

## **Seattle Multimodal Terminal at Colman Dock Project Agency and Tribal Scoping Meeting**

Tuesday, February 7, 2012, 1:30 – 3:15 p.m.

Puget Sound Regional Council

Main Conference Room

1011 Western Avenue, Suite 500

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### **Meeting Summary**

#### **Welcome and introductions**

Nicole McIntosh, Washington State Ferries (WSF) Terminal Design Engineering Manager welcomed attendees and led a round of introductions. Marsha Tolon, WSDOT Project Environmental Manager, reviewed the meeting agenda and materials.

#### **Project Overview**

Dan Drais, Federal Transit Administration (FTA), explained the project's environmental process and encouraged the group to provide feedback on the project purpose and need, description and proposed action. Dan clarified the difference between the current project and the former 2007 Environmental Impact Statement (EIS) project. Dan noted that the scoping comment period will end on March 15, 2012.

#### **Project Overview**

Genevieve Rucki, WSF Project Manager, provided an overview of the project, and emphasized that the project is a preservation and safety project. Genevieve also explained how the project will impact passenger-only ferry service at Pier 50, and how the project team is coordinating with the other projects that are taking place along the waterfront. Marsha then reviewed the environmental elements that will be evaluated as part of the environmental assessment (EA) process.

#### **Questions/Comments:**

- Question: Will the passenger-only facility be relocated as part of this project?
  - Response: Yes; King County is in the early phase of a planning effort to find a new location for the leased passenger-only facility.
- Question: What will be the net change in overwater coverage?
  - Response: There will be no change to the existing level of overwater coverage or vehicle holding capacity.
- Question: Approximately how many timber piles would be removed? Are the existing piles located every ten feet on center? Are there a lot of broken piles?

- Response: Approximately 2500 timber piles would be removed. A large area of timber decking would be removed as well. The existing piles are located about every ten feet. WSF has a rigorous maintenance program, so there aren't any broken piles.
- Question: How would the piles be removed?
  - Response: The existing piles will mainly be cut off below the mudline, but will be pulled in certain cases. The project team wants to avoid re-suspending any contaminated sediments. Full removal of the piles may end up being a condition of the Hydraulic Project Approval (HPA).
- Question: Is there an existing sediment cap?
  - Response: Yes, there is a sediment cap to the south.
- Question: What work windows are being considered? If large rockfish, kelp, or eelgrass is present, the work window could be shortened to avoid impacts to rockfish.
  - Response: We're looking at August 1 as the start of the work window.
- Question: Is there funding for the project?
  - Response: \$4.5 million has been provided this biennium for environmental analysis and preliminary design work to support the environmental process. For future biennia, the project has \$210 million budgeted, but to date none of that amount is funded. The vendor space shown in the conceptual terminal layout is not in the budget at this point.
- Comment: Potential impacts to tribal fishing should be considered as part of your navigation analysis.
- Question: Are there any anticipated changes in queuing or traffic flow on Alaskan Way, especially during construction?
  - Response: Long-term, we are maintaining the holding capacity of the terminal. Our transportation discipline report will look at effects to vehicle holding capacity during construction, and will focus heavily on construction impacts. On street ferry queuing that sometimes occurs will be addressed as part of the Alaskan Way Viaduct design effort.
- Question: Will SDOT deal with peak queues on Alaskan Way during the summer?
  - Response: Yes, we (SDOT) plan to address that issue through the design effort and will work with WSF to improve efficiencies.
- Comment: The new terminal building will require other permits from the city, such as building permits.
  - Response: Yes, additional permits will be needed. This meeting is focusing primarily on environmental permits.

- Question: How will the project improve connections to transit?
  - Response: We are working with the City of Seattle and King County Metro to coordinate transit planning efforts in the area of Colman Dock. The project will also enhance connections to existing transit service on Alaskan Way through the installation of an elevator and escalator.
  
- Comment: As part of the Elliott Bay Seawall Project (EBSP), National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) had an idea to pull back the seawall 30 feet to provide an open migratory corridor for salmon. The City later indicated that it would only be able to pull the wall back 15 feet. I suggest that this project coordinate with the EBSP to open up this area to help provide an open migratory corridor. Could you potentially add a second level for parking so that you could reduce the amount of space you're taking up, especially along the seawall? That's just one alternative. You need to do things to benefit species since you're building a facility for the next 50-70 years.
  
- Comment: I am concerned that the Area of Potential Effect (APE) doesn't include the Washington Street Boat Landing, which is listed on the National Register of Historic Places, and is part of the Pioneer Historic District. Also, please ensure that all Section 106 consulting parties have been invited to participate in the consultation process.
  
