Significance of Site to the Tulalip Tribes:

The site of the proposed project is an important historic, cultural and traditional site of the Tulalip Tribes. What is now referred to as Point Elliott was referred to by our people as bekliti'o. Located on a point between Possession Sound and Port Gardner, it has been an important location for cultural activities, fishing, camping and gathering for countless generations of Tulalip people. The Heritage Resources Report profoundly details the importance of the site: Voluminous cultural resources remain at the site, documented long term occupation and use of this site by Tulalip ancestors for at least 1000 years, and the selection of this site for the Point Elliott Treaty signing. To this day, this area remains an important fishing and shell fishing ground for the Tulalip people.

Indian place names for landmarks indicate tribal territories. The Snohomish had numerous place names for the project area, and adjacent landmarks. Because this area is where the waters narrowed , we refer to this area as beklti'o, "narrow passage," and known as a good place to fish and camp. Nearby is a shoreline landmark, skels, or "dirty rocks." South of Point Elliott is HLEq'tci

The Heritage Resources Report correctly identifies this area as Snohomish territory. The intact cultural deposits contain the history of our people, and form a continuing connection to our past. There is no question this is a significant historical and cultural site (45SN393) and it should be placed on the National Register of Historic Places.

The Heritage Resources Report also notes the historic importance of the site as the location of the signing of the Treaty of Point Elliott site (45SN108). This event marked a time of tragic changes for our people. Through oral histories, we hear of the great pressures federal officers applied to Indian tribes, already ravaged by new diseases, to sign the treaty. Determined federal officials intent on taking vast tracts of Indian land for settlement and timber forced the treaty through quickly. The pressures applied and messages provided were not subtle. Our oral histories speak of poles erected at the treaty grounds, to which ropes with nooses were hung by United States Military Officials. The implication to the Tribesimplications of that gesture was clear- , "sign the treaty or you willyou'll be hanged."

The treaty brought changes that were catastrophic in terms of lost territories, restricted access to cultural, spiritual and gathering places, forced relocations to reservations, prohibitions on cultural practices, prohibitions on speaking our language, compulsory boarding schools, and a permanent changes to our land based life ways. We were denied access to the places of our seasonal grounds and confined to a small reservation. What we endured is referred to now as "ethnic cleansing" and genocide. The elders that lived through this time passed oral histories documenting the pain and enormous hardship of the time that followed. It was through the strength of these elders that we persevered and survived as a people.

The treaty history cuts both ways, as the treaty establishes the Untied States recognition of Indian tribes as nations who must be dealt with on a nation-to- nation basis, by treaty. The Treaty of Point Elliott reserves important rights to the treaty tribes to fish at all "Usual and Accustomed" places, and to hunt and gather on all open and unclaimed lands. These treaty provisions, which were insisted on by our leaders, have allowed Tulalip and the other treaty tribes to maintain ties to aboriginal areas and fishing grounds, and also to maintain connections to cultural resources and places throughout the Puget Sound and surrounding lands.

So, despite the painful memories and great losses which the treaty time precipitated, the treaty signing is a significant event in the history of the Tulalip Tribes, and the site of the treaty signing should be placed on the National Register of Historic Places.

Traditional Cultural Property:

Section 106 of the National Historic Preservation Act requires federal agencies to consult with tribes when they attach cultural, religious or spiritual significance to a site. The project site at Point Elliott is culturally and spiritually significant to the Tulalip Tribes. Both the pre-treaty site, which was extensively used by our ancestors for at least a thousand years, and the site of the treaty signing, are important cultural, spiritual and historic sites of our people. They should be treated not only as historic sites, but as sites eligible for inclusion on the register as traditional cultural properties. *See 16 USC§470a(d)(6), National Register Bulletin 38, Guidelines for Traditional Cultural Properties.*

To the Tulalip people, this is not an archaeological site, and its value is not in scientific analysis. This is a living site of our ancestors, and it has immeasurable cultural and spiritual values. Many, if not most, of our important off-reservation cultural and historic sites have been decimated or destroyed by non-Indian development. The investigation done at the site reveals a good portion of this site, although impacted by prior development, remains intact under previously placed fill. Places where the remains of our villages and gathering places remain intact must be preserved, in order to preserve the living culture of the Tulalip Tribes.

The Need for Additional Investigation of the Site:

The findings made by Northwest Archaeological Associates reveal significant information about the area and age of the site impacted by the proposed development. The investigations, however, have been limited and there are many substantive questions that remain unanswered. Were there village longhouses located in the project area? Are there burial grounds in or near the project area? Is there evidence of the treaty encampment in or near the project area? Are there items of spiritual significance or cultural patrimony located in the project area? The limited investigation could not answer these important questions, as well as others about the various uses of the site over time.

Given that the proposed project will adversely impact and cover a great deal of this important site, the Tulalip Tribes strongly recommends additional site investigation to more fully determine the location and contents of cultural resources at the site. It would also be useful to expand the investigation to adjacent cultural deposits to better understand the site. This is an opportunity to learn more about one of the remaining significant sites of the Tulalip people. We also believe it is imperative to do further investigation in order to get a better gauge of the adverse impacts of the proposed project, and measures required to avoid or minimize those impacts.

The Department of Archaeology and Historic Preservation has gone on record indicating that it is likely that Native American burials exist at the site, although none have been found thus far. (3-15-07 Everett Herald reported, *"Given the well-documented preservation of bone we expect that there are human remains somewhere on the site," Allyson Brooks wrote to Secretary of Transportation Doug MacDonald in a Jan. 22 e-mail).*

Determining the location of any burials that may be at the site is imperative to ensuring no adverse impacts to burials and providing for their respectful treatment.

The Tulalip Tribes should be closely involved in decision making and field work regarding any further investigations of the site.

Area of Potential Effect Inadequate:

Given the findings, Tulalip believes the "area of potential effect" is inadequate and should be re-assessed. Given the significant, intact cultural materials extending throughout the project site, it is inaccurate to state that the vertical APE is 1 to 3 feet over most of the site. All of site located underneath the proposed project will be affected, because it will be covered by the development. If any burials are located at the site, they will be adversely impacted because they will be covered by concrete and development activities inconsistent with burials. The same is true for other culturally important objects that may be located in the area of cultural deposits.

Because the impacts extend to the cultural deposits that will be covered by the project, more investigation is needed of these deposits. In addition, the specific areas where pilings are proposed should be fully excavated and investigated prior to placement of the pilings.

Trust Responsibility:

The United States and its agencies have a trust responsibility to Indian Tribes. As both owner of this property and the permitting authority for this project, this fiduciary standard of care applies to decision making impacting tribal cultural resources affected by the Project. The trust responsibilities are, in part, embodied in the treaty and in executive orders and statutes such as the Archaeological Resources Protection Act, the National Historic Preservation Act, the Religious Freedom Restoration Act, the Sacred Sites Act,

and the Native American Graves Protection and Repatriation Act. The federal government owes a duty to fully enforce the provisions of these federal laws against the backdrop of its fiduciary responsibility to Indian tribes. It would be inappropriate and unlawful to delegate any of these trust responsibilities to non-federal project proponents.

Among the impacts that this project may have on this site is the impact that flows from a proposed change of ownership from the federal government to the State of Washington. Unlike the federal government, the state government has no trust responsibility to Indian Tribes, and the state's interest is in building the new ferry terminal, not protecting important cultural resources. The site may also lose the protection of important federal laws, such as NAGPRA, if the land is transferred. These impacts must be a carefully evaluated, with meaningful tribal consultation prior to any transfer of land ownership. The Tulalip Tribes object to any transfer that would result in a lower standard of fiduciary care by the federal government with regard to the cultural resources onsite.

Adverse Impacts to the Site:

Even with the limited archaeological investigations conducted thus far, Northwest Archaeological Associates found that both project alternatives will result in adverse impacts to the site. According to the Heritage Resources Report, 45SN393 is "almost entirely within the APE of either alternative." A much more thorough analysis and discussion needs to occur regarding the nature and scope of adverse effects on the site. Before this can occur, a more detailed investigation is needed to more fully determine nature and scope of the site and its cultural treasures it contains. Only after we know better what is there can we accurately assess adverse effects.

The Tulalip Tribes disagree as to the limited view of the adverse impacts described in the Heritage Resources Report. The adverse impacts to The Tulalip Tribes are not only from physical disruptions of the cultural deposits, but the impacts that inherently flow from large scale development over an important traditional cultural property of our people. Data recovery alone is not sufficient to mitigate for these substantial adverse impacts to a largely intact site. Tulalip is not opposed to gathering more information, but this alone will not mitigate for the damage that will be done to the site. The values of this site that will be adversely impacted include the ability of Tulalip people to maintain a meaningful connection to the cultural resources located at this place of our ancestors. Assessment must occur regarding the effect of this project on the Tribal cultural associations with the aspects of this site that qualify it as a traditional and culturally important historic property.

The same is true with regard to the treaty site. More investigation is required to determine if the treaty encampments can be located. Tulalip does not agree that the construction of the project will not alter the characteristics that qualify this site for the register. The site cannot be properly preserved based on insufficient investigation of this important feature of the site. If the treaty site is going to receive the protection it deserves, the federal government must make a much greater effort at identifying its location, and taking proper measures to protect it.

Ways of avoiding or greatly minimizing impacts are the preferred approach. Given how little of the Tribes off-reservation cultural heritage on the Puget Sound is protected, this is an opportunity for the federal government to be proactive and consult with the Tribes on ways in which cultural site protection and mitigation can be for the benefit and use of Tulalip people living today, rather than through the usual tourist plaque or kiosk.

On-going Consultation Responsibilities of Federal Government:

We understand that the Federal Transit Administration is including its Sec. 106 responsibilities as part of the NEPA process. While Tulalip has no objection to this in principle, we want to emphasize that all of the consultation and assessment responsibilities contained in the National Historic Preservation Act are independently applicable. The National Historic Preservation Act is a "stop, look and listen" statue separate from NEPA that focuses on preservation of historically significant sites, including those with cultural and spiritual significance to tribes.

We expect the Federal Transit Administration to follow all tribal consultation requirements contained in the National Historic Preservation Act, and it's implementing regulations. These include consultation regarding any decision on the significance of these sites, further assessment of adverse effects, and decision regarding avoiding, minimizing or mitigating for these adverse impacts. Consultation must be viewed against the backdrop of tribal sovereignty, the federal government's fiduciary responsibilities and Tulalip Tribes legitimate interests in protecting sites of cultural and spiritual significance.

I look forward to hearing from the Federal Transit Administration directly regarding further consultations on these important issues related to this cultural site.

