

# Washington State Ferries Seattle Multimodal Terminal at Colman Dock Project

## Public Involvement Plan

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## Introduction

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This Public Involvement Plan (PIP) provides the strategic framework for public involvement activities during the planning, environmental review, and design stages for the Seattle Multimodal Terminal at Colman Dock Project. Washington State Department of Transportation Ferries Division (WSF), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) are evaluating concepts to preserve the Seattle Ferry Terminal at Colman Dock. This PIP outlines public involvement goals and key audiences. The Plan also identifies activities and tools and tactics to engage the public and solicit feedback at appropriate project milestones, including those specifically required by the National Environmental Policy Act (NEPA), State Environmental Policy Act (SEPA), FTA and FHWA.

## Project Background and History

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The Seattle Ferry Terminal is WSF's largest ferry terminal. It supports transportation across Puget Sound between downtown Seattle and communities in Kitsap County and the Olympic Peninsula. In 2013, the Seattle Ferry Terminal was used by 8.5 million riders, including 4.4 million foot passengers. The Seattle/Bainbridge Island route is WSF's busiest passenger route and has the largest annual ridership. WSF expects the terminal to see growth in coming years.



The existing timber trestle is a 3.2-acre (140,000 square feet) overwater structure. The trestle includes the timber piles, the deck, and the deck's structural supports. It extends from the south edge of the terminal building to the north edge of the facility, adjacent to the waterfront fire station. The trestle was constructed in 1938 and rebuilt in 1964 using many of the original timber piles. As part of the 1964 pier reconstruction, WSF also constructed the main terminal building. In 1971, the timber trestle was expanded near the northwest corner of the terminal building. WSF added the 3.4-acre (150,000 square feet) southern, concrete half of the dock in 1990.

Vehicles access the terminal from Alaskan Way at the intersection of Yesler Way, stopping at tollbooths to purchase tickets and be directed to the appropriate holding areas. Walk-on passengers can enter the terminal from Alaskan Way or via a pedestrian bridge from First Avenue at Marion Street. Several transit routes serve the terminal, and passenger drop-off and pick-up areas and taxi service is located on Alaskan Way. King County and the Port of Kingston provide passenger-only ferry service from a leased facility at Colman Dock.

Safety is WSDOT's top priority. Parts of Colman Dock need significant work to continue providing safe, reliable, and effective service from this aging, deteriorating, and seismically-deficient facility. In addition, there are existing safety concerns related to conflicts between vehicles, bicyclists and pedestrian traffic. Operational inefficiencies related to the current terminal layout also exist today.

Previous planning efforts included significant expansion of the Seattle Ferry Terminal operations and also explored possibilities for redevelopment in the area. Those ideas are no longer being evaluated because WSF's focus is on preserving and maintaining existing facilities and service levels per the Washington State Legislature direction in 2007. (See Appendix A for Public Involvement for the 2005-2007 Seattle Multimodal Terminal at Colman Dock Project).

Washington State Ferries (WSF), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) are reinitiating the environmental process for preserving the important transportation function of the Seattle Ferry Terminal at Colman Dock. The Seattle Multimodal Terminal at Colman Dock Project will be analyzed under a NEPA Environmental Assessment (EA), unless the analysis reveals reasons for preparing an Environmental Impact Statement. However, given the project's history, the other large projects planned to occur in the vicinity, and the sensitivity of some of the resources near Colman Dock, the co-lead agencies wish to provide a greater level of public, interagency, and tribal interaction than is ordinarily required for an EA<sup>1</sup>.

## **Anticipated Project Schedule**

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- Reinitiate the NEPA/SEPA process – Winter 2011
- NEPA/SEPA EA scoping process – Winter 2012
- Issue the EA – Spring 2014
- Issue FONSI – Summer 2014
- Design and Permitting – 2011 – 2015
- Procurement of construction materials – 2015 - 2016
- Construction – 2016 - 2021

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<sup>1</sup> *The requirements of 23 USC §139 Moving Ahead for Progress in the 21st Century Act (MAP-21)*, a transportation funding law, includes provisions that require certain public involvement measures for projects that require EISs. While the provisions do not apply to the scaled-back Seattle Terminal Project, FTA, FHWA and WSF will recognize the intent of the law by providing participating agencies and the public opportunities, as early as practicable, to comment on the purpose and need for the project and the range of alternatives to be considered.

