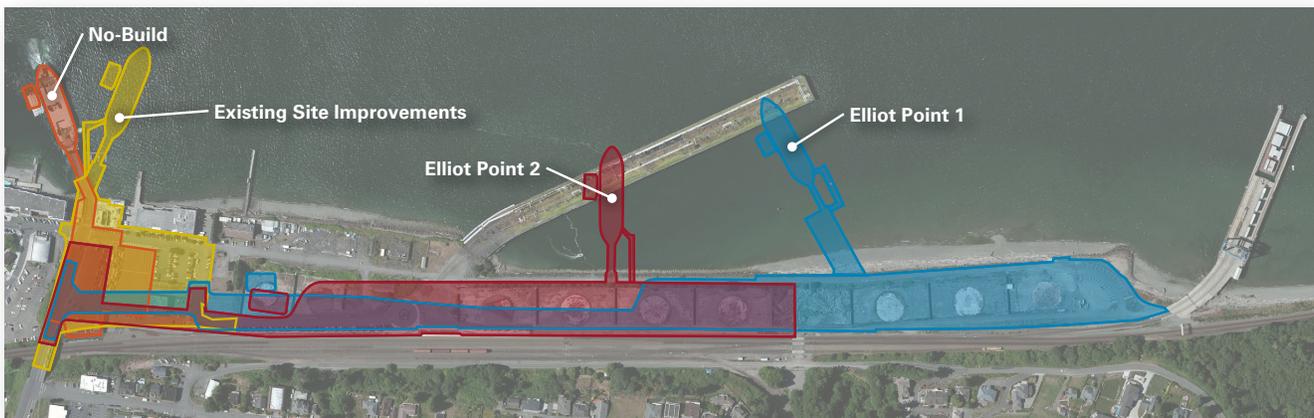
Project Background

The Mukilteo/Clinton ferry route is part of State Route (SR) 525, a major transportation corridor and critical link for residents and commuters between Whidbey Island and the Seattle-Everett metropolitan area. The Mukilteo ferry terminal is among Washington State Ferries' (WSF) busiest facilities, but it has not had significant improvements for almost 30 years and needs key repairs.

Washington State Ferries (WSF) and the Federal Transit Administration (FTA) are evaluating four alternatives to upgrade or replace the Mukilteo ferry terminal. All four alternatives keep the terminal in Mukilteo. The No-Build and Existing Site Improvements alternatives look at preserving or improving the existing terminal. The Elliot Point alternatives include relocating the terminal to the tank farm east of the existing site.

Overview

This document summarizes the public involvement activities and comments received during the Draft Environmental Impact Statement (EIS) 45-day public comment period from January 27 to March 12, 2012. WSF and FTA received a total of 153 comments on the Draft EIS, including 138 comments from the public and 16 letters from agencies and tribes.



WSF and FTA used multiple methods to notify the agencies, tribes and the public about the Draft EIS and the comment period, to describe the project and its effects, and encourage comments on the alternatives under consideration and the Draft EIS findings. Comments were accepted by mail, email, via an online comment form, and in person at two public hearings.

Public information and involvement opportunities included:

- A 45-day comment period initiated with the public release of the Draft EIS and public notices
- Two widely advertised public hearings in Mukilteo and Clinton that were attended by approximately 175 people
- The project website (www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/), which served as an online resource with frequent updates, an online comment form, a project library of information and the full Draft EIS document

- A four-minute narrated video overview of the project alternatives and Draft EIS. The video was available on the project website and received more than 700 views on YouTube
- Stakeholder briefings

Additionally, WSF and FTA met with resource agencies and tribes on February 15, 2012 to discuss key Draft EIS findings and potential mitigation. More information about public involvement opportunities and materials is included later in this document.

All substantive comments received during the Draft EIS comment period will be addressed in the Final EIS.

Comment Summary

Most of the comments focused on support or opposition to one or more alternatives, but many parties also noted environmental issues, transportation and traffic impacts, parking, cost and funding in their comments.

The table to the right shows the number of comments (from individuals, agencies, tribes and organizations) that indicated a preference for a specific alternative. Comments that indicated support for moving to the tank farm but did not differentiate between Elliot Point 1 and Elliot Point 2 are counted as supporting both alternatives. Similarly, comments that asked to keep the terminal where it is today without specifying a preference for either the No-Build or Existing Site Improvements alternatives are counted as supporting both of those alternatives.