Sincerely,

Gus Taylor

Gus Taylor, Executive Director
For Hank Gobin, Manager
Cultural Resources Department
The Tulalip Tribes Of Washington

HG:TB:jdb

Cc: R.F. Krochalis, Regional Administrator
Federal Transit Administration
Phillip Narte, WSF
Tulalip B.O.D.'s
Shelly Lacy, General Manager, T.T.T.
Danny Simpson, Executive Director, T.T.T.
Richard Young, Envrionmental Director, T.T.T.
Tim Brewer, Reservation Attorney, T.T.T.

LUMMI INDIAN BUSINESS COUNCIL

2616 KWINA ROAD · BELLINGHAM, WASHINGTON 98226 · (360)384-1489

DEPARTMENT_____EXT._____

April 9, 2007

Daniel Drais. Environmental Manager
Federal Transit Administration
915 Second Avenue, Rm 3142
Seattle, Washington 98174

RE: Mukilteo Multimodal Ferry Terminal Project

Dear Daniel Drias:

The Lummi Nation has received notice of the above-referenced report and is responding as an affected tribe.

The LNTHPO is in receipt of Northwest Archaeological Associates, Inc.'s, "Draft Results of Additional Heritage Resources Investigations at the Mukilteo Multimodal Ferry Terminal Project Site" dated December 14, 2006 and we concur with the results on pages 37-95; however, LNTHPO is not in concurrence with the Summary and Management Implications on pages 99-112.

The compact and upland build alternatives for the new terminal will adversely impact archaeological resources. The presented information and identified materials in the archaeological investigation by Northwest Archaeological Associates and foremost the culture and oral history of our nation have determined that the proposed build site and surrounding areas are very significant to tribes specific to the 1855 Point Elliot Treaty signatories. It is the position of the Lummi Nation that data recovery is a insufficient method of preservation and the best method to achieve preservation and protection of our irreplaceable cultural resources is to simply leave the area undisturbed; therefore, LNTHPO recommends that a new location for the Mukilteo Ferry Terminal be identified.

These comments are based on the information available at the time of the review. The LNTHPO should review any changes related to the proposed project activities. Should you have any questions or concerns, please do not hesitate to call me at 360.384.2298.

Sincerely,

Lena Tso, Compliance Officer
Tribal Historic Preservation Office
Culture Department, Lummi Nation

cc: James Hillaire, Director, Culture Department, Lummi Nation
Rob Whitlam, State Archaeologist, DAHP

STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

February 2, 2009

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:
Log: 022305-22-FTA
Property: Mukilteo Multimodal Project
Re: Report Review

Dear Mr. Krochalis:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the report entitled, *Additional Heritage Resources Investigations at the Mukilteo Multimodal Ferry Terminal Project Site*, by NWAA and EHC. The report has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

The report is well written and comprehensive and represents a significant body of scholarship on the Mukilteo area and the cultural resources that remain. My only comment at this time would be to point out that location information presented on page 1 of the document is incorrect and does not match information presented graphically in Figure 1. The text indicates that the project is located in Sections 4 and 33 of Township 28 North, Range 4 East . . . . More accurately, the project is located in Section 4 of Township 28 North, Range 4 East and Section 33 of Township 29 North, Range 4 East.

Thank you for the opportunity to review and comment. Your correspondence indicated that you are not submitting eligibility and effect determinations at this time. We will await notification from you regarding these determinations.

Sincerely,

Matthew Sterner, M.A., RPA
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

FEB 5 2009 AM 9:33

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION
Protect the Past, Shape the Future

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The Tulalip Tribes are the successors in interest to the Snohomish, Snoqualmie and Skykomish tribes and other tribes and band signatory to the Treaty of Point Elliot.

February 19, 2010

Jennifer Horwitz
Federal Transit Administration
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

RE: Mukilteo Multimodal Project

Dear Ms. Horwitz,

Thank you for holding the meeting on February 10, 2010 at Mukilteo, concerning the Mukilteo Multimodal Project.

The Tulalip Tribes is a federally recognized Indian Tribe with federally reserved rights under the Treaty of Point Elliot. Tulalip was formed after the Treaty of Point Elliot was signed and is the successor in interest of the aboriginal Snohomish, Skykomish, Snoqualmie, and other tribes of the area.

As you may know, the Mukilteo water front is an area of great cultural and historical importance for the Tulalip Tribes and its members. The waterfront area was occupied year around by the aboriginal Snohomish Tribe and was the area where the Treaty of Point Elliot was negotiated and signed. The archeological work that was completed by the Washington State Department of Transportation, has documented a large shell midden along most of the Mukilteo water front from Lighthouse Park through most of the Mukilteo Tank Farm property. The midden establishes Tribal use and occupation at this site for at least 1000 years. A midden of this size generally has burial remains associated with it. Tulalip is opposed to any construction activities that may disturb any of the cultural resources, archeological artifacts or human remains on the site.

Tulalip also has concerns about how a new ferry terminal may affect tribal fisheries and the habitat that sustains those fisheries. The project area is within the treaty protected "usual and accustomed" fishing grounds of the Tulalip Tribes. The Federal Highway Administration has a responsibility to ensure the Tulalip Tribes' treaty rights are not abrogated or impinged. Ferry vessel facilities and traffic interferes with the Tribes' ability to harvest fish, including shellfish. These ongoing impacts to treaty fishing, as well as impacts from the proposed project, have not been addressed. Interference with the Tribes' right to harvest without the Tribes' consent is a Treaty violation.

A new terminal may also affect fish migration and predation patterns due to the amount of overwater cover preventing daylight from penetrating the water below. The Tulalip Tribes may have other concerns regarding impacts to the shoreline environment and protection of habitat depending on the site location and design. Tulalip looks forward to further meaningful consultation as decision making regarding this site continues. Thank you for your consideration of these comments.

Sincerely yours,

Melvin R Sheldon Jr

Melvin R. Sheldon, Jr.
Chairman

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

**915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)**

March 12, 2010

The Honorable Melvin Sheldon
Tulalip Tribes
6406 Marine Drive
Tulalip, WA 98271-9694

RE: Mukilteo Multimodal Project Letter

Dear Chairman Sheldon:

Thank you for your letter dated February 19, 2010, regarding the Mukilteo Multimodal Project. We appreciate the interest you and your staff are taking in this project. Daryl Williams' participation at the February 10, 2010 tribal and agency re-initiation meeting was very valuable.

Currently, the project team is in the process of developing concepts for the replacement of the Mukilteo Ferry Terminal. The existing facility is aged and seismically unsound. In addition, there are operational problems that create safety problems for the traveling public. As we develop new concepts, we hope that the Tulalip Tribes will help us consider their relative merits and deficiencies.

The Federal Transit Administration and the Washington State Ferries are committed to a robust analysis of all concepts that meet the project's purpose and need. This includes compliance with the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA), the Endangered Species Act (ESA) and other federal requirements, including government to government consultation.

We also look forward to continued consultation and dialogue with your tribe as this project proceeds. Phillip Narte, from the Washington State Ferries, has recently been in contact with Daryl to schedule a meeting with the Tulalip Tribes Board of Directors in April or May. We hope these dates will work for the Board of Directors calendar.

Thank you again for your interest in the Mukilteo Multimodal Project. If you have questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the Environmental Impact Statement, please call Linda Gehrke of this office at (206) 220-4463 or email at linda.gehrk@dot.gov. You may also contact Jennifer Horwitz at (206) 220-7515 or email at Jennifer.Horwitz.CTR@dot.gov.

Sincerely,

Linda M. Gehrke

for Rick Krochalis
Regional Administrator

U.S. Department of Transportation
Federal Transit Administration

REGION X, Alaska, Idaho, Oregon, Washington

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Washington State Department of Transportation

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TTY: 1-800-833-6388
www.wsdot.wa.gov/ferries

Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 26, 2010

The Honorable Melvin Sheldon, Jr.
Tulalip Tribes
6406 Marine Drive Northwest
Tulalip, WA 98271

Re: Mukilteo Multimodal Project
Section 106 Consultation and Tribal Outreach

Dear Chairman Sheldon:

As you may recall, in early 2006 the Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) initiated evaluation of the Mukilteo Multimodal Project. In mid-2007, the project was put on hold. In February of this year the project was reinitiated, and an informal meeting was held on February 10, 2010 to advise interested parties that we were re-initiating project review and development. The goal of the proposed project is to improve the transportation service provided by the Mukilteo Ferry Terminal in providing safe, reliable and effective service for general purpose transportation, transit, high occupancy vehicles (HOV), pedestrians and bicyclists.

FTA and WSF are committed to working with the Point Elliott Treaty Tribes in the development of this project. To facilitate this coordination, we would like to meet with each tribe individually. Over the past six months, we have been able to meet with five of the Point Elliott Treaty Tribes. We're currently trying to schedule meetings with the remaining tribes. The purpose of this letter is to request a meeting with you and the Tulalip Tribes Board of Directors to discuss the Mukilteo Multimodal Project.

We appreciate very much the time that Daryl Williams of your staff has dedicated to this project, and we hope that he will be able to continue to be involved with the project as it moves through the Section 106 process. Given the Tulalip Tribes' historical connection in the project area and the Tribes' previously voiced concerns, we would very much like to meet with you and your Board in person.

Phillip Narte will be contacting you shortly to try to schedule this meeting. If you would like to speak with either one of us directly, we encourage you to do so using the contact information above. If you have general project questions, Phillip Narte (WSF 206.389.8563) and Jennifer Horwitz (FTA 206.220.7515) are available to assist you.

We look forward to meeting with you.

Sincerely,

R.F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Workshop Agendas

cc: Hank Gobin, Tulalip Tribes, Cultural Resources, w/attachments
Richard Young, Tulalip Tribes, Environmental Programs, w/attachments
Daryl Williams, Tulalip Tribes, Environmental Liaison, w/attachments
George White, Tulalip Tribes, Public Affairs, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/o attachments
Megan Cotton, WSDOT Tribal Liaison, w/o attachments
Paul Krueger, WSDOT
Michelle Paxson, WSDOT

U.S. Department of Transportation
Federal Transit Administration

REGION X, Alaska, Idaho, Oregon, Washington

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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 26, 2010

The Honorable Virginia Cross
Muckleshoot Indian Tribe
39015 172nd Avenue SE
Auburn, WA 98082

RE: Mukilteo Multimodal Project
Section 106 Consultation

Dear Chairwoman Cross:

The Federal Transit Administration (FTA) and the Washington State Department of Transportation, Ferries Division (WSF) are currently preparing a joint National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for the Mukilteo Multimodal Project. Recognizing the government-to-government relationship that FTA has with the tribe, and as the responsible Federal agency for Section 106 of the National Historic Preservation Act of 1966 per 36 CFR 800.2(c)(4), we write to inform you of this undertaking and request consultation).