## **Project Team Structure**

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Three primary groups make up the Seattle Multimodal Terminal at Colman Dock Project team:

- Federal co-leads: Federal Transit Administration (FTA) and Federal Highway Administration (FHWA)
- Joint lead: WSDOT Ferries Division (WSF)
- Project consultants

### ***Co-Leads***

FTA and FHWA share the responsibility for ensuring this project complies with NEPA and related federal requirements. The FTA contact is Daniel G. Drais, Environmental Protection Specialist. The FHWA contact is Lindsey Handel, Area Engineer.

### ***Joint lead: WSDOT Ferries Division (WSF)***

WSF is in charge of project management and is responsible for guiding the project team. WSF staff will authorize, review, and approve consultant work and provide policy recommendations to WSF executive management. The Project Engineer is Mark Anderson and the Project Manager is Genevieve Rucki.

### ***Project Consultants***

The consultant team supports WSF staff as needed in developing the Environmental Assessment. Team meetings with WSF and the consultants are held frequently during the environmental and design phase. Project consultants include:

- Community Relations and Public Outreach – EnviroIssues
- Project NEPA leader – ESA
- Geotechnical Engineering – Landau Associates
- Structural Design – CH2M Hill

## **Coordination with Other Projects**

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The Seattle Multimodal Terminal at Colman Dock Project is one of several major projects along Seattle's downtown waterfront, including the Alaskan Way Viaduct and Seawall Replacement Program, Elliott Bay Seawall Project, and Central Waterfront Project. Close coordination with these other projects will be essential to minimizing public confusion and ensuring interagency and internal coordination across government agencies. WSF is committed to working with the City of Seattle, King County, Port of Seattle and other agencies and organizations throughout this process to coordinate this Project with the other planning efforts and projects.

Coordination efforts started in 2011, including regular monthly project coordination meetings with technical team members and project managers from WSF, the Seattle Department of Transportation about Waterfront projects and the King County Department of Transportation.

## Public Involvement Goals and Objectives

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WSF is committed to an open public involvement process. WSF will inform and involve the public throughout the various stages of the project. Stakeholders will have opportunities to interact with and receive responses from project team members on issues of interest or concern throughout each phase of the Seattle Multimodal Terminal at Colman Dock Project. This plan will be updated at key project stages to reflect progress and identify additional public involvement needs.

The following goals and objectives will guide the process:

**Goal: Promote an understanding of the purpose and need for the project and the decision-making process.**

*Objective:* Explain existing safety concerns related to the terminal structure and operations.

*Objective:* Ensure comprehensive information about the project and the decision process is available to the public and the media.

*Objective:* Deliver honest and consistent messaging to the public.

**Goal: Meaningfully engage the community and other stakeholders early and throughout the project.**

*Objective:* Involve new and existing stakeholders by providing a range of public input opportunities.

*Objective:* Inform the public about progress, opportunities for involvement and decisions made during the environmental phases of the project.

*Objective:* Engage typically underserved populations (low-income, minority, and limited-English proficiency) throughout the public involvement process by providing involvement opportunities designed to meet the unique needs of these groups.

*Objective:* Meet all NEPA Environmental Justice (EJ) and Title VI (Limited-English proficiency) (LEP) requirements.

*Objective:* Publicize programs and activities through multiple and diverse communications vehicles and hold meetings in ADA- and transit-accessible facilities.

*Objective:* Facilitate constructive dialogue between WSF, FTA, FHWA and key stakeholders.

**Goal: Ensure that public input is incorporated into the decision-making process.**

*Objective:* Provide involvement opportunities in conjunction with key project milestones and prior to decision-making.

*Objective:* Solicit meaningful input from affected communities on the proposed action and potential impacts.