Tally of Comments

Alternative	Support	Opposition
No-Build	22	27
Existing Site Improvements	8	26
Elliot Point 1	33	18
Elliot Point 2	49	16

Comments from Agencies, Tribes and Local Jurisdictions

WSF and FTA received comments from 16 agencies, tribes and local jurisdictions. The majority of agency comment letters supported either Elliot Point 1 or Elliot Point 2, and further endorsed the project's purpose and need. Two tribes and an organization representing two other tribes provided letters emphasizing the need to protect natural resources, to recognize tribal treaty rights, and avoid impacts to archaeological sites. Two of the tribal letters expressed no preference for specific alternatives, and the third preferred to keep the terminal at the current location and identified Elliot Point 2 as the better of the Tank Farm options.

You're invited to review the
**Mukilteo Multimodal Project
Draft Environmental Impact Statement
and attend a public hearing**



The Mukilteo ferry terminal was built in 1952 and needs major repairs.

Washington State Ferries and the Federal Transit Administration are considering alternatives to upgrade or replace the aging Mukilteo ferry terminal. The new multimodal terminal will improve safety and efficiency and give ferry passengers improved access to train and bus connections.

Mukilteo Wednesday, Feb. 22 5 p.m. - 8 p.m. Rosehill Community Center 304 Lincoln Avenue Mukilteo, WA 98275	Clinton Thursday, Feb. 23 5 p.m. - 8 p.m. Clinton Community Hall 6411 Central Avenue Clinton, WA 98236
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The Draft EIS public comment period runs from January 27 to March 12, 2012.
Visit the project website to review the full Draft EIS document and learn how to submit comments:
www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal



Washington State
Department of Transportation



For more information, contact Hadley Rodero, Project Communications, at 206-462-6354 or RoderoH@consultant.wsdot.wa.gov

A postcard notice was sent to 770 residents in the project impact area.

Local Agencies and Jurisdictions

- The Port of Everett submitted a comment letter favoring Elliot Point 1 but also supporting Elliot Point 2.

“Elliot Point 1 is the stronger option as it provides for better public access and the ability to move vehicles off the streets, thereby reducing congestion and enhancing public transportation – both of which accomplish the envisioned multimodal goals for the Tank Farm.”

- The Island County Commission submitted a letter in favor of Elliot Point 2, opposing maintaining the terminal in its current location, and noting the importance of protecting cultural resources.

“Elliot Point 2 best aligns the transportation connections for all, now and into the future...Elliot Point 2 leaves the eastern-most shoreline area undisturbed in construction and available for use by the tribes for historic commemoration and environmental restoration.”

- The City of Mukilteo submitted a detailed comment letter approved by the City Council in a 5-2 vote on March 5, 2012 and signed by Mayor Joe Marine. The letter expressed support for Elliot Point 1, and included a review of the relative performance of each of the alternatives against the City’s objectives for the project.

“We support Elliot Point 1 as the preferred alternative for the final environmental impact statement (FEIS).”

- The City of Everett submitted a letter in support of a modified Elliot Point 1.

“Elliot Point 1 addresses the City’s public access concerns providing appropriate public access to Edgewater Beach...the City also supports your efforts to daylight Japanese Creek.”

- The Skagit-Island Regional Transportation Planning Organization (RTPO) submitted comments supporting a modified Elliot Point 2. The RTPO alternative would include an overnight parking garage, reverse the proposed parking area with the vehicle holding area, and replace employee parking with amenities that benefit the community. The RTPO encourages WSDOT and FTA to consider economic and transportation impacts in Clinton and says that the design should allow flexibility to add a second slip in the future.

“We believe an overnight parking garage is essential to enhance transit and reduce congestion and level of service impacts during the 2010-2040 planning period. As such, we propose that a supplemental EIS be issued to include a “hybrid” of the Elliot Point 2 alternative [...].”

- Community Transit submitted a letter in support of Elliot Point 2, indicating several positive aspects of Elliot Point 1 as well, noting safety, improved transit operations, and the ability to meet long term transit demand as key benefits of both alternatives.

“It appears that the Elliot Point 2 alternative would create the best operating environment for transit. The Elliot Point 1 and 2 alternatives would also appear to present the least impact to transit operations during construction.”