When FTA is the sole Federal agency for US Department of Transportation (USDOT) funds provided to a WSDOT project, authority to conduct consultations and tasks to comply with Section 106 remains the responsibility of FTA. The FTA does not delegate this authority to the WSDOT as does the Federal Highway Administration. WSDOT may participate in Section 106 tribal consultations to the extent desired by the tribe and FTA.

As a part of the Section 106 consultation, FTA will provide three opportunities in the coming months for tribal engagement. First, FTA and WSF would like to meet with each of the Point Elliott Treaty Tribes individually, at a location of tribal convenience, to discuss this project. Phillip Narte, WSF Tribal Liaison, will be contacting you shortly with potential dates for this Muckleshoot Tribal briefing. In addition, FTA and WSF will hold an Agency and Tribal Scoping meeting on September 29. Finally, FTA and WSF will invite all of the Point Elliott Treaty Tribes to a Tribal Leadership Summit sometime this fall. Details on the Scoping Meeting and the Tribal Leadership Summit are still being worked out, and information will be forthcoming.

In addition to Section 106, another provision of federal lawestablishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for

participation. These requirements apply to the Mukilteo Multimodal project. Therefore, the lead agencies must identify as early as practicable any other Federal and non-Federal agencies that may have an interest in the project, and invite them to become Cooperating or Participating Agencies in the environmental review process.

FTA and WSF have identified your tribe as one that may have an interest in this project because of the potential in the project area for historic and cultural resources eligible for listing in the National Register of Historic Places. Accordingly, we invite you to become actively involved as a Cooperating Agency in the environmental review process for the project. This designation does not imply that the tribe supports the project.

As a Cooperating Agency, your tribe's involvement would focus on those areas under its special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be required of your tribe for the document's preparation. However, we do hope that you will tell us if, at any point in the process, your needs are not being met.

If you agree to continue as or become a Cooperating Agency, we will take the following actions to maximize intergovernmental cooperation:

- Invite you to agency coordination meetings and joint field reviews
- Consult with you on any relevant technical studies that will be required for the project
- Provide you with study results, meeting minutes, and project information
- Invite you to agency and public involvement activities
- Provide a review copy of the draft technical studies of your interest for comment with a request for your expedited response
- Provide a review copy of the Draft EIS and Final EIS for comment (with a 30- day response request)

FTA intends to use the Final EIS as the basis for the Record of Decision (ROD) that will become the administrative decision document. We expect the documents to address your concerns related to the selection of an alternative, environmental consequences and mitigation.

Should you decline participation as a Cooperating Agency, FTA invites you to act as a Participating Agency to the project. In this capacity, your responsibilities would be to review and comment on the development of and preliminary versions and contents of the EIS.

If you accept this invitation to be a Participating Agency, your tribe will be able to:

- Provide meaningful and early input on the project's purpose and need, the range of alternatives to be considered, and the methodologies and the level of detail required in the alternatives analysis
- Participate in coordination meetings and joint field reviews, as appropriate
- Review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation

Participating Agencies are should identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Declining our invitation to be a Participating Agency does not diminish the tribe's right to meaningful government-to-government consultation.

If your tribe elects to participate in the project as a Cooperating Agency or Participating Agency, **please forward your response to us in writing by surface mail by September 29, 2010**. If your tribe does not wish to be involved in this project, the law directs us to get that decision confirmed by you in writing. A

reply sheet and a pre-addressed envelope are enclosed to ease your reply. Please also indicate on the reply sheet which documents (in addition to the EIS) your tribe would be interested in reviewing.

For your review and comment, we have attached the Tribal Consultation Plan, the project's Purpose and Need statement, and a graphic explaining the deficiencies of the existing facility. We have additional project information that we would like to share with you at the Muckleshoot Tribal briefing.

We look forward to your participation in this project. If you have any questions, please contact Jennifer Horwitz, FTA Environmental Manager, at 206.220.7515 or via email at Jennifer.horwitz.CTR@dot.gov. You may also contact Phillip Narte, WSF Tribal Liaison, 206.389.8563 or via email at nartep@wsdot.wa.gov.

Sincerely,

Richard F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe, w/attachments
Karen Walter, Natural Resources, Muckleshoot Indian Tribe, w/attachments
Dr. Allyson Brooks, SHPO, Department of Archaeology and Historic Preservation, w/attachments
Scott Williams, Cultural Resources Office, w/ attachments
Megan Cotton, WSDOT Tribal Liaison, w/ attachments
Project File

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Mark Hatch, *dx̌ʷsšayil* - Board Member
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The Tulalip Tribes are the successors in interest to the Snohomish, Snoqualmie and Skykomish tribes and other tribes and bands signatory to the Treaty of Point Elliot.

November 19, 2010

Jennifer Horwitz
FTA
915 Second Avenue
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Seattle, WA 98174-1002

Paul Krueger
WSDOT Ferries Division (WSF)
2901 Third Avenue, Suite 500
Seattle, WA 98121-3014

RE: Mukilteo Ferry Terminal NEPA/SEPA Scoping Comments.

Dear Ms. Horwitz and Mr. Krueger:

Thank you for hosting the scoping meeting for governmental entities only and the following meeting with the Point Elliot Treaty Tribes.

Background
The Tulalip Tribes is a federally recognized Indian Tribe with rights reserved under the Treaty of Point Elliot signed in 1855. The Tulalip Tribes is the successor in interest of the aboriginal Snohomish, Skykomish, Snoqualmie, and other allied tribes and bands signatory to the treaty. *See U.S. v. Washington*, 459 F. Supp. at 1039. 1058-1060. (W.D. Wash. 1985). These Tribes were assigned to the Tulalip Reservation after it was established under the treaty. The Snohomish tribe is the predominant tribe at Tulalip.

The Treaty of Point Elliott was negotiated and signed in the general area of the existing Mukilteo ferry terminal and some of the proposed new terminal sites. The Treaty reserved certain rights for the Tribes including the rights to harvest fish, including shellfish, in tribal "usual and accustomed" fishing areas. The Tulalip Tribes usual and accustomed treaty fishing areas include the shorelines and waters of the proposed Mukilteo ferry terminal project. The Mukilteo shoreline is within the aboriginal territory of the Snohomish tribe which had a year round village in the area, as is evidenced by the large shell midden identified in the archeological report for this project. The Possession Sound/Port Gardner area is and has been a primary fishing area for the Snohomish/Tulalip Tribes for thousands of years. The Tribes harvest Chinook, Chum, Coho, Pink and Steelhead Salmon along the Mukilteo shoreline. The tribes also harvest clams, crabs and shrimp in that area.

The existing Mukilteo terminal was built without consultation with the Tulalip Tribes and has been negatively impacting tribal fisheries and fish habitat ever since, without any mitigation to the Tribe for those impacts.

Cultural and Archeological

As you know, the Mukilteo water front is an area of great cultural and historical importance for the Tulalip Tribes and its members. As stated above, the waterfront area was occupied year around by the aboriginal Snohomish Tribe and was the location of the encampment where the Treaty of Point Elliot was negotiated and signed. The archeological work that was completed by Northwest Archaeology & Associates for the Washington State Department of Transportation, has documented a large shell midden along most of the Mukilteo water front from Lighthouse Park through most of the Mukilteo Tank Farm property. The midden establishes Tribal use and occupation at this site for at least 1000 years. A midden of this size suggests burial remains may also be in the vicinity.

These sites are eligible for listing on the National Registry of Historic Places. Any NEPA evaluation of this project purporting to encompass National Historic Preservation Act Section 106 compliance must thoroughly evaluate any potential for adverse impacts to Tribal cultural and historic resources on the site, as well as adverse impacts to the cultural and traditional values of this important historical area. Tulalip is opposed to any construction activities that may disturb any of the cultural resources, archeological artifacts or human remains on the site.

Tribal Fishing

Under the Treaty of Point Elliot, the Tulalip Tribes have reserved rights to harvest fish, including shellfish, in their usual and accustomed fishing areas. The marine areas around Mukilteo and all of the proposed sites for a new ferry terminal are in the Tulalip Tribes treaty protected usual and accustomed fishing areas.

The right to take fish at all usual and accustomed fishing places has a geographic aspect and a fair share aspect. It is not permissible under the treaty to eliminate portions of treaty fishing areas or restrict treaty fishing access. The project must be evaluated to ensure no impermissible diminution or restriction of treaty fishing access occurs. *See* *Muckleshoot v. Hall*, 698 F. Supp. 1504 (W.D. Wash 1988)

The marine areas in front of the old Mukilteo Tank farm east to Everett, due to the land forms, are protected from the high winds from the south common during the fall and winter seasons. For safety reasons the fishermen with the smaller boats tend to hug the shoreline in this area during storm events while fishing. The Tulalip Tribes fishing fleet uses various types of salmon fishing gear including beach seine, drift gillnet, round haul, setnet and sports gear. The fleet also uses crab and shrimp pots and diving gear for geoduck harvests. The near-shore of the proposed site is also accessed for squid and inter-tidal resources such as hard-shell clams and sand shrimp.

Beach seines are still used, primarily along the Tulalip Reservation shoreline. A seine net is towed out from shore by boat and back to the shore again in sort of a 'U' shape. Then the net is hand pulled to shore capturing fish in the process.

Drift gillnets are the primary part of the Tulalip fishing fleet. The fishermen set out a gillnet, up to1980 feet in length for the larger boats and 1200 feet for the smaller skiffs, from their boats and drift with the currents. When the fish hit the net, they get their gills caught on the fine

monofilament webbing. After the boat has drifted though the drift cell, the fisherman will pull the fish out of the nets as they pull the net back on to the boat. Docks, piers, anchor buoys and other objects fixed near shore, are obstacles that the fishermen need to avoid while drifting with their nets set out near shore. While drifting with their nets set out, the fishermen have very limited abilities to navigate around obstacles. Any fixed obstacle in the water can force the fishermen to avoid fishing in a sizable area. The route that the ferry vessels follow, also interfere with tribal fishing opportunities.

Round Haul is basically a small purse seine operation. The fishermen set out a seine net in open water and loop around to bring the outer end of the net back on board the boat. The net has loops along the bottom with a purse line running through them. When the fishermen bring the end of the net back on board, they pull the purse line to seal the bottom of the net to prevent fish from escaping under the net. Then they pull the net back on board and pull the fish out in the process. The fishermen need a fair amount of open water to operate in and they are also drifting with the currents as they pull in the nets. Again fixed obstacles in the water can prevent fisherman from using sizable areas of marine waters to fish in. The route that the ferry vessels follow, also interfere fishing opportunities.