*Objective:* Identify and resolve key challenges in a timely manner.

*Objective:* Respond to public comments in a timely and thorough manner.

*Objective:* Report back on how community feedback has been considered and incorporated into the decision-making process.

**Goal: Build support for the project.**

*Objective:* Build broad-based partnerships within the community in support of the project. Include representation from King and Kitsap County groups and acknowledge regional nature of project.

*Objective:* Coordinate with other planning efforts and projects in the area to maximize opportunities for WSF, the City of Seattle and the community to coordinate projects along Seattle’s waterfront.

**Key Audiences**

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WSF will actively engage stakeholders including ferry riders, community groups, agencies, elected officials, business and property owners and interested individuals. The level of outreach will vary depending on the level of impact the project will have on various stakeholders. There are some groups who will be more involved than others, but outreach strategies and key messages will be developed for all organizations and individuals with an interest in the project.

Stakeholders will fall into one of several tiers that represent varying levels of impact the project will have on different groups and individuals. The level of outreach will be tailored to groups based on the following tiers:

- **Tier 1** – Individuals who are most directly affected by the project.
- **Tier 2** – Individuals who belong to interested community organizations or have a strong interest in the project.
- **Tier 3** – Individuals who have less interest in the project but may want general information at key project milestones.

Stakeholders may move between tiers throughout the life of the project. A project database will include individuals or groups, including the Seattle, Bainbridge Island and Bremerton stakeholder categories listed below. (See *Appendix B* for a preliminary list of key stakeholders)

*Seattle Stakeholder Categories:*

- |                                     |                             |
|-------------------------------------|-----------------------------|
| Boating and Tourist Community       | Freight                     |
| Business Community and Associations | Historic Interests          |
| Adjacent Property Owners            | Local and Regional Agencies |
| Community Groups                    | News Media                  |
| Educational Institutions            | Non-motorized Groups        |

Environmental Groups  
 Elected Officials – King County  
 Elected Officials – Port of Seattle  
 Elected Officials – Seattle City Council  
 Elected Officials – State Legislative Districts  
 Elected Officials – WA State Governor  
 Elected Officials – Federal  
 WSF Ferry Customers  
 Passenger-only ferry riders  
 Ferry Vendors

Labor Unions  
 Local Projects  
 Local Residents  
 Safety and Emergency Services  
 Social Services/ Underrepresented Populations  
 Stadium Users  
 State Agencies  
 Transit Groups

*Bainbridge Island and Bremerton Stakeholder Categories:*

Business Community and Associations  
 City Departments  
 Elected Officials  
 Transit Groups

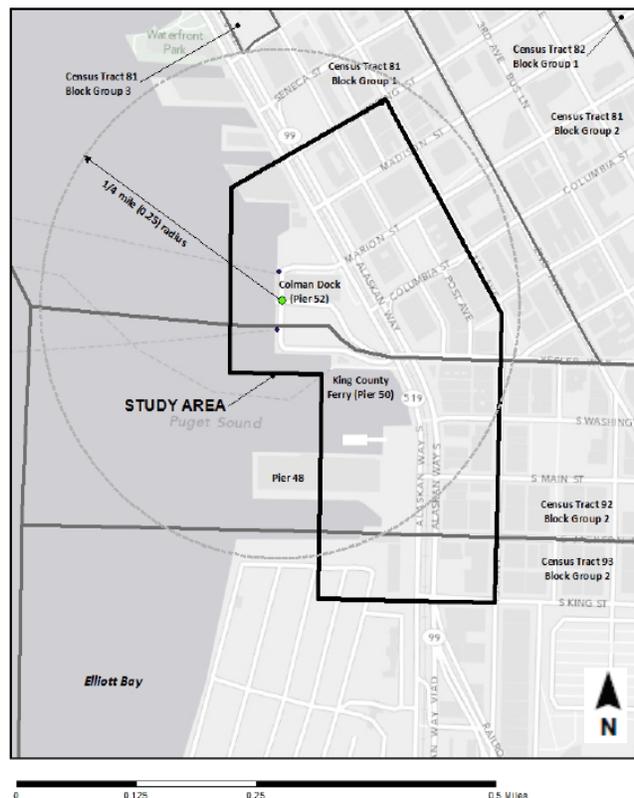
**Environmental Justice and Title VI (Limited-English Proficiency) Outreach**

WSF conducted a demographic analysis within the project area (see Map 1) using data from the 2010 U.S. Census.