- The Port of South Whidbey submitted a letter in support of additional parking facilities at the terminal to facilitate improved accessibility for Whidbey Island commuters. The Port also indicated opposition to the No-Build. The Commission identified both advantages and disadvantages of the other three alternatives without expressing a clear preference. The Port requested that construction closures of the Mukilteo Terminal be absolutely minimized due to the disruptive effect on transportation, commerce and commuters when ferries are not running or are diverted to Edmonds.

State and Federal Agencies

- NOAA submitted comments noting several issues and potential concerns related to dredging for Elliot Point 1 and 2. The letter does not state a preference for a specific alternative.

“What process will be used to mitigate down-gradient migration of sediments? NOAA is concerned with potential impacts to its seawater intake west of the proposed new ferry terminal. Much of the sediments are known to be contaminated.”

“Uninterrupted access to NOAA’s lab and parking for staff is important; it is not clear in the Draft EIS and must be assured.”

- NOAA Fisheries – Northwest Fisheries Science Center (NWFSC) indicated concerns related to several environmental disciplines. Specific concerns included: seawater water supply, water quality, erosion caused by propeller wash pattern, contamination, churning of surface water leading to super saturation, increased runoff, and impacts of new lighting on wildlife. NWFSC requested additional analysis on local water currents to help inform consideration of in-water impacts from construction and operations.

- The U.S. Department of Interior (DOI) submitted a letter identifying potential impacts to habitats of federally listed bull-trout and marbled murrelets. These species are threatened and DOI encourages WSF and FTA to select the alternative that minimizes impacts to these species. Potential impacts include shoreline modification, exposure to contaminants from past activities, operations, and dredging. The letter did not identify a preferred alternative.
- Washington State Department of Natural Resources (DNR) submitted comments indicating its interest in working on a dredge disposal management plan to ensure contaminated sediments are disposed of properly. DNR did not identify a preferred alternative.

“DNR supports the following mitigation measures proposed in the EIS to avoid or minimize potential impacts to aquatic habitats and species. Collecting and conveying stormwater... to avoid water quality impacts; using concrete piles where possible... incorporating grating and/or lights under the pier to minimize effects of shading on fish species.”

- The U.S. Air Force submitted a comment letter thanking WSF for the opportunity to review the Draft EIS. An attachment to the letter provided several specific comments and edits to the Draft EIS language. A preferred alternative was not identified.
- The U.S. Environmental Protection Agency (EPA) provided detailed comments, and voiced general support for the project and its potential to produce environmental benefits. Key issues included potential residual contamination on the Tank Farm property, impacts to marine species, air quality, and project area historical resources. While EPA did not suggest a preferred alternative, its comment noted Elliot Point 2 appeared to include the most features that could meet regional transportation needs, minimize environmental impacts, and maximize environmental benefits. EPA asked for further information to be developed for the Final EIS in a number of areas, and recommended additional features and mitigation measures.

Tribes

- The Suquamish Tribe submitted a letter expressing concern about impacts to archaeological resources, as well as ecological processes and resources, including impacts to fish, invertebrate, and marine vegetation habitat and resources. It requested further studies of potential effects related to the removal of the Tank Farm Pier and associated construction and dredging.

“WSF has not provided a complete and comprehensive description of direct, indirect, temporary, long-term, and cumulative impacts associated with the Mukilteo Multimodal project... Suquamish does not have a preferred alternative and would not support alternatives that require ground disturbing activities within the archeological site(s).”

- The Tulalip Tribes submitted a comment letter stating their preference for keeping the terminal in its existing location. The letter also highlighted the importance of protecting any cultural resources in the project area and minimizing impacts to tribal fishing rights.

“Tulalip prefers the options for keeping the ferry terminal in its existing location. If one of the other sites is selected, a more intensive archeological survey should be conducted to identify possible burial sites before any excavation for construction takes place.”

“Maintaining the terminal at the existing location would cause the least new impacts to archeological and environmental resources. Both Elliot Point options could cause new negative impacts to archeological resources. Of the two proposed sites, Elliot Point 2 would provide the least environmental harm.”

“Tulalip is opposed to any construction activities that may disturb any of the cultural resources, archeological artifacts or human remains on the site.”

“The project must be evaluated to ensure no impermissible diminution or restriction of treaty fishing access occurs. The Draft EIS does mention the direct impacts to tribal fishing in the Environmental Justice section; however it does not mention or describe the indirect impacts to tribal fishing caused by the vessel traffic between the Mukilteo and Clinton terminals.”