- Question: What Section 106 work has taken place to date?
  - Response: We initiated the Section 106 process in the spring and summer of 2011 when we had to conduct some geotechnical work. At that time we worked with the Department of Archaeology and Historic Preservation (DAHP) and local tribes. Moving forward, we will continue to identify and work with consulting parties.
  
- Question: How will terminal access for vanpools change?
  - Response: Access for vanpools won't change.
  
- Comment: The EA should explicitly describe impacts to passenger-only ferry users. Other groups will also be affected – Kitsap Transit and the Port of Port Townsend will be starting passenger-only service soon – so you will need to coordinate with them as well.
  
- Question: When does the passenger-only facility lease end?
  - Response: During the first phase of project construction in 2015.
  
- Question: Is there a cooperating agency process for this project?
  - Response: This is not a SAFTEA-LU project so there are not cooperating agencies. Our interaction here has been to coordinate with you as you have interest. Let us know if you would like additional coordination with your respective agency.

## **Meeting Attendees**

<b>Name</b>	<b>Agency</b>
Michelle Allison	King County Ferry District
Laura Arber	Washington Department of Fish and Wildlife
Jeff Bender	SDOT
George Blomberg	Port of Seattle
Richard Brooks	Suquamish Tribe
Michael Chidley	WSDOT
Carol Cooper	King County Metro
Pete DeBoer	Port of Kingston
Dan Drais	FTA
Gary English	Seattle Fire Department
Elizabeth Faulkner	WSF
Kojo Fordjour	WSF
Kirstie Haertel	National Park Service
Janice Helman	WSDOT
Sean Hughes	U.S. Navy
Sara Jensen	U.S. Department of Housing and Urban Development
Mike Johnson	City of Seattle
Stephen Kiehl	Puget Sound Regional Council
Andrea Lehner	King County Metro
Dennis Lewarch	Suquamish Tribe
Candida Lorenzana	King County Metro
Justin McCaffree	WSF
Nicole McIntosh	WSF
Burt Miller	WSF
Jim Muck	USFWS/NMFS
Phillip Narte	WSF
Genna Nashem	Seattle Department of Neighborhoods
Adam Osbekoff	Snoqualmie Tribe
Syd Panlowski	King County Metro
Steve Pearce	SDOT
Debbie Peavler-Stewart	U.S. Department of Housing and Urban Development
John Phillips	King County Wastewater Treatment Division

Name	Agency
George Ritchotte	WSDOT
Genevieve Rucki	WSF
Lloyd Skinner	WSF
Sara Sodt	Seattle Department of Neighborhoods
Marsha Tolon	WSDOT
Jennifer Wieland	SDOT
Darryl Williams	Tulalip Tribes
MariLyn Yim	WSF
Dave Ziller	Seattle Fire Department

## SEATTLE MULTIMODAL TERMINAL AT COLMAN DOCK PROJECT

### Tribal and Agency Scoping Meeting

### AGENDA

**February 7, 2012, 1:30 PM to 3:15 PM**

**Puget Sound Regional Council**  
**Main Conference Room**  
**1011 Western Avenue, Suite 500**  
**Seattle, Washington 98104**

**Conference Line: 206-440-4005/360-709-8068, Pin# 1087101**

Topic	Time	Who
<b>I. Welcome and Introductions</b> <ul style="list-style-type: none"> <li>• Agenda overview</li> <li>• Federal co-lead remarks</li> </ul>	1:30 PM	<i>Nicole McIntosh, WSF</i> <i>Dan Draais, FTA</i> <i>Marsha Tolon,</i> <i>WSDOT</i>
<b>II. Project Overview</b> <ul style="list-style-type: none"> <li>• Background, Purpose and Need</li> <li>• Project Description</li> <li>• Review build alternative</li> </ul>	1:50 PM	<i>Genevieve Rucki, WSF</i>
<b>III. Environmental Areas of Study and Proposed Permits</b>	2:10 PM	<i>Marsha Tolon,</i> <i>WSDOT</i>
<b>IV. Project Schedule</b>	2:30 PM	<i>Marsha Tolon,</i> <i>WSDOT</i>
<b>V. General Comments and Feedback</b>	2:40 PM	<i>Genevieve Rucki,</i> <i>WSF, All</i>
<b>VI. Break</b>	3:00 PM	<i>All</i>
<b>VII. Optional Brief Site Tour</b>	3:15 PM	<i>Burt Miller, WSF</i>