- Linguistic Isolation:* Of the project area census blocks, 3 percent of the population is linguistically isolated, meaning that no member of a household 15 years or older speaks only English or speaks a non-English language and speaks English 'very well.' Analysis at the Census tract level indicates that for languages other than English, approximately 8 percent speak Chinese, approximately 3 percent speak Spanish, and approximately 3 percent speak another Asian language including Japanese, Korean, Laotian, or Vietnamese are the primary languages spoken in the project area.

*Minority Populations:* Twenty-seven percent of the population living in the project area belongs to a minority group.

- Native American Lands:* The Suquamish Tribe and Muckleshoot Indian Tribe has a Usual and Accustomed Fishing Area in Elliott Bay. See Tribal Coordination Plan for additional details.



**Map 1 Environmental Justice Study Area**

- *Low income:* Thirty three percent of the population is low-income. Low income populations are found throughout the project area.

Based on this demographic analysis, WSF developed the following goals and strategies for environmental justice outreach.

#### *Goals*

- Develop a strategy that will outline specific outreach activities designed to reach minority and low-income populations, as need arises.
- Gear specific outreach activities to reach minority and low-income populations.
- Ensure environmental justice populations have equal opportunities to participate in and influence the project.

#### *Strategies*

- Contact environmental justice organizations in the project area to offer a project briefing, identify potential issues to be addressed by the project and learn about preferred methods for ongoing coordination.
- Prepare a written summary of the strategy and results of outreach activities specifically focused on minority and low-income populations.
- Populations with limited English proficiency in the project area will be identified and information materials will advertise the availability of translated materials in the languages identified, as requested.
- All materials will be available to the public for free or at low cost.

## **Public Involvement Approach**

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Ferry riders, community members, organizations, and businesses will be asked to provide input on the project's purpose and need, the proposed action and "no build" alternatives, potential benefits and adverse effects. In addition, the public will have multiple opportunities to discuss specific project details with the project team. WSF will consider public input along with potential impacts on environmental and cultural resources, ridership and system efficiency, multimodal connections and other criteria in making decisions.

The key elements of this public involvement plan include early, direct contact with community members and stakeholders and ongoing involvement throughout the project. The outreach tools outlined in the following section will be used together to ensure that the public is aware of the project and has the opportunity to provide input throughout the process.

## **Outreach Activities**

To support the NEPA scoping phase, WSF solicited input from cooperating and participating agencies on the revised project purpose and need, the proposed action and “no build” alternatives, impacts and significant issues to be considered. In addition, in-person and onboard scoping meetings were held to formally reintroduce the project, explain the environmental review process and new issues to be considered, and provide opportunities for members of the public to comment on the purpose and need and the proposed action and “no build” alternatives under consideration

<b>Activity</b>	<b>Purpose</b>
<b>Public meetings/open houses</b>	To provide a forum for the public to conceptualize and consider the project to offer comment or input at project milestones, and to learn more about topics such as transit connections, WSF operations, and coordination with other waterfront projects
<b>Community and stakeholder briefings</b>	To maintain communication with key stakeholders and also gauge relevant interests and potential concerns with the project
<b>Business meetings</b>	To both inform businesses about the project and to establish an ongoing dialogue with waterfront businesses
<b>Elected official briefings</b>	To involve and inform elected officials at the city, county, state and federal level
<b>Environmental justice meetings</b>	To ensure organizations and individuals representing low-income or minority populations have the opportunity to be engaged and influence the project
<b>Community events and site tours</b>	To reach a broad public audience and for the public to learn about the project need and understand existing conditions
<b>Agency and tribal coordination meetings</b>	To continue coordination through the design and permitting, and construction phases of the project regarding jurisdictional compliances and approvals. See the Agency and Tribal Coordination Plans for further information.