- The Skagit River System Cooperative (SRSC), on behalf of the Swinomish Indian Tribal Community and the Sauk-Suiattle Indian Tribe, submitted comments primarily focused on the environmental impacts of the project.

“All four alternatives [...] recommit the project area to a hardened shoreline with substantial overwater coverage for decades to come. This recommitment precludes shoreline softening and restoration activities that may lead to a more productive nearshore environment.”

“The SRSC member Tribes are on record with the Air Force that removal of the Tank Farm Pier is necessary prior to Federal Transfer to local control to meet the Air Force’s Trust responsibility to the Tribes. If the Tank Farm is transferred to a local entity that does not have Trust responsibility there is no assurance the impact to tribal resources will be removed.”

“The long-term impacts of the ferry terminal in the form of hardened shorelines and overwater coverage should be directly mitigated in kind.”

General Public Comments

Public comments include emails, letters, comment forms and public testimony from individual members of the public, community groups, local elected officials and the Clinton Ferry Advisory Committee (FAC). The majority of these expressed support for the Elliot Point alternatives. Elliot Point 2 received slightly more support than Elliot Point 1. A number of parties voiced support for the No-Build alternative, primarily for cost and funding reasons. There were few comments supporting the Existing Site Improvements alternative and a limited number of commenters voiced general opposition to the project and any of its alternatives, including No-Build.

Many comments focused on environmental impacts and noted the importance of maintaining and enhancing multimodal connections and encouraging a more walkable and accessible waterfront. Others discussed traffic impacts from SR 525 to Old Town Mukilteo, maintaining community character and waterfront businesses, providing additional commuter parking, restoring lost marine habitat, and ways to help reduce wait times and long queues on SR 525.

The Clinton FAC submitted a comment letter supporting Elliot Point 2 and encouraging WSF and FTA to improve multimodal connections and encourage walk-on ferry riders.

The following sections summarize public comments, with representative quotes illustrating the nature of typical comments for each topic.

Draft Alternatives

No-Build

- Many comments expressed opposition to the No-Build alternative, frequently citing congestion and the need to accommodate future growth as key reasons.

“Very bad, very short-sighted idea. Would only prolong the agony.”

“Don’t leave as is. We need to move into the future.”

“I believe the dock needs to be moved to enhance public transportation options. The walk to the Sounder is too far and could discourage use of such transit options.”

- Although there was less support than opposition, those in favor of the No-Build alternative identified cost as a significant factor.

“There is NOTHING wrong with the current Mukilteo terminal. The state is too broke to even go through the planning process, let alone build something there is absolutely no need for.”

“Please keep the terminals safe, accessible and all of that good stuff without wasting our precious money.”

- Some comments in support of the No-Build alternative, expressed concern for adding a four-lane roadway on the Mukilteo waterfront and indicated that the Tank Farm site should be redeveloped as green space for the community.

Existing Site Improvements

- The Existing Site Improvements alternative received by far the fewest comments in support. It was typically opposed because of higher costs and greater impacts to the existing waterfront area, including traffic. Several individuals expressed concern about economic impacts, particularly the loss of Ivar’s Restaurant.

“The one plan I wholeheartedly oppose is the rebuild in its current location. Doing so would not only eliminate Ivar’s which is a tremendous asset to the community, it would totally cut off access to the shoreline.”

“There is an irreplaceable community there that would be wrecked by “fixing” the existing terminal.”

Elliot Point Alternatives

The majority of public comments expressed support for one or both of the Elliot Point alternatives. Elliot Point 2 received more support than Elliot Point 1.

- While the majority of comments on Elliot Point 1 and Elliot Point 2 were supportive of these alternatives, several comments expressed concern that the alternatives occupy valuable waterfront space that could be better developed for public waterfront access.

“Both Elliot Point options turn prime NW waterfront into a parking lot, not even for people enjoying the area, but SR 525 through transit. Beachfront access is minimal and this resource is essentially wasted in favor of a parking lot with a view.”

- Public comments generally supported removing the tank farm pier, a key feature of both Elliot Point alternatives.

“Elliot Point 2 & 1 both remove the old Tank Farm Pier, which should be considered a “must” in any of the proposals, as the rotting creosote piling (sic) would be removed and the “Net Change in overwater cover” is significant.”

Elliot Point 1

- Proponents of Elliot Point 1 identified the following benefits: improved safety, space to accommodate growth, congestion relief, and the ability to reduce vehicle queues on SR 525.