Setnets have in recent years become a large part of the Tribes fisheries. With the decline in returning fish populations, fishermen have been looking at ways to reduce their operational costs. Setnets can be used from smaller boats and require less fuel usage than the other types of fishing. The setnets are gillnets up to 600 feet long that are anchored to shore extended out by boat and then anchored at the outer end. The fishermen check their nets several times during the day, removing the fish from the nets as they check it. This type of fishing is used in parts of Port Gardner including Mukilteo.

Sports gear is also used by Tulalip fisherman. Although not used for commercial fisheries, several Tulalip fishermen like to use sport gear to harvest fish for subsistence purposes in their usual and accustomed fishing areas.

Fish Habitat

The Mukilteo shoreline is near the mouth of the Snohomish River. A substantial portion of the anadromous fish produced by the Snohomish river system migrate along the Mukilteo shoreline heading out to the ocean as juveniles and returning to the river as adults. The shoreline along Mukilteo is a spawning area for surf smelt and sandlance. The eelgrass growing along the shoreline is used for herring spawn. The shoreline area is known to be an important area for juvenile Dungeness crab and also produces and rears clams and shrimp that the Tribes harvest.

Inherent in the rights reserved by the Tribes in the treaty, is a promise to protect habitat upon which the treaty fishing rights depend. The NEPA process must fully evaluate potential adverse impacts to treaty fisheries habitat.

Overhead structures impact how fish migrate along the shoreline the shoreline is already severely impacted by the railroad and additional obstacles may inhibit juvenile salmon abilities to migrate along the nearshore environment in the area putting further stresses on ESA listed salmon species. Research conducted by the Tulalip Tribes has shown that juvenile Chinook salmon make use of small streams between Everett & Mukilteo as rearing and refuge habitat. If the ferry dock is located near the mouth of Japanese Gulch the prop wash and overwater structures may inhibit juvenile

salmon access and migration to and from the stream. The proposed site designs, besides not addressing cultural concerns also do not address the historic loss of habitat and restoration of these beach forms, specifically the pocket estuary previously located at the site. Evaluation of terminal designs should include whether a particular site design precludes future restoration which is the case in several of the options. The ferries also stir up the water column and can scour the bottom sediments with their prop wash, which could affect eelgrass beds located near the Mount Baker Terminal and substrate composition. The Tribes appreciate that the Washington State Ferries is offering to remove the old federal government creosote piling pier, if the ferry terminal is relocated to the Mukilteo Tank Farm property.

Stormwater from the vehicle parking and staging areas for the ferry terminals can carry anti-freeze, petroleum products and heavy metals to marine waters negatively affecting fish and their habitats. The stormwater needs to be properly managed and treated to minimize impacts to the water quality of Puget Sound and the fish that live there.

Purpose and Need/Alternatives

The purpose and need statement for this proposed project is narrowly drawn and prevents consideration of other reasonable alternatives, including the no action alternative.

"The purpose and need statement serves as the cornerstone for the alternatives analysis… ." *Guidance on "Purpose and Need"*, U.S. Dept. of Transportation (memo from Mary E. Peters, Administrator, FHA, and Jennifer L. Dorn, Administrator, FTA, July 23, 2003). The requirement for a purpose and need statement, is to "briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action." 40 C.F.R. §1502.13. "[E]very effort should be made to develop a concise purpose and need statement that focuses on the primary transportation challenges to be addressed." USDOT 2003 Guidance Memo, supra. However, the statement cannot be drawn so narrowly that reasonable project alternatives are excluded from consideration. Alaska Wilderness Recreation and Tourism Association v. Morrison, 67 F.3d 723 (9th Cir.1995).

We have several concerns. First, the purpose and need statement is too narrowly drawn. It should be written in a way that allows for a re-evaluation of the public need for the Clinton / Mukilteo ferry service, and the associated costs to the State of Washington. The current cost for maintaining and operating the system may not be sustainable considering the States current funding situation and near term budget projections. The alternatives should be expanded to include an alternative for discontinuing the ferry service and an alternative for a passenger only ferry service.

Passenger only service would allow for use of smaller boats and could eliminate the need for a large staging area at the terminal. It would require a larger parking area which could be off site with bus service and greatly promote use of mass transit. People are still able to drive of the Island at Deception Pass when they need to use their vehicles on the mainland.

The Elliot Point Concept – Option 1 would cause the least amount of impacts to the archeological site of the 3 Elliott Point concepts for moving the ferry terminal. But all of the concepts for moving the terminal in the Mukilteo area would have a negative impact on the archeological resources and the cultural significance of the site.

The Mt. Baker Terminal option would also have about the same impacts as the Point Elliot Option 1 to archeological and cultural resources.

The concepts for moving the terminal to the City of Edmonds and the Port of Everett would add significant impacts to tribal fishing due to the increased length of the ferry routes and the frequency that the vessels would travel between terminals.

We would need to do a better evaluation of the available data to determine which sites would have the least impact on fish habitat. Some of the potential terminal options may also preclude future restoration efforts for restoring fish habitats, particularly day-lighting streams and re-creating pocket estuaries behind the railroad tracks in the old Mukilteo Tank Farm area.

Second, there is no continuity between this purpose and need statement, and the purpose and need statement that was developed for the proposed land transfer of the U.S. Air Force's tank farm facility. We commented to the USAF that their proposed land transfer EA failed to take into account certain connected actions, including the proposed expansion of the ferry system proposed here by WSF and FTA. There are continuing concerns between the USAF and the Tulalip Tribes over the terms and conditions of the land transfer, including whether the tank farm site will be subject to deed restrictions that would preclude disturbance of traditional cultural properties. We have commented several times, including within the past few months, that when analyzing a proposal and its alternatives, the agencies must consider connected, similar, and cumulative actions, and incorporate these actions into the description of the proposal and alternatives. Clearly, the proposed land transfer and proposed multimodal development activities are connected actions. Despite the fact that several of the design concepts proposed by FTA / WSF assume some use of the tank farm site, there is no mention of the proposed land transfer or anticipated development restrictions on the tank farm site.

We have additional concerns over the agencies' definition and use of the screening criteria. In our view, they were defined in such a way that some reasonable alternatives will not receive full study. For example, the "no build" alternative has for practical purposes already been eliminated, because the screening criteria have been written and applied in such a way that this particular alternative has already received a poor rating. The criteria are heavily weighted toward reducing terrestrial use conflicts – that is, perceived conflicts among bicycle, pedestrian and vehicle users. Nowhere in the criteria, however, is there any screening for conflicts with tribal fishing vessel traffic, or with interference with treaty fishing rights. Overwater structures, such as parking structures, and piers and dolphins, as well as ferry vessel crossings, significantly affect the exercise of treaty fishing rights. Since the screening criteria will be used to focus or delimit the areas of study in the EIS, those screening criteria should be written and applied to account for all potential conflicts, including conflicts between ferry operations and the exercise of treaty fishing rights.

Tribal Consultation Plan

We appreciate the lead agencies' preparation of a tribal consultation plan. There are significant problems with the plan, however, that we must bring to your attention.

A "Tribal Consultation Plan" appears in the online library for this project. That Plan was apparently developed to conform to agency guidance found in the "Tribal Consultation Plan" developed on a national level by the U.S. Department of Transportation. The USDOT national plan was in turn

developed under the guidance and direction of the Presidential Memorandum on Tribal Consultations, dated November 2009. The general goals and actions described in section 5 of the USDOT national plan are as follows:

> The USDOT will continue to support the fundamental principles of self-government, self-determination, and tribal sovereignty specified in Executive Order 13175. The USDOT will implement this plan to establish meaningful consultation and collaboration with tribal officials in the development of Federal policies that have tribal implications, and to strengthen the government-to-government relationship between the United States and American Indians, Alaska Natives, and Indian tribal governments.

"Tribes" are defined in the USDOT national plan, and in the Presidential Memorandum, and in Executive Order 13175, as Indian tribes that have received formal recognition by the Secretary of Interior. Unfortunately, however, in the Plan developed for this project, the agencies have extended consultation opportunities to non-federally recognized groups asserting tribal status.

The Tulalip Tribes has a strong objection to including non-federally recognized groups at the table, when planning for the development of marine shoreline within the Tulalip Tribes' U&A. This is particularly true considering that the agency proposes to take action at the Point Elliott treaty site, within the primary fishing grounds of the Tulalip Tribes (as the legal successor to the Snohomish and other treaty signatory tribes), located so close to the Tulalip Reservation. We ask that the agencies clarify the Plan to better define the roles of federally recognized Tribes, in contrast to any involvement in this project by those who assert tribal affiliation but who lack federal recognition.

NEPA Cooperating/Participating Agency Status

The Tulalip Tribes has been invited to become a cooperating or participating agency for this project, consistent with the provisions of the SAFETEA-LU transportation bill. That bill, and the Tribal Consultation Plan, provides federally recognized tribal governments with an additional method to engage in the environmental review process, but it does not supersede government-to government or Section 106 consultation.

We would like to accept your invitation, and to continue discussions with you, to determine the potential scope of the Tulalip Tribes' involvement with this proposed project, as a NEPA cooperating agency.

Thank you for the opportunity to comment. If you have any further questions please call Daryl Williams at 360-716-4632 or e-mail to dwilliams@tulaliptribes-nsn.gov.

Sincerely,
THE TULALIP TRIBES OF WASHINGTON

Melvin Sheldon Jr

Melvin Sheldon, Jr.,
Chairman

Tulalip Tribes
(name of tribe)

- ☒ **will act as a Cooperating Agency** for the Mukilteo Multimodal Project
- ☐ **will act as a Participating Agency** for the Mukilteo Multimodal Project
- ☐ **will not be involved** in the Mukilteo Multimodal Project
  - ☐ please **keep us on** the project mailing list
  - ☐ please **take us off** the project mailing list

If your tribe will be acting as a cooperating or participating agency for the project, please indicate which of the following supporting documents (in addition to the EIS) your tribe would like to review.