In addition to public meetings, agency and tribal meetings, community briefings and other events listed above, WSF will use the following communications tools and tactics to involve the public and key stakeholders in the environmental review process. Offering a wide variety of public involvement and communications opportunities will encourage groups and individuals with varying levels of interests and diverse objectives to understand the significant issues and participate in the decision-making process.

## **Communications Tools and Materials**

Translations of tools and materials would be available in target languages and in alternate formats as required by Title VI laws and regulations.

<b>Tool</b>	<b>Purpose</b>
<b>Advertisements, flyers, and postcards</b>	To advertise and notify stakeholders and the public about meetings and other project events
<b>Online comment /contact database and mailing lists</b> <i>(postal and email)</i>	To allow the project to track and store stakeholder contact information and correspondence; to develop lists for sending announcements via postal mail and email
<b>Folios, fact sheets and frequently asked questions (FAQ)</b>	To provide reader-friendly information (through text and graphics) about specific elements of the project
<b>Information displays</b>	To inform the general public and ferry riders about the project, provide current information and highlight upcoming opportunities for public comment
<b>Newsletters/ Folios</b>	To announce project decisions or milestones as well as to advertise upcoming public events
<b>Presentations and briefing packets</b>	To use at community briefings, elected official briefings, and public meetings  A general project presentation will clearly demonstrate the need for the project, the issues WSF is considering and the current project information (e.g. potential plans, traffic analysis, design information)
<b>Press releases</b>	To notify media and the public about project decisions and opportunities for involvement at key milestones
<b>Website</b>	To provide timely and accurate information about specific elements of the project  <a href="http://www.wsdot.wa.gov/Projects/Ferries/ColmanMultimodalTerminal/">(http://www.wsdot.wa.gov/Projects/Ferries/ColmanMultimodalTerminal/)</a>

**Matrix of Key Milestones and Associated Public Involvement Activities and Tools**

Timeframe	Project Milestone <i>(Planning, Environmental and Early Design Phases)</i>	Public Outreach Activities							Public Outreach Tools							
		Agency & Tribal Meetings	Public Meetings	Community & Stakeholder Briefings	Business Meetings	Elected Official Briefings	Environmental Justice Outreach	Community Events & Site Tours	Ads, Flyers, Postcards	Comment & Contact Database	Folios, Fact Sheet, FAQ	Information Display	Newsletter/Folio	Presentations, Briefing Packets	Press Release or Media Calls	Website
Fall 2011	Project Planning			X		X	X			X	X			X		X
Winter 2012	NEPA/SEPA EA Scoping Process*	X	X	X	X	X	X		X	X	X	X	X	X	X	X
Winter 2012 - Spring 2014	Prepare EA	X		X	X	X	X	X	X	X	X		X	X	X	X
Spring 2014	Issue EA	X	X	X	X	X	X	X	X	X	X		X	X	X	X
Summer 2014	Issue FONSI/ advance design	X		X	X	X			X	X		X		X	X	X

\* To ensure compliance with NEPA/SEPA requirements during scoping, here are a few specifics about the tools described above.

- WSF will place display advertisements in local newspapers and elsewhere (at ferry terminals, on the project website, etc.) at least 15 days in advance of the first public meeting to inform community members of upcoming activities.
- WSF provided at least 30 days for the public, agencies and tribes to submit comments on the preliminary purpose and need statement and the build alternative.
- Following the comment period, WSF prepare a scoping report to document all comments received since the environmental process was reinitiated in winter 2011. To formally reintroduce the project, explain the environmental review process and new issues to be considered, and provide opportunities for members of the public to comment on the purpose and need and the proposed action and “no build” alternatives under consideration, posted the report on the project website and made printed copies available for public review.

## Integration with other external coordination and plans

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The public involvement plan is one component of the Project's overall plan to coordinate with external audiences, including agencies, tribes and legislators. A brief overview of other coordination efforts is provided below. All external coordination and communications will be coordinated within the project team and federal leads.