“Elliot Point 1 leaves contiguous land open to the west for future transit-oriented development in the area between Lighthouse Park and the commuter rail station. This siting also leverages development of the infrastructure to support pedestrian and vehicular access to all facilities, coordination that is a cost-efficient use of public funding.”

“Elliot Point 1 is the most reasonable and safest option. This plan keeps the traffic at the docks where it should be instead of having the traffic line up the Speedway.”

“I think the Elliot Point 1 option does the best job in meeting future demand, maximizing waterfront New Urban redevelopment, and restoring the Japanese Gulch natural resource area.”

Elliot Point 2

- Elliot Point 2 received slightly more support from the general public than did Elliot Point 1. Comments in support of Elliot Point 2 cited the following benefits: access to the Sounder commuter rail station, reduced congestion, improved safety, least environmental impact, lower cost, and the opportunity for future waterfront development.

“Elliot Point Option 2, because it will best meet the safety standards the state is looking for, provide the least intrusive environmental impact to the land and

water sites and provide the most minimal total cost, that the state legislators would approve.”

“I like this alternative because of the proximity to transit options. I believe this is important to encourage use of public transportation especially with the size of expected growth.”

“Elliot Point 2 is a compact plan that creates opportunities for future waterfront development and resolves existing problems. All the Transit is close together with a short walk from one to the other.”

Comments on the Purpose and Need

The public comments related to the purpose of the overall project typically encouraged WSF to plan for future growth. Some commenters would like to see a third vessel on the Mukilteo/Clinton route and others indicated support for accommodating vehicle growth by adding a second slip or implementing a reservations system. Several comments questioned whether improvements were truly needed.

“I cannot urge you more strongly to build an adequate terminal, add a 3rd ferry, and serve the mobility needs of the millions of vehicles that annually depend on the Clinton/Mukilteo ferries, both now and decades into the future.”

“I believe the ridership-based need assessment for the terminal improvements is vastly overstated.”

Comments on Environmental Impacts

Key themes from comments that referenced specific elements of the Draft EIS or potential environmental impacts are summarized below.

Air Quality

- Concern that the Elliot Point alternatives will result in a negative impacts to air quality in nearby residential areas.

“The Draft EIS Air Quality studies are very general in nature and do not address how the outcome of adding either Elliot Point alternative below my residential neighborhood will affect me or other people living here...either of the Point Elliot Ferry Options could lead to cumulatively significant environmental impacts...”

Transportation

- There is widespread support for enhanced multimodal connections and many comments reference the importance of multimodal and safety aspects of the project.

“The alternatives do not provide adequate connections to the commuter rail station.”

“Promote walk-on ridership with strong pedestrian connections.”

“We cannot safely cross the street when the ferry is unloading.”

- Several comments expressed concerns about construction impacts for the No-Build or Existing Site Improvements alternatives if the Mukilteo ferry terminal was closed and ferry traffic was rerouted to Edmonds.

“As I understand with the No-Build and Existing Site Improvements options there could be a three to nine month closure of the Mukilteo terminal. For us this would be a show stopper!”

“Not an option! I am responsible for the delivery of the Everett Herald, USA Today and New York Times Newspapers [to Whidbey Island]. A dock shutdown would put me out of business.”

- Concern for traffic conditions at nearby intersections with SR 525 including Goat Trail Road, 76th Avenue, and Washington Street.
- Several individuals suggested extensive traffic revisions to improve the flow of traffic to and from the ferry.

“None of these alternatives address congestion on 525 above the waterfront. Nearly all improvements help commuters but nothing here helps the local residents who actually live along 525. I believe you should incorporate the study that the City has under consideration, where they’re looking at a new road down Japanese Gulch, extending north from Paine Field Boulevard just to the west of the Boeing plant and leading directly to the tank farm area.”

“I would like WSDOT to consider, in addition to improving the ferry dock and holding lanes, that some modification/replacement of the existing approach bridge and roadway should be considered, including replacing the highway bridge, with one that takes the ferry bound traffic directly over the railroad and avoiding any traffic controls, also a fly-over ramp for traffic coming off of the ferry would improve traffic flow. WSDOT also should consider the full re-routing of SR-525 to avoid Mukilteo entirely, as it is a residential area, and the traffic is not compatible with the community. A new approach within the Japanese Creek gulch would help alleviate traffic issues, as would an approach along the waterfront, either from Everett or Harbour Pointe.”