- ☐ Transportation Discipline Report
- ☒ Ecosystems Discipline Report
- ☒ Cultural Resources Discipline Report
- ☐ Noise Discipline Report
- ☒ Hazardous Materials Discipline Report
- ☒ Environmental Justice Memo
- ☒ Section 4(f) Evaluation

Signature: Daryl Williams Date: 11-19-2010

Printed name and title: Daryl Williams
Environmental Liaison

Please return this form in the enclosed envelope to:

Federal Transit Administration, Region X
ATTN: Jennifer Horwitz
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

January 27, 2011

Mr. John H. Bonapart, Jr
Deputy Director, Installations and Mission Support
Department of the Air Force
HQ AMC/DA7
507 Symington Drive
Scott AFB, IL 62225-5022

In future correspondence please refer to:
Log: 022305-22-FTA
Property: Mukilteo Multimodal Project
Re: Determined Eligible

Dear Mr. Bonapart:

Thank you for contacting our office and providing a discussion of your eligibility determination for archaeological sites associated with the Mukilteo Tank Farm, Snohomish County, Washington. I have reviewed the materials you provided to our office and I concur with your determination that the three archaeological sites located on the Mukilteo Tank Farm property, 45SN393, 45SN398, and 45SN404, are eligible for listing in the National Register of Historic Places (NRHP). I understand that you are not forwarding a recommendation at this time regarding the NRHP eligibility of one additional site, 45SN108 (the Point Elliot Treaty Site), based on unclear site boundaries issues.

I look forward to further consultation regarding your determination of effect as you continue in your Section 106 compliance.

I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. If you have not registered for a copy of the database, please log onto our website at www.dahp.wa.gov and go to the Survey/Inventory page for more information and a registration form. To assist you in conducting a survey, DAHP has developed a set of cultural resource reporting guidelines. You can obtain a copy of these guidelines from our website. Finally, please note that

DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD along with an unbound paper copy. For further information please go to http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

U.S. Department of Transportation
Federal Transit Administration

REGION X, Alaska, Idaho, Oregon, Washington

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www.wsdot.wa.gov/ferries

Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Cliff Cultee
Lummi Tribe of the Lummi Reservation
2616 Kwina Road
Bellingham, WA 98226

RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment

Dear Chairman Cultee:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with the Lummi Nation, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Lena Tso, Lummi Nation THPO

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison

U.S. Department of Transportation
Federal Transit Administration

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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Virginia Cross
Muckleshoot Indian Tribe of the Muckleshoot Reservation
39015 172nd Ave SE
Auburn, WA 98092

RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment

Dear Chairwoman Cross:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with most of the tribes interested in this project (we have unfortunately not succeeded in arranging a meeting with your tribe), we think you will likely be most interested in the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Laura Murphy, Muckleshoot, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison

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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Tom Wooten
Samish Indian Tribe, Washington
PO Box 217
Anacortes, WA 98221

RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment

Dear Chairman Wooten:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with the Samish Tribe, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

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FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Jackie Ferry, Samish Tribe, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison

U.S. Department of Transportation
Federal Transit Administration

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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Janice Mabee
Sauk-Suiattle Indian Tribe of Washington
5318 Chief Brown Lane
Darrington, WA 98241

RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment

Dear Chairwoman Mabee:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with most of the tribes interested in this project (we have unfortunately not succeeded in arranging a meeting with your tribe), we think you will likely be most interested in the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

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WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Norma Joseph, Suak-Suiattle, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison

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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Shelley Burch
Snoqualmie Tribe, Washington
8130 Railroad Ave, Ste 103
P O Box 969, Snoqualmie 98065

RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment

Dear Chairwoman Burch:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

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Based upon our recent conversations and meetings with the Snoqualmie Tribe, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

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If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Ray Mullen, Snoqualmie Tribe, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison

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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Shawn Yanity
Stillaguamish Tribe of Washington
PO Box 277
Arlington, WA 98223

RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment

Dear Chairman Yanity:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

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Based upon our recent conversations and meetings with the Stillaguamish Tribe, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Lora Pennington, Stillaguamish Tribe Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison

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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Leonard Forsman
Suquamish Tribe of the Port Madison Reservation
PO Box 498
Suquamish, WA 98392-0498

RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment

Dear Chairman Forsman:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). Each of these resources has been determined eligible, or has been recommended as eligible, for the National Register of Historic Places (NRHP). The report also assesses nine structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP.

Based upon our recent conversations and meetings with the Suquamish Tribe, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Dennis Lewarch, Suquamish Tribe THPO

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison

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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Brian Cladoosby
Swinomish Indians of the Swinomish Reservation
11430 Moorage Way
La Conner, WA 98257

RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment

Dear Chairman Cladoosby:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

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Based upon our recent conversations and meetings with the Swinomish Tribe, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Larry Campbell, Swinomish Tribe Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison

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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Melvin Sheldon, Jr.
Tulalip Tribes of the Tulalip Reservation
6406 Marine Drive
Tulalip, Washington 98271

RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment

Dear Chairman Sheldon:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

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Based upon our recent conversations and meetings with the Tulalip Tribes, we would like to call your attention especially to the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

Although still early in design, the project team is striving to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site. However, even if that is possible, the report identifies potential paving over the site, and the potential to affect previously disturbed portions of it. In addition, there are likely direct impacts to the Old Mukilteo Townsite or the Japanese Gulch Site, depending upon the selected alternative.

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If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Hank Gobin, Tulalip Tribes, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison

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Paula J. Hammond, P.E.
Secretary of Transportation

David H. Moseley
Assistant Secretary for
Washington State Ferries

August 3, 2011

The Honorable Jennifer Washington
Upper Skagit Indian Tribe of Washington
25944 Community Plaza
Sedro Woolley, WA 98284

RE: Mukilteo Multimodal Project
Cultural Resources Discipline, Request for Comment

Dear Chairwoman Washington:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the updated Cultural Resources Discipline Report (dated July 20, 2011). (Please don't be taken aback by its size; the majority of the document consists of supporting materials.) We ask that you review the report and provide comments regarding the cultural resources identified and the recommendations of potential effect presented in the report by September 10, 2011.

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Based upon our recent conversations and meetings with most of the tribes interested in this project (we have unfortunately not succeeded in arranging a meeting with your tribe), we think you will likely be most interested in the sections of the report that present information about the Point Elliott Treaty Site (pp. 111-145, 151-155) and the Mukilteo Shoreline Site (pp. 40-94, 158-160). We certainly also welcome your comments on all other sections and elements of the report.

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FTA and WSF are very interested in your comments regarding the potential effects to the resources identified within the project area of potential effects, as well as your comments on the nature and content of the sites identified. Importantly, we also need your input and comments on the religious or cultural significance or value of any of the sites and/or the nature and significant elements of any traditional cultural properties located there.

WSF Tribal Liaison Phillip Narte will be contacting your tribe's cultural resource representatives in the next few days to offer an informal meeting to discuss the report. We anticipate that this meeting would be at the staff level and would not include executives. However, if a different arrangement is preferred, please let us know.

If you have questions, please contact Jennifer Horwitz of FTA (206.220.7515; jennifer.horwitz.ctr@dot.gov). You may also contact Phillip Narte, WSF Tribal Liaison (206.389.8563; nartep@wsdot.wa.gov) or WSDOT Archaeologist Michael Chidley (206.440.4525; chidlm@wsdot.wa.gov). You can also find additional information about the project at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator
Federal Transit Administration

David H. Moseley
Assistant Secretary for
Washington State Ferries

Enclosures: Cultural Resources Discipline Report

cc w/enclosures: Scott Schuyler, Upper Skagit, Cultural Resources

cc w/o enclosures: Dr. Allyson Brooks, State Historic Preservation Officer
Scott Williams, WSDOT Cultural Resources Office
Megan Cotton, WSDOT Tribal Liaison

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Suite 3142
Seattle, WA 98174
206-220-7954
206-220-7959(fax)

August 11, 2011

Dr. Allyson Brooks
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
1063 S. Capital Way, Suite 106
Olympia, WA 98504-8343

RE: Mukilteo Multimodal Project
Cultural Resources Discipline Report, Determinations of NRHP Eligibility
Request for Concurence
DAHP Log #: 121603-01-FTA

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Snohomish County. Enclosed please find a copy of the Mukilteo Multimodal Project Environmental Impact Statement Cultural Resources Discipline Report, Mukilteo, Snohomish County, Washington (July 2011), completed by Northwest Archaeological Associates and SWCA Environmental Consultants. We ask that you review the report and comment on the cultural resources identified and the recommendations of potential effect by September 15, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). In compliance with Section 106 of the NHPA, we request your concurrence on FTA's determinations of National Register eligibility for these five properties. Based on our evaluation and, in some cases, prior assessments and determinations, FTA has determined that each of those properties is eligible for National Register listing, per the criteria of significance identified for each property in the report.

The report also reiterates prior assessments on nine buildings and structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP. Additional correspondence regarding those resources and determinations of eligibility will follow shortly, consistent with recent conversations between DAHP and WSDOT staff.

Although still early in design, the project is seeking to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site (45SN393). However, even if that is possible, the current project alternatives include potentially paving over 45SN393, and also potentially impacting previously disturbed portions of that site. In addition, there could be direct impacts to the Old Mukilteo Townsite and Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF invite your comments on the evaluation of the archaeological sites present within the project's area of potential effects, and request your concurrence with the recommended determinations of eligibility for the historic properties identified. We would be pleased to meet with you if you would like to discuss the report and its findings, our tribal consultation efforts or the project in general.

If you have any questions, please contact me at 206.220.4465 or via email at daniel.drais@dot.gov. You may also contact Michael Chidley, WSDOT Archaeologist (206.440.4525; chidlem@wsdot.wa.gov). Additional information about the project may be found at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

Daniel G. Drais
Environmental Protection Specialist
Federal Transit Administration

Enclosure: Cultural Resources Discipline Report (disk)

cc (by email, w/o encl.):
Matthew Sterner, DAHP
David Moseley, Assistant Secretary for WSF, WSDOT
Scott Williams, Cultural Resources Manager WSDOT

U.S. Department
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**Federal Transit
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August 11, 2011

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State Historic Preservation Officer
Department of Archaeology and Historic Preservation
1063 S. Capital Way, Suite 106
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RE: Mukilteo Multimodal Project
Cultural Resources Discipline Report, Determinations of NRHP Eligibility
Request for Concurence
DAHP Log #: 121603-01-FTA

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The report identifies several archaeological and historic sites within the project's area of potential effects: Point Elliott Treaty Site (45SN108), Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), Japanese Gulch Site (45SN398), and Mukilteo Light Station (45SN123). In compliance with Section 106 of the NHPA, we request your concurrence on FTA's determinations of National Register eligibility for these five properties. Based on our evaluation and, in some cases, prior assessments and determinations, FTA has determined that each of those properties is eligible for National Register listing, per the criteria of significance identified for each property in the report.

The report also reiterates prior assessments on nine buildings and structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which are recommended not eligible for the NRHP. Additional correspondence regarding those resources and determinations of eligibility will follow shortly, consistent with recent conversations between DAHP and WSDOT staff.