### Agency Coordination

As project lead agencies, FTA, FHWA, and WSF are responsible for preparing the EA. In addition, consistent with MAP-21, the federal lead agencies for this Environmental Assessment may: identify and involve participating agencies; develop coordination plans; provide opportunities for public and participating agency involvement in defining the purpose and need, and determining methodologies and the level of detail for the analysis of alternatives.

### Legislative Coordination

WSF, in coordination with WSDOT Headquarters, will report to interested federal and state legislators on an ongoing basis, providing information about project milestones and status updates. Presentations and other materials will include the latest project information and will be made available electronically before all legislative updates. Briefings will be coordinated in concert with WSDOT Government Relations and WSF Communications.

### Tribal Coordination

FTA, FHWA and WSF are committed to engage in early and continuous consultation with all tribes with an interest in the project. FTA and FHWA are the federal co-lead agencies for this project and retain responsibility for compliance with consultation requirements. FTA and FHWA are the lead agencies for meetings and negotiations for the tribal consultation process under NEPA and Section 106 of the National Historic Preservation Act. The Seattle Multimodal Terminal at Colman Dock Project will have a designated tribal liaison (WSF Liaison) for this project. More specifics on coordination with tribes are included in the project's latest Draft Government-to-Government Tribal Coordination Plan (November 2014).

<b>Tribal Governments - Coordinated through FTA/FHWA</b>	
<b>Category</b>	<b>Stakeholder Group</b>
<b>Federally Recognized Tribes</b>	Confederated Tribes and Bands of the Yakama Muckleshoot Indian Tribe of the Muckleshoot Reservation Snoqualmie Tribe of Washington Suquamish Indian Tribe of the Port Madison Stillaguamish Tribe of Indians Tulalip Tribes of the Tulalip Reservation
<b>Non-federally Recognized Tribes</b>	Duwamish Indian Tribe



## Appendix A. Public Involvement for the 2005-2007 Project

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### *EIS Scoping – 2006*

In 2006, WSF conducted a scoping process for an environmental impact statement (EIS) under the National Environmental Policy Act (NEPA). WSF held two public NEPA scoping open house in April 2006, as well as agency and tribal scoping meetings. Outreach during this phase focused on providing the public with project background information and an opportunity for input on the scope of the analysis to be addressed in the EIS. WSF mailed a postcard to contacts in the project database with details about the public open houses' and announced the opportunity to comment. WSF also distributed email notices to the project mailing list, Ferry Advisory Council and email addresses from the WSF Seattle Route Alert system. WSF staff placed posters on the Seattle-Bainbridge, Seattle-Bremerton, and Southworth-Fauntleroy vessels and terminals and on Vashon passenger-only vessels, and distributed flyers to local businesses and ferry riders. WSF placed advertisements in local newspapers within the project area and sent news releases prior to the meetings.

At the meetings, interested parties and the public commented on the project's purpose and need and the range of issues that should be considered in the EIS. Open house attendees were encouraged to give their comments by completing a comment form or providing oral comments to a court reporter. Comments were also submitted by email, mail, and phone. WSF produced a scoping comment summary, which was shared with the project team.

Outreach was also conducted onboard WSF vessels in May 2006 to obtain input from Bainbridge, Bremerton, Southworth, and Vashon Island commuters. Packets consisting of project information and comment forms were available, and commuters had the opportunity to ask WSF staff questions and provide comments on the project. The outreach was advertised through sandwich boards, balloons, and announcements in the terminal and aboard the vessels.

WSF continued public involvement about the range of alternatives through regular, frequent meetings with stakeholders, including eight Technical Advisory Group and seven Citizens Advisory Group meetings, as well as through frequent presentations to other organizations.

## Appendix B. Key Stakeholders

Stakeholders were identified in the former project and have since been updated. This list will continue to be refined as the project moves forward.