- There is strong support for additional public parking near the ferry terminal, particularly among Whidbey Island commenters.

“I would like to see some parking provided for people who walk on to visit Whidbey Island. [...]. Many people drive their cars because there is no overnight parking or street parking in Mukilteo.”

- A number of commenters questioned why the project did not include pedestrian improvements to the SR 525 bridge.

“Currently the bridge is the only access to the waterfront and the sidewalk is unsafe.”

Land Use, Economics and other Community Issues

- Among commenters who live or work in Mukilteo, many are in favor of enhancing public waterfront access and pedestrian connections and encouraging redevelopment of the waterfront area.

“The most important issue for me as a Mukilteo resident is to improve and reclaim as much of current terminal parking and facility buildings for city use and redevelopment.”

“Maintain existing anchor businesses along waterfront and facilitate mixed use, pedestrian oriented New Urban redevelopment.”

- Some comments express concern that the Elliot Point alternatives do not allow space for development along the waterfront for community enjoyment.
- Many commenters expressed concern about impacts to businesses such as the tenants in the Mongrain building and Ivar’s Restaurant.

“Existing Site’ would take away a neighborhood landmark restaurant, and a commercial building that holds unique arts facilities. This is unacceptable.”

- Several expressed support for preserving the charm of Old Town Mukilteo.

“The restoration of Old Town Mukilteo, the reclamation of our lost coastline, and the preservation of the serenity of the residences to the East of Old Town MUST BE YOUR NUMBER ONE CONSIDERATION.”

- Others noted air quality, noise, visual, access, and parking impacts as overall concerns.

“Elliot Point 1 and 2 do not account for increased pollution levels on residential neighborhoods...and would build a 4-lane road the entire length of the waterfront.”

Ecosystems

- Several members of the scuba diving community expressed concern about impacts to sand slopes, creosote piles, and the tank farm pier as they are habitats for juvenile fish, crab, and crustaceans. Several suggested providing artificial reefs if the pier is removed.

“The area around and under the fuel dock is teeming with wildlife, while much of the surrounding floor is a desert by comparison. It would be a shame if the new construction set this part of the shore back by 20 years.”

“The oil dock itself provides a HUGE habitat for muscles [sic], worms of various types and, at times, hundreds of Dungeness and red rock crab. We have also noted a recent increase in the number of rat fish under the dock. Please consider that some type of replacement habitat should be provided.”

- A few comments supported daylighting Japanese Creek.

“I like daylighting the creek – would be good even if not required.”

Cultural Resources

- Several comments indicated support for minimizing impacts to cultural resources and incorporating design elements that reflect the cultural history of the area.

“I think as part of the design, there should be a meaningful public, prominent monument to commemorate the Point Elliot Treaty, perhaps on the eastern part of the site.”

“The tribal considerations are important! Make a historical site marker/memorial of some sort.”

Public Involvement Summary

Notification of the Draft EIS Availability and the Public Comment Period

Public opportunities to review and comment on the Draft EIS were advertised through a variety of channels. FTA and WSF issued the Draft EIS and released it to the public with a January 27, 2012 Notice of Availability (NOA) in the Federal Register. A similar notice for Washington’s SEPA process was also placed in the Department of Ecology’s register. These notices explained how to review and comment on the Draft EIS during the public comment period, and included the dates and locations of the public meetings. A legal notice was placed in the Seattle Times. Prior to the publication of the NOA in the Federal Register, hard copies of the Draft EIS or a hard copy of the Executive Summary and CD copy of the full document were mailed to parties identified in the Draft EIS distribution list. Libraries in the project area also received hard copies of the Draft EIS. The full Draft EIS was posted on the project website.

Mail, Email and Social Media Notification

WSF and FTA mailed a postcard notice to 770 residents and businesses within the project impact area. The postcard provided information about the public hearings and comment period. Two email notices were sent to WSF’s Mukilteo/Clinton route alert list (2,247 subscribers) and the project listserv (approximately 530 subscribers) to encourage project stakeholders to attend a public hearing and/or provide comments on the Draft EIS. Several project announcements were included in WSDOT Assistant Secretary David Moseley’s *Weekly Update* (approximately 2,000 subscribers). Notices were also posted via WSDOT and WSF’s Twitter accounts.



Online ads ran in the Everett Herald, Seattle Times (North Zone), South Whidbey Record, Whidbey News-Times and Whidbey Examiner.