Although still early in design, the project is seeking to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site (45SN393). However, even if that is possible, the current project alternatives include potentially paving over 45SN393, and also potentially impacting previously disturbed portions of that site. In addition, there could be direct impacts to the Old Mukilteo Townsite and Japanese Gulch Site, depending upon the selected alternative.

FTA and WSF invite your comments on the evaluation of the archaeological sites present within the project's area of potential effects, and request your concurrence with the recommended determinations of eligibility for the historic properties identified. We would be pleased to meet with you if you would like to discuss the report and its findings, our tribal consultation efforts or the project in general.

If you have any questions, please contact me at 206.220.4465 or via email at daniel.drais@dot.gov. You may also contact Michael Chidley, WSDOT Archaeologist (206.440.4525; chidlem@wsdot.wa.gov). Additional information about the project may be found at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to talking to you in the near future.

Sincerely,

Daniel G. Drais
Environmental Protection Specialist
Federal Transit Administration

Enclosure: Cultural Resources Discipline Report (disk)

cc (by email, w/o encl.):
Matthew Sterner, DAHP
David Moseley, Assistant Secretary for WSF, WSDOT
Scott Williams, Cultural Resources Manager WSDOT

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174
206-220-7954
206-220-7959(fax)

August 30, 2011

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
1063 S. Capital Way, Suite 106
Olympia, WA 98504-8343

RE: Mukilteo Multimodal Project
Cultural Resources Discipline Report, Determinations of NRHP Eligibility
DAHP Log #: 121603-01-FTA

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find a copy of the *Mukilteo Multimodal Project Environmental Impact Statement Cultural Resources Discipline Report, Mukilteo, Snohomish County, Washington* (July 2011), completed by Northwest Archaeological Associates and SWCA Environmental Consultants. We invite you to review the report and provide comments regarding the cultural resources it identifies and the recommendations of potential effect. We would appreciate a reply, if possible, by September 29, 2011.

The report identifies several archaeological and historic sites within the project's area of potential effects: the Point Elliott Treaty Site (45SN108), the Mukilteo Shoreline Site (45SN393), the Old Mukilteo Townsite (45SN404), the Japanese Gulch Site (45SN398), and the Mukilteo Light Station (45SN123). In compliance with Section 106 of the NHPA, we request your concurrence on FTA's determinations of NRHP eligibility for these five properties. Based on our evaluation and, in some cases, prior assessments and determinations, FTA has determined that each of those properties is eligible for National Register listing.

The report also reiterates prior assessments on nine buildings and structures in the project area, including the Mukilteo Ferry Terminal and the Mukilteo Explosive Loading Terminal, all of which FTA recommends not eligible for the NRHP. Additional correspondence regarding those resources and determinations of eligibility will follow shortly.

Although still early in design, the project is seeking to avoid all direct impacts to intact portions of the Mukilteo Shoreline Site (45SN393). However, even if that is possible, the current project alternatives include the possibility for paving over 45SN393, and the potential to impact previously disturbed

portions of that site. In addition, there could be direct impacts to the Old Mukilteo Townsite and Japanese Gulch Site, depending upon the alternative selected.

Please let us know if you would like to meet to discuss the report, its findings, our ongoing tribal consultation efforts, or the project in general.

If you have any questions, please contact Daniel Drais, FTA Environmental Protection Specialist, at 206.220.4465 or daniel.drais@dot.gov, or Michael Chidley, WSDOT Archaeologist, 206.440.4525 or chidlem@wsdot.wa.gov. Additional information can be found on the project website at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/.

Thank you for your interest in and assistance with this project. We look forward to hearing from you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator

Enclosure: Cultural Resources Discipline Report (Disk)

cc (without encl.):
Matthew Sterner, DAHP
David Moseley, WSF
Scott Williams, WSDOT

STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

September 14, 2011

Mr. Richard F. Krochalis
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, Washington 98174-1002

In future correspondence please refer to:
Log: 040110-29-FTA
Property: Mukilteo Multimodal Project II
Re: Determined Eligible

Dear Mr. Krochalis:

Thank you for contacting our office and providing a copy of the report entitled, Environmental Impact Statement (EIS), Cultural Resources Discipline Report, Mukilteo, Snohomish County, Washington, prepared by Miss et al. I have reviewed the materials you provided to our office and have some comments both on the report as well as on your determinations of eligibility for the archaeological sites described in the report. I would first like to draw attention to the change in the Department of Archaeology and Historic Preservation (DAHP) log number. The DAHP log number referenced on your cover letter (121603-01-FTA) has been superseded by the number that appears at the top of this correspondence. With your request to reinitiate of the Section 106 review process last March, we defined the undertaking as "new" and assigned a new DAHP tracking log number. Please use this new number in all future correspondence to help us in maintaining separation between the "old" and "new" undertakings.

Overall, I have no substantive comments on the discipline report sent in support of the EIS. The distillation of numerous previous reports and the extensive new research included in this volume is thorough, professional, and well presented. The only significant comment that I have questions the inclusion of location data and the site form for 45SN575, the Japanese Gulch Community site. The presentation of this data suggests a natural association between 45SN575 and those sites on the north side of the Burlington Northern Railroad tracks, yet no discussion of the site's relevance is presented in the body of the document. Since the location and archaeological investigation of this site has not previously been disclosed to our agency, some discussion of the site's importance and relevance to the discussion of the current undertaking is appropriate.

In your correspondence, you request concurrence on your determinations of National Register of Historic Places (NRHP) eligibility for four archaeological and one built environment resources. The single built-environment resource, the Mukilteo Light Station (45SN123), has already been listed on the NRHP and

requires no further discussion. Three of the archaeological sites, the Mukilteo Shoreline Site (45SN393), the Old Mukilteo Townsite (45SN404), and the Japanese Gulch Site (45SN398), have all been previously submitted to DAHP for eligibility and have been concurred upon as eligible. However, the discipline report incorrectly (pages 155 and 156) presents the NRHP criteria under which two of these sites were determined eligible and concurred upon by DAHP. It is correct that the Mukilteo Shoreline Site (45SN393) was determined eligible under criterion D only. However, the Old Mukilteo Townsite (45SN404) and the Japanese Gulch Site (45SN398) were determined eligible for the NRHP under criteria A and D. While the individual criteria under which each site was determined eligible were not explicitly stated in the Sterner 2011 letter (referenced in the discipline report), these justifications accompanied the original eligibility determination submittal and are part of the DAHP record. Since the original eligibility determinations were well reasoned and presented, I am not eager to revisit eligibility criteria at this time.

Regarding the eligibility of the final site, the Point Elliott Treaty Site (45SN108), we concur with your professional opinion that the site is eligible for listing in the NRHP under criteria A, B, and D.

We will await further information on the nine historic properties in the project area, including the Mukilteo Ferry Terminal and the Explosives Loading Terminal.

I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

Historic Inventory Report

Location

Field Site No. DAHP No.

Historic Name: Mukilteo Explosive Loading Terminal Barracks

Common Name: NOAA Mukilteo Biological Field Facility, Northwest Fisheries Science Center

Property Address: 10 Park Ave, Mukilteo, WA 98275

Comments:

Tax No./Parcel No. 28040400102900

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T29R04E	33			Snohomish	MUKILTEO

Coordinate Reference

Easting: 1198781

Northing: 959240

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Mukilteo Ferry Project Date Recorded: 10/12/2011

Field Recorder: C. Holstine/L. Forsman

Owner's Name: U.S. Air Force

Owner Address: 62 ces/cev 555 Barnes Blvd.

City: JBLM State: WA Zip: 98438

Classification: Building

Resource Status: Survey/Inventory

Comments: originally recorded in 2003

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Description

Historic Use: Military

Current Use: Government - Government Office

Plan: Rectangle

Stories: 2

Structural System: Braced Frame

Changes to Plan: Intact

Changes to Interior: Extensive

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other: Extensive

Other (specify): new windows and doors in most openings; new stairs and porches

Style:	Cladding:	Roof Type:	Roof Material:
None	Shingle - Concrete/Asbestos	Gable - Side Gable	Asphalt / Composition

Foundation:	Form/Type:
Concrete - Poured	Other

Narrative

Study Unit

Military

Other

Date of Construction: 1942 Built Date

Builder:

Engineer:

Architect:

Property appears to meet criteria for the National Register of Historic Places:No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Statement of Significance: In 1942 the US Army built the Mukilteo Explosive Loading Terminal (MELT) Barracks to house soldiers stationed here to provide ordinance to American forces in the Pacific Theater during WWII and for some time thereafter (until ca. the late 1940s). As such, the MELT was one of numerous such facilities operating during the Second World War. From 1951 through 1973 the US Air Force converted the Terminal to an aviation fuel storage and transfer facility, known as the Defense Fuel Supply Point, Mukilteo Tank Farm. Ordinance and fuel storage and loading were not in themselves an event or development of historical importance, particularly on the shores of Puget Sound, which is home to other more significant defense facilities (e.g., Joint Base Lewis McCord, Whidbey Island Naval Air Station, Puget Sound Naval Shipyards at Bremerton, Bangor Nuclear Submarine Base, etc.). In recent years the building has undergone considerable interior alteration as an office/laboratory housing the National Oceanic and Atmospheric Administration's (NOAA) Mukilteo Biological Field Facility, Northwest Fisheries Science Center. Although the Barracks building retains some of its original appearance, modifications of numerous character-defining features have compromised the building's historical integrity. Overall the building lacks architectural distinction and is not NRHP eligible.

Description of Physical Appearance:	The MELT Barracks has all the charm of typical twentieth century military living quarters on bases across the US. Numerous modifications have altered the building's appearance from Front Street, the main entrance to the former Army (later Air Force) facility. Vinyl windows have replaced the original multi-light wood casement windows on most openings, and modern porches have been installed at the main (front) entry (where modern doors have replaced original doors) and on the west side entry. On the west wall, a boarded door on the second level indicates removal of a stairway, landing, and original door. In addition a modern wooden dock has been built in front of a sliding wood door on the building's primary façade. The Barracks is clad in China glaze asbestos shingles. Its side-facing gable roof is covered in composition shingles.
Major Bibliographic References:	Forsman, Leonard. Mukilteo Explosive Loading Terminal Barracks/NOAA Mukilteo Biological Field Facility Historic Property Inventory form. 10 October 2003. In Larson Anthropological Archaeological Services Lmtd., Mukilteo Multimodal Ferry Terminal Cultural Resource Assessment Discipline Report, Moffat & Nichol, Seattle, 2006. Howard, Spenser and Susan Johnson. Historic Property Inventory form completed for the Marine Resources Survey. Artifacts Architectural Consulting, Tacoma. On file in WISAARD, DAHP, Olympia. (Recorded as being at address XXX Front St.)