<b>Seattle Stakeholders</b>		
<b>Category</b>	<b>Stakeholder Group</b>	<b>Key topics</b>
<b>Boating and Tourist Community</b>	Argosy Cruises Elliott Bay Marina Seattle's Convention and Visitor's Bureau	Business Operational
<b>Business Community and Associations/ Adjacent Property Owners</b>	Antique Importers Best Western Pioneer Square Hotel Community Development Roundtable Experience Shoes Greater Seattle Chamber of Commerce Ivar's Manufacturing and Industrial Council Martin Smith Inc. Minuteman Press Seattle Downtown Association SODO Business Association The Marriott Hotel Ye Olde Curiosity Shop	Business Construction
<b>Community Groups</b>	Alliance for Pioneer Square Belltown Community Association City of Seattle Bicycle Advisory Board City of Seattle Design Commission City of Seattle Freight Mobility Advisory Committee City of Seattle Pedestrian Advisory Board City of Seattle Planning Commission Downtown District Council Downtown Residents Council Pioneer Square Community Association Pioneer Square Preservation Board Vashon – Maury Island Community Council West Seattle Community Council	Design Operational
<b>Educational Institutions</b>	Seattle Aquarium University of Washington	Business Pedestrian
<b>Environmental Groups</b>	1000 Friends of Washington Duwamish River Cleanup Coalition	Construction Environmental

<b>Seattle Stakeholders</b>		
<b>Category</b>	<b>Stakeholder Group</b>	<b>Key topics</b>
	Puget Soundkeeper Alliance Sierra Club Cascade Chapter WashPIRG	
<b>Elected Officials - King County</b>	Executive Dow Constantine Joe McDermott, District 8 Reagan Dunn, District 9 Rod Dembowski, District 1 Larry Gossett, District 2 Jane Hague, District 6 Kathy Lambert, District 3 Julia Patterson, District 5 Larry Phillips, District 4 Peter von Reichbauer, District 7	Design Operational
<b>Elected Officials - Port of Seattle</b>	Position 1 – John Creighton, Commissioner Position 2 – Courtney Gregoire Position 3 – Stephanie Bowman, Commissioner Position 4 – Tom Albro, Commissioner Position 5 – Bill Bryant, Commissioner	
<b>Elected Officials - Seattle City Council</b>	Mayor Ed Murray Councilmember Kshama Sawant Councilmember Sally Bagshaw Councilmember Tim Burgess Councilmember Sally J. Clark Councilmember Jean Godden Councilmember Bruce A. Harrell Councilmember Nick Licata Councilmember Mike O'Brien Councilmember Tom Rasmussen	
<b>Elected Officials - State Legislative Districts</b>	<i>23rd Legislative District</i> Senator Christine Rolfes Representative Sherry Appleton Representative Drew Hansen <i>26th Legislative District</i> Senator – Jan Angel Representative Jesse Young Representative Larry Seaquist <i>34th Legislative District</i> Sen. Sharon Nelson	

<b>Seattle Stakeholders</b>		
<b>Category</b>	<b>Stakeholder Group</b>	<b>Key topics</b>
	Representative Eileen Cody Representative Joe Fitzgibbon <i>36th Legislative District</i> Senator Jeanne Kohl-Welles Representative Reuven Carlyle Representative Gael Tarleton <i>37th Legislative District</i> Senator Adam Kline Representative Sharon Tomiko Santos Representative Eric Pettigrew <i>43rd Legislative District</i> Senator Jamie Pedersen Representative Brady Walkinshaw Representative Frank Chopp <i>46th Legislative District</i> Senator David Frockt Representative Gerry Pollet Representative Jessyn Farrell	
<b>Elected Officials- WA State Governor</b>	Governor Inslee Office of Financial Management	
<b>Elected Officials - Federal</b>	Senator Patty Murray Senator Maria Cantwell Representative DelBene, District 1 Representative Derek Kilmer, District 6 Representative Jim McDermott, District 7	
<b>Federal Agencies</b>	Federal Highway Administration Federal Transit Administration National Park Service NOAA Fisheries U.S. Army Corps of Engineers U.S. Coast Guard U.S. Environmental Protection Agency U.S. Fish and Wildlife Service United States Navy	
<b>Ferry Customers</b>	Ferry riders Commuters Recreational users	Pedestrian
<b>Ferry Vendors</b>		Business