Advertising

Display advertisements were placed in the following local news publications to inform the community of the Draft EIS release and opportunity to comment.

- Everett Herald (*Online + Print*)
- Mukilteo Beacon (*Print*)
- Seattle Times (*Print -North Zone + Online*)
- Snohomish County Tribune (*Print*)
- South Whidbey Record (*Online*)
- Whidbey Examiner (*Online + Print*)
- Whidbey News-Times (*Online + Print*)

The ads started with the release of the Draft EIS on January 27 and continued through the public hearings on February 22 and 23. Print ads reached approximately 349,800 readers. Online ads were viewed over 347,500 times and more than 600 people clicked on the ads to access the project website for more information.

Posters on vessels on the Mukilteo/Clinton ferry route and in the Mukilteo and Clinton terminals also helped increase awareness of the Draft EIS release and invited the public to participate in the public hearings.

The advertisement is a vertical poster with a white background and black text. At the top, it features logos for Washington State Department of Transportation and U.S. Department of Transportation Federal Transit Administration. The main heading reads 'You're invited to review the Mukilteo Multimodal Project Draft Environmental Impact Statement and attend a public hearing'. Below this, two columns list the dates and times for public hearings at Mukilteo (Wednesday, Feb. 22, 5 p.m. - 8 p.m.) and Clinton (Thursday, Feb. 23, 5 p.m. - 8 p.m.). A central photograph shows a large ferry terminal under construction. Below the photo, text explains that Washington State Ferries and the Federal Transit Administration are considering alternatives to upgrade or replace the aging Mukilteo ferry terminal. It then lists three reasons to attend the public hearing: to understand why WSF is planning to upgrade or replace the terminal, to learn more about alternatives, and to share feedback. The ad also states that the public comment period runs from January 27 to March 12, 2012, and provides a website for more information and a contact number for project communications.

Newspaper ad

Media

A press release was distributed to local media outlets prior to the release of the Draft EIS to announce the upcoming public comment period and encourage attendance at the public hearings. The press release generated media coverage in the following publications:

- Everett Herald
- Mukilteo Beacon
- King 5
- KOMO TV
- Snohomish County Tribune
- South Whidbey Record
- Northwest Cable News
- Whidbey News-Times
- Whidbey Examiner

Public Hearings

WSF and FTA hosted two public hearings in Mukilteo and Clinton to provide information about the Draft EIS and opportunities for formal public comment. Approximately 175 people attended the meetings.

- **Mukilteo**
February 22, 2012
Rosehill Community Center
5-8 p.m.
- **Clinton**
February 23, 2012
Clinton Community Hall
5-8 p.m.

Public Hearing Format

Both public meetings included an informal open house, an overview presentation, and a formal hearing for public comment. Attendees were asked to sign in upon arrival and received a Community Guide to the Draft EIS and comment form. Title VI forms¹ were available upon request. Throughout the evening, project team members explained the alternatives and answered questions at stations throughout the room. Staff gave an overview presentation to explain the project history, alternatives under consideration, and key Draft EIS findings.

Following the presentation, a moderator initiated the formal hearing portion of the meeting. Attendees were invited to sign-up to provide verbal comments. WSF and FTA representatives listened to all public comments and a court reporter transcribed the comments.

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

Stakeholder Outreach

WSF and FTA offered opportunities for legislators, agencies, tribes, affected business and other project stakeholders to learn more about the project.

Stakeholder briefings completed in advance of the Draft EIS release included:

- Federal legislators (September 2011)
- State legislators (September 2011)
- Ivar's Restaurant (October 2011)
- Friends of the Mukilteo Waterfront (November 2011)
- Silver Cloud Inn (December 2011)
- Mongrain Glass blowing studio (December 2011)

¹ *Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs or activities receiving federal financial assistance. Title VI requires WSF to be sure that everyone in the affected project area has a chance to be heard and to respond to transportation programs and activities that may affect their community. To help with that, public hearing attendees were asked to voluntarily provide information about their race, ethnicity and/or gender. Attendees were not required to disclose the information in order to participate in the meeting.*

During the Draft EIS comment period, the project team presented to several groups to provide an opportunity for questions and answers and to give an overview of the alternatives and key Draft EIS findings. Presentations and briefings in February 2012 included:

- Mukilteo City Council
- Port of Everett Commissioners
- Island County Commissioners
- Port of South Whidbey Commissioners
- Agency and tribal DEIS meeting
- Island County Regional Transportation Organization
- Tribal leadership meeting
- Snohomish County executives Gary Haakensen and Peter Camp

List of Comment Submitters by Participant and Agency Name

GENERAL PUBLIC COMMENT

Anonymous – (8)	Hoogerwerf, Dave	Spencer, Pat
Adams Taylor, Cheryl	Howe, Dave & Linda	Stoltz, Kevin
Agnew, Jim	Huxford, Kris	Tamura, Ann
Ames, Scott	Ira, George	Taylor, Tim
Anderson, Scott	Jacobson, Eldon	Thorton, Phil
Baron, Michael	Kessler, Pat	Townsan, Dale
Bennett, Barbara	Kirk, Kristin	Van Riper, Roy
Besch, Michael	Kline, David	Van Winkle, Don
Brocard, Norman & Elisa Miller	Knickerbocker, Rocky	Viertel, Bill & Carol
Buehler, George	Kortlever, Ken	Waddell, Nancy
Burke, Patricia	Larsen, Nathan	Webb, Norman
Burke, Richard	Leahy, Tom	Wheeler, Ted
Bushner, Caroline	Lee, Ron	Wichert, Karen
Bushner, Paige	Lowery, Tom	Young, Sharyn
Califano, Mark	Lussmyer, John	
Christensen, Dale	Massey	
Clotfelter, Dick	McCauley, Libby	
Clyburn, Michael	Merriman, Dean	
Coulter, Tim	Nelson, Ron	
Cruise, Leo	Nielson, Peter	
Decker, Scott	Nishida, Felix	
Derks, Vicki	Payne, Anne	
Dickman, Jeff	Payne, James	
Douglas, Joan	Peck, Daryl	
Drewien, Fred	Pomeroy, Ritchard	
Enell, Dean	Prokorym, Ray	
Fariss Bateman, Barbara	Raymond, Amy	
Filion, Cheryl	Rice, Lyle	
Filion Young, Denise	Richardson, Bob	
Finlay, Leanne	Ripley, Renee	
Finrow, Jerry	Roehnelt, Sylvia	
Francisco, Patricia	Rosenfelt, Cindy	
Gill, Thomas	Rowlands, Bill	
Gottuso, Nicholas	Rudd, Ulla	
Green, Brian	Sankey, Terry	
Greenfield, Keven	Sehram, FR	
Greenfield, Mary	Seligson, Hal	
Gregory, Norman & Clarice	Shulkind, Robert	
Hassrick, Matthew	Simpson, Barbara	
Hicks, Suzanne	Skelton, Grant	
Hintzman, Ardyth	Skerlong, Jean	
Hinz, Diane	Smith, Pat	



Meeting attendees viewed a presentation to learn more about the Draft EIS

PUBLIC HEARINGS

MUKILTEO

Dang, Tam
Filion, Cheryl
Greenfield, Keven
Hayes, John
Marine, Joe
Morris, Jay
Oakes, Suzann
Pancerzewski, Charlie
Preshaw, Terry
Price Johnson, Helen
Schmalz, Christine
Wichert, Karen

CLINTON

Adams Taylor, Cheryl
Christensen, Dale
Clark, Terry
Clyburn, Michael
Enell, Dean
Gordou, Curt
Hofius, Doug
Hoogerwerf, Dave
Nichols, Betty
Price Johnson, Helen
Roehuett, Rod
Solkey, Ivan
Stahr, Dorothy
Waddell, Nancy



Public meeting sign-in

AGENCY COMMENTS

FEDERAL/STATE

Department of the Air
Force – Headquarters Air
Mobility Command

Environmental Protection
Agency, Region 10

National Oceanic
and Atmospheric
Administration

Northwest Fisheries
Science Center

United States
Department of the
Interior

State of Washington
Department of
Archaeology and Historic
Preservation

Washington State
Department of Natural
Resources

TRIBAL

Suquamish Tribe

Tulalip Tribes

Skagit River System
Cooperative (on behalf
of the Swinomish and
Sauk-Suiattle tribes)

LOCAL JURISDICTIONS

City of Everett
- Planning and
Community
Development

City of Mukilteo

Community Transit

Island County Board of
Commissioners

Port of Everett

Port of South Whidbey
Island

Skagit/Island Regional
Transportation Planning
Organization