Photos

Showing addition on east wall and modern machinery associated with current occupants (NOAA, Northwest Fisheries Science Center).
South (primary facade) & east elevations
2011

2011

Modern front porch, stairs and doors on main entry.
2011

Note boarded door on second level, indicating removal of a stairway, landing, and original door.
Modern porch, stairs and doors on west wall entry.
2011

Note modern wood dock.
Sliding wood door on primary facade.
2011

Note replacement of original doors.
Double plywood doors on primary facade addition.
2011

Historic Inventory Report

Location

Field Site No.

DAHP No.

Historic Name: Bridge 525/10

Common Name:

Property Address: 0 SR 525, Mukilteo, WA 98275

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T28R04E	04			Snohomish	MUKILTEO

Coordinate Reference

Easting: 1198273

Northing: 958560

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Mukilteo Ferry Project

Date Recorded: 10/12/2011

Field Recorder: Craig Holstine

Owner's Name: WSDOT

Owner Address: 310 Maple Park Blvd.

City: Olympia

State: WA

Zip: 98504

Classification: Structure

Resource Status: Survey/Inventory

Comments:

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Description

Historic Use: Transportation - Road-Related (vehicular)

Current Use: Transportation - Road-Related (vehicular)

Plan: None

Stories: 0

Structural System: Other

Changes to Plan: Extensive

Changes to Interior: Not Applicable

Changes to Original Cladding: Not Applicable

Changes to Windows: Not Applicable

Changes to Other: Not Applicable

Other (specify):

Style:	Cladding:	Roof Type:	Roof Material:
None	None	None	None

Foundation:	Form/Type:
Concrete - Poured	None

Narrative

Study Unit	Other
Transportation	Bridges

Date of Construction: 1941 Built Date

Builder:

Engineer: R.W. Finke, DOH

Architect:

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Statement of Significance: The bridge carries SR 525 on a grade across the BNSF railroad tracks ca. 0.1 mile south of the Mukilteo Ferry Terminal. R.W. Finke served as Washington State Department of Highways Bridge Engineer when the bridge was built in 1941. George Stevens was the Department's Bridge Engineer when the structure underwent its most significant modifications in 1967. In the WSDOT inventory of 1940s-built bridges, Bridge 525/10 was determined not NRHP eligible (Krier et al 1992). Due its relatively common type (steel girder and timber stringer/trestle), and that modifications have considerably compromised its historic integrity, Bridge 525/10 is still not NRHP eligible.

Description of Physical Appearance: When constructed in 1941, the concrete deck with asphaltic concrete overlay was 24 ft wide. In 1967 it was widened to 48 ft. (“1941” appears in the north end of the concrete railing; “1967” is inscribed in the south end of the railing.) In 1994 the west side concrete sidewalk was widened from 2 ft to 3 ½ ft matching the width of the walkway on the east side. Widening required that additional timber pilings be added to the west side of the five-pile timber bents supporting the approaches, and that additional concrete columns be added and concrete caps extended to support the main span over the railroad tracks. Along the sidewalks are type BP-B aluminum hollow-tube rails with vertical rod supports attached to the tops of the original concrete balustrade railings. The steel girder main span measures ca. 46 ft long and the timber stringer approaches are ca. 90 ft long.

Major Bibliographic References:	Bridge Engineering Information System (BEISt). On line design drawings and inspection photos and reports. WSDOT Bridge and Structures Office, Tumwater. Forsman, Leonard. Burlington Northern Overpass Bridge #525/10. Historic Property Inventory form, 2003. In Larson Anthropological Archaeological Services Lmtd., Mukilteo Multimodal Ferry Terminal Cultural Resource Assessment Discipline Report, Moffat & Nichol, Seattle, 2006. Krier, Robert H., Craig Holstine, Robin Bruce, and J.Byron Barber. Inventory and Evaluation of Bridges Built in Washington State 1941-1950. Short Report 92-9. Archaeological and Historical Services, Eastern Washington University, Cheney, 1992.

Photos

West elevation.
2011

2001

2011

Historic Inventory Report

Location

Field Site No. DAHP No. 31-00474

Historic Name: Mukilteo-Everett Stageline Bus Barn

Common Name: Diamond Knot Ale House

Property Address: 621 Front, Mukilteo, WA 98275

Comments:

Tax No./Parcel No. 00459800100600

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T28R04E	04			Snohomish	MUKILTEO

Coordinate Reference

Easting: 1198079

Northing: 958821

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Mukilteo Ferry Project Date Recorded: 10/12/2011

Field Recorder: Craig Holstine

Owner's Name: Pohl Family Ltd. Partnership

Owner Address: 3601 S/ 272nd St.

City: Kent State: WA Zip: 98032

Classification: Building

Resource Status: Comments:
Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Description

Historic Use: Transportation - Road-Related (vehicular)
Current Use: Commerce/Trade - Restaurant
Plan: Rectangle
Stories: 2
Structural System: Concrete - Block
Changes to Plan: Slight
Changes to Interior: Extensive
Changes to Original Cladding: Extensive
Changes to Windows: Extensive
Changes to Other:
Other (specify):

Style:	Cladding:	Roof Type:	Roof Material:
Commercial	Wood - Boards	Barrel Vault	Unknown

Foundation:	Form/Type:
Concrete - Poured	Commercial

Narrative

Study Unit
Commerce

Other

Date of Construction: 1942 Built Date

Builder:

Engineer:

Architect:

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Statement of Significance: Tax assessor records indicate that this building was constructed in 1942. Between then and ca. 1963, it served as the bus barn for the Mukilteo-Everett Stageline. Russell Edgerton owned this company 1939-1963. During WWII buses transported workers from Mukilteo to Everett to work in the shipyards. Later the local school district parked its buses in the barn. In 1964-65 the school buses moved to the Wilson School. Several restaurants have occupied the building, including the present occupants, the Diamond Knot Ale House (its primary tenant) and a small espresso shop. Due to extensive modifications that have deprived the building of its historic integrity, the structure is not NRHP eligible.

Description of Physical Appearance: Standing on a concrete foundation at the southeast corner of Front St. and SR 525 (a.k.a. Mukilteo Speedway), the building is a rectangular two-story commercial vernacular-style structure with a barrel-vaulted roof. Extensive alterations on both interior and exterior have left little of its historic fabric intact. Various types of sidings now cover the original concrete block walls, and nearly all of the original multi-light metal casement windows have been replaced, as have most of the original exterior doors. Some original door openings have been filled or covered over. A large addition has been built onto the building's west side façade.

Major Bibliographic References:	Koler, Julie. Bus Barn/Diamond Knot Ale House Historic Property Inventory form. 28 October 2005. In Larson Anthropological Archaeological Services Lmtd., Mukilteo Multimodal Ferry Terminal Cultural Resource Assessment Discipline Report, Moffat & Nichol, Seattle, 2006.
	Niedernhofer, Nancy and Kathryn Schneider. Cheers Too Historic Property Inventory form. Field Site No. 94-80. On file (in 2005), DAPH, Olympia.

Photos

East and north elevations.
2011

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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November 21, 2011

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
1063 S. Capital Way, Suite 106
Olympia, WA 98504-8343

RE: Mukilteo Multimodal Project
REQUEST FOR CONCURRENCE:
Built Environment Assessment, Determinations of NRHP Eligibility
DAHP Log #: 121603-01-FTA

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with the Washington State Department of Transportation Ferries Division (WSF), is continuing consultation regarding the Mukilteo Multimodal Project in Mukilteo, Snohomish County, WA. Enclosed please find the Historic Property Inventory report forms for built environment resources identified in the project's area of potential effects. We invite your review and comments regarding our determinations of eligibility for these resources by December 18, 2011.

Our letter of August 30, 2011 noted that we would be following up with correspondence regarding the structures present within the area of potential effects. Craig Holstine, WSDOT historian, has conducted a recent assessment of the built environment resources, and has evaluated each of the relevant buildings and structures: Defense Fuel Supply Point - Tank Farm, Mukilteo Explosive Loading Terminal Barracks, Bridge SR 525/10, and Mukilteo-Everett Stageline Bus Barn. In addition, a consultant has evaluated the Mukilteo Ferry Terminal and the Mukilteo Lighthouse as part of our compliance efforts.

Based upon those evaluations, we have determined that the buildings and structures are not eligible for the National Register of Historic Places (NRHP) due to compromised historical integrity resulting from modifications to character-defining elements. Historic Property Inventory records for those properties have been submitted electronically to DAHP's WISAARD database.

FTA and WSF invite your comments on the evaluation of the historic resources present within the project's area of potential effects, and request your concurrence with our recommended determinations of eligibility.

If you have any questions, please Dan Drais (206.220.4465; Daniel.Drais@dot.gov). More information can be found at http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/ .

Thank you for your interest in and assistance with this project. We look forward to hearing from you in the near future.

Sincerely,

R.F. Krochalis
Regional Administrator

Enclosures: Historic Property Inventory reports

cc (w/o encl.) (by email): Scott Williams, WSDOT

Historic Inventory Report

Location

Field Site No. DAHP No.

Historic Name: Defense Fuel Suppy Point-Tank Farm

Common Name: Mukilteo Tank Farm

Property Address: 0000 1st Avenue, Mukilteo, WA 98275

Comments:

Tax No./Parcel No. 280404102900

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T29R40E	33	SE		Snohomish	MUKILTEO

Coordinate Reference

Easting: 1199800

Northing: 959329

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Mukilteo Ferry Project Date Recorded: 10/24/2011

Field Recorder: C. Holstine/L. Forsman

Owner's Name: U.S. Air Force

Owner Address: 62 CES/CEV 555 Barnes Blvd.