<b>Seattle Stakeholders</b>		
<b>Category</b>	<b>Stakeholder Group</b>	<b>Key topics</b>
	Cafe Appassionato Candy Lane Commuter Comforts - Café & Wine Bar Subway Taco del Mar World Wrapps	
<b>Freight</b>	BNSF Freight Mobility Strategic Investment Board	Construction
<b>Historic Interests</b>	Pike Place Market Historical Commission Seattle Historic Waterfront Coalition	Design
<b>Local and Regional Agencies</b>	City of Seattle  Department of Neighborhoods Department of Parks Department of Planning and Development Department of Transportation Historic Preservation Program Seattle City Light Seattle Design Commission Seattle Fire Department Seattle Public Utilities King County Accessible Services Department of Natural Resources and Parks Department of Transportation Ferry District Board Metro Water Taxi Port of Seattle Puget Sound Regional Council Regional Transportation Improvement District Seattle Public Schools Sound Transit	Design Construction Operational Pedestrian
<b>News Media</b>	Bainbridge Island Review Crosscut.com Daily Journal of Commerce King County Journal Kitsap Sun Puget Sound Business Journal Seattle Times Seattle Weekly Vashon-Maury Island Beachcomber	

<b>Seattle Stakeholders</b>		
<b>Category</b>	<b>Stakeholder Group</b>	<b>Key topics</b>
	West Seattle Herald	
<b>Non-motorized Groups</b>	Bike Alliance of Washington Cascade Bicycle Club FeetFirst Squeaky Wheels	Pedestrian
<b>Labor Unions</b>	Inlandboatmen's Union of the Pacific International Organization of Masters, Mates, and Pilots Marine Employees' Commission Pacific Merchant Shipping Association	Business  Construction
<b>Local Projects</b>	Central Waterfront Alaskan Way Viaduct Elliot Bay Seawall	Design Operational
<b>Local Residents</b>	The Karlstrom Apartments Waterfront Landings Condominium	Business Construction
<b>Safety and Emergency Services</b>	Port of Seattle Police Seattle Fire Department Station 5	Operational
<b>Social Services/ Underrepresented Populations</b>	The Compass Center Puget Sound Council for Senior Citizens Union Gospel Mission Church	Construction Pedestrian
<b>Stadium Users</b>	Seattle Mariners (Safeco Field) Seattle Seahawks, Seattle Sounders (CenturyLink Field)	Business Pedestrian
<b>State Agencies</b>	Puget Sound Partnership Washington Attorney General's Office Washington Department of Archaeology and Historic Preservation Washington Department of Commerce Washington Department of Ecology Washington Department of Fish and Wildlife Washington Department of Natural Resources	Business Construction
<b>Transit Groups</b>	Paratransit Services (For Profit and Non-Profit Organizations)	Transit connections

<b>Bainbridge Island Stakeholders</b>		
<b>Category</b>	<b>Stakeholder Group</b>	<b>Key topics</b>
<b>Business Community and Associations</b>	Bainbridge Island Chamber of Commerce	Business
<b>City Department</b>	Public Works Department Planning and Development Department	Operational
<b>Elected Officials</b>	City of Bainbridge Island - Mayor Anne Blair	Operational Construction Non-motorized
<b>Transit Groups</b>	Paratransit Services (For Profit and Non-Profit Organizations) Kitsap Transit	Operational  Pedestrian

<b>Bremerton Stakeholders</b>		
<b>Category</b>	<b>Stakeholder Group</b>	<b>Key topics</b>
<b>Business Community and Associations</b>	Bremerton Chamber of Commerce	Business
<b>City Department</b>	Public Works Department Planning and Development Department	Operational
<b>Elected Officials</b>	City of Bainbridge Island – Mayor Anne Blair City of Bremerton – Mayor Patty Lent	Operational Construction
<b>Transit Groups</b>	Para transit Services (For Profit and Non-Profit Organizations) Kitsap Transit	Operational  Transit Pedestrian Construction