City: JBLM State: WA Zip: 98438

Classification: Site

Resource Status: Comments:

Survey/Inventory originally recorded in 2003

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Description

Historic Use: Defense - Air Facility

Current Use: vacant - not in use

Plan: None

Stories: N/A

Structural System: None

Changes to Plan: Extensive

Changes to Interior: Not Applicable

Changes to Original Cladding: Not Applicable

Changes to Windows: Not Applicable

Changes to Other: Not Applicable

Other (specify):

Style:	Cladding:	Roof Type:	Roof Material:
Other	Other	Other	Other

Foundation:	Form/Type:
Concrete - Poured	Other

Narrative

Study Unit	Other
Military	fuel storage

Date of Construction: 1951 Remodel

Builder: US Army/US Air Force

Engineer:

Architect:

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Statement of Significance:

The Tank Farm represents a post-WWII reuse of a former US Army ammunition depot by the US Air Force for fuel storage purposes. Removal of most of the facility's character-defining features have diminished its integrity to the point that it can no longer be recognized as a historic property and is thus not NRHP eligible. The most recent evaluation in a cultural resources study of the facility also reached that conclusion (Miss et al. 2011:145-46). In addition to removal of the cylindrical metal fuels storage tanks and sections of concrete walls enclosing the tanks, concrete floor slabs, manholes, and pipes were installed during a 1999 cleanup of the site. Historic-era buildings have been removed or severely altered. Of particular note is the former US Army/Air Force Barracks. In recent years the building has undergone considerable interior alteration as an office/laboratory housing the National Oceanic and Atmospheric Administration's (NOAA) Mukilteo Biological Field Facility, Northwest Fisheries Science Center. Although the Barracks building retains some of its original appearance, modifications of numerous character-defining features have compromised the building's historical integrity. Overall the building lacks architectural distinction and, like all buildings and features identified below, is not NRHP eligible. Storage of aviation fuel is not in itself an event or development of historical importance, particularly on the shores of Puget Sound, which is home to other more significant defense facilities (e.g., Joint Base Lewis McCord, Whidbey Island Naval Air Station, Puget Sound Naval Shipyards at Bremerton, Bangor Nuclear Submarine Base, etc.).

From 1903 through 1909, the Mukilteo Lumber Company sawmill stood on the property. The Crown Lumber Company assumed control in 1909 and ran the mill there until 1930 (Kaiser 1990:3-4). The US Army established the Mukilteo Explosive Loading Terminal there in 1942. Explosive ordinance was loaded onto ships supplying the war effort in the Pacific (Bell 1946; Seattle Post-Intelligencer 1946). During WWII numerous features were built, including the Barracks, pier, and firehouse. An Army publication (US Army 1956) included a photo of the Mukilteo Pier at its wartime peak when munitions were stockpiled between railroad tracks and awaiting warships. (The Pier today is not recognizable as the explosives loading dock that appears in the Army publication image.) The publication provides historical context for the complex logistical, safety and security operations of explosives loading facilities such as the Mukilteo depot. In 1951 the US Air Force began storing aviation fuel at the facility, which was christened the Defense Fuel Supply Point-Mukilteo Tank Farm (Ealey 1999). In 1973 private entities operated the publicly owned facility until US Government terminated the contracts in 1990 (Turner 1993:7-9).

During its active service as a fuel storage depot, the facility consisted of ten cylindrical metal tanks storing jet fuel numbered (west to east) 1 through 10. Tanks 1 and 2 were smaller than the rest, holding 55,000 gallons; tanks 3-10 were 80,000 gallon capacity. Fuel was pumped from ships through a system pipes running from the pier to the tanks where it was stored until transferred by rail or trucks to airfields, including nearby Paine Field (Snohomish County Airport) between Mukilteo and Everett. Asphalt pads were installed to support the fuel tanks, which were surrounded by thick concrete walls reportedly to deflect accidental explosions. Later, in 1989, concrete slabs were poured over the asphalt pads to contain leaks developing in the aging tanks (Turner 1993:7-9, 26). Beginning in 1999 the Washington State Department of Ecology oversaw a federally sponsored cleanup of the Tank Farm. DOE installed pipes and manholes throughout most of the site to remove fuel vapors from the soil below the concrete slabs. Sections of the concrete walls were removed to allow vehicles to enter each of the tank enclosures. Fuel tanks had been removed after closure of the facility in 1973, leaving only rusted metal tank bottoms (Forsman 2003).

Description of Physical Appearance:

The Tank Farm consists of 10 fuel tank compartments with associated service buildings. Four structures may date from the Army's use of the property, beginning in 1942: the Barracks, Firehouse, Superintendent's Office, and the Pier. The former Barracks (currently the National Oceanic and Atmospheric Administration's (NOAA) Mukilteo Biological Field Facility, Northwest Fisheries Science Center) is the most distinctive and has been inventoried in an individual historic property inventory report. Although the two-story frame Barracks building retains some of its original appearance, modifications of numerous character-defining features have compromised the building's historical integrity. Overall the building lacks architectural distinction and is not NRHP eligible.
Other buildings on the Tank Farm include:

Guard Hut

Standing just inside the entry gate immediately in front (south) of the main doors of the Barracks is a small building with an attached sign reading: "WARNING NO SMOKING NO OPEN FLAMES OR MATCHES OR LIGHTERS BEYOND THIS POINT," indicating the building's association with the facility's explosives or aviation fuel storage eras. Metal windows on three sides of the building affording views up and down Front Street reflect its use as a guard hut. Corrugated sheet metal covers the sides and shed roof, and a metal door enters the building's east wall.
Superintendent's Office

Located across (south) from the Guard Hut is a small building identified by a sign that was on its north elevation when the building was recorded in 2003 (Forsman 2003). At that time, wood clapboard siding had not yet been covered by the modern metal siding that covers the building's walls today. Modern sliding metal windows have replaced original windows. Doors enter is east and south (rear) elevations, the latter adjacent to a shed-roofed extension. Asphalt shingles cover that and the structure's side-facing gable roof.
Firehouse (Building T-453)

A few feet southeast of the Superintendent's Office stands the station that housed perhaps two fire trucks and a crew of firefighters. Two high, wide, wooden rollaway vehicle doors typical of fire stations of the mid twentieth century access the front of the frame structure. Adjacent to the west-half door (which is slightly higher and wider than its mate in the building's east half) is a pedestrian door. Like those in the vehicle doors, its window sheds light on the interior space. A thin metal cornice accentuates the extremely low pitch of the building's slightly gabled roof. China glaze asbestos shingles cover the firehouse's walls, which extend southward on the narrower addition that served as the living quarters for the fire crew. Windows throughout the building are modern metal fixed panes with hinged lower lights providing ventilation. Two doors enter the living quarters' west wall, and a single door enters the back (south) wall. Composition asphalt shingles cover the gable roof on the living quarters and the shed-roofed square addition attached to both the living quarters' west wall and the south wall of the fire station. Overall the building measures ca. 30 ft wide (across the front of the fire house, which is wider than the living quarters) by ca. 150 ft (from the front of the firehouse to the rear of the living quarters).
Pump Shelter

Located approximately 300 ft southwest of the south end of the Pier, the shelter consists of a corrugated metal roof covering pump equipment mounted on a concrete floor. Steel trusses on vertical steel beams with knee braces support the roof of the structure, which is without walls on all four sides. Given the pumps' function, the structure appears to date from the facility's development as an aviation fuel storage depot.
USAF Test Lab (Building I)

About 350 ft west of the south end of the Pier, the USAF built the Test Lab in the early 1950s (Turner 1993:24). The single-story concrete-block building's plan is irregular, as is its two-level flat roof. Seven pipes and two chimneys protrude from the roof.

Prefabricated Building

Standing ca. 15 ft west of the Test Lab is a small rectangular prefabricated building with T-111 siding and a flat roof. It is located within the cyclone fence surrounding the Test Lab.

Metal Building

Within the fenced enclosure ca. 20 ft east of the Test Lab is a modern rectangular building with corrugated metal siding on its walls and gable roof.

Fuel Filters Shelter

Standing ca. 25 ft west of the USAF Test Lab, the structure consists of steel trusses on vertical steel beams with knee braces supporting a sheet metal gable roof. The structure lacks walls around the fuel filter equipment, which is mounted on a concrete floor. Obviously the structure dates from the aviation fuel storage era of the facility.

Building 7

Corrugated metal covers the sides and shed roof of this building, which stands a short distance west of the south end of the Pier. The building measures ca. 12 x 9 ft and is vented on its two side walls below the high end of the shed roof. Rusted paint cans have been left on metal shelving standing on the building's concrete floor, perhaps indicating it once served for paint storage.

Building T-408

Standing just south of the end of the Pier is a plywood building consisting of three rooms: a front office and two rear machinery rooms. The front room has a door and two metal windows facing west onto the roadway and tracks leading to the Pier. An unidentifiable piece of machinery and what appears to be an air compressor are mounted in one of the building's rear rooms, which are accessed via a door on the north wall. Three metal windows on the east wall shed light into the rooms.

Buildings T-410, T-411, etc.

Located on the Pier adjacent to railroad tracks, pumps and elevated metal walkways, as many as seven small plywood and horizontal wood-sided, shed-roofed buildings stand on the pier. The functions of the buildings are unknown, but given what appears to be a fire hydrant adjacent to the southernmost (T-410) building, it is likely they housed fire-suppression gear and equipment.

Notable Features

Pier

Extending ca. 1,400 feet from its gated entrance, the pier originally used for loading and unloading explosives was extensively modified for handling shipments of aviation fuel. Today the ca. 140 ft-wide deck is asphalt-covered and supported by timber pilings, many of which (according to local divers) no longer reach to the sea floor. In addition to the shed-roofed buildings noted above, numerous features and structures are scatted about the pier's deck. Three rail lines run onto the pier amidst raised metal walkways and pipes that once transmitted fuel between ships and storage tanks at the facility. Metal light poles stand along the walkways. Four large pipes run along the west edge of the pier and several smaller pipes run along its east edge.

Fuel Pads and Enclosures

Beginning along and south of the main road directly south of the Pier and extending to the east end of the facility, twelve-foot high concrete walls surround the enclosures that once contained aviation fuel storage tanks. At the west end nearest the Pier are fuel tank pad enclosures 1 and 2. They are square concrete slabs measuring 175 ft per side sharing a center wall. Each enclosure contains a ca. 100-ft diameter circular metal base on which fuel storage tanks once stood. Eight rectangular enclosures (designated 3 through 10) consist of 275 x 160 ft concrete slabs surrounded by 12 ft concrete walls. A common wall is shared by each adjacent enclosure in which a ca. 125 ft-diameter metal fuel tank base is centered.

Asphalt Pad

An asphalt curb encloses a ca. 45 x 30 ft asphalt-covered slab located a short distance southwest of the Pier immediately south of Building 7. A hinged metal hatch and metal ladder access one subsurface work area, and another is covered by movable concrete panels. Gauges mounted on raised panels atop metal poles at the south edge of the pad hint at the function of this curious feature.

Major Bibliographic References:

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Turner, Edwin J. Work Plan for Interim Remedial Actions, Remedial Investigation and Feasibility Study Testing. Defense Fuel Supply Point, Mukilteo Facility. Groundwater Technology Government Services, Kent, WA. Prepared for Defense Fuel Supply Center, DFSC-PSA, Cameron Station, Alexandria, VA, 1993.

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Photos

Circular fuel tank pad within a concrete-walled enclosure.
2011

Metal fuel pad in enclosure 10.
2011

2011

Pier from enclosure wall along frontage road.
2011