



DAVID EVANS  
AND ASSOCIATES INC.

September 10, 2009

Ms. Lisa Lefebber  
Port of Everett  
P.O. Box 538  
2911 Bond St.  
Everett, WA 98206

**SUBJECT: TIGER GRANT NARRATIVE FOR LIVABILITY AND SUSTAINABILITY CRITERIA**

Dear Ms. Lefebber:

As requested, DEA conducted a review of the South Terminal Improvement project for consistency with US Department of Transportation TIGER discretionary grant criteria for livability and sustainability (74 FR 28759). The below narrative was developed using the *Port of Everett Marine Terminals Master Plan 2008* and other planning documents. The narrative has been formatted for easy insertion into the Port's overall TIGER grant proposal.

**Section F: Selection Criteria 1) Primary Selection Criteria a) Long-Term Outcomes (iii) Livability**

The Port of Everett is a vital link in the national transport of goods. Considering one in three jobs is related to trade in Washington State, the Port of Everett is a major engine for regional employment opportunities. In addition to the jobs the Port's trade facilities provide, the Port is committed to improving the public's quality of life by providing access to the region's environmental and recreational resources. The Port of Everett has a policy that requires at least 2-percent of waterfront capital improvement funds be dedicated to improving public access to Puget Sound's shorelines. Specifically, the South Terminal project proposal will result in \$860,000 (2% of \$43M) in capital improvements to the City of Everett's shoreline parks and trails.

The Port is located at the heart of Everett's core business district and high-density residential neighborhoods. Large diesel transport trucks accessing the region's interstate highway often create traffic and congestion while navigating through the local road system. By constructing a new rail siding with approximately 1,500 lineal feet of additional track capacity for Port rail/cargo operations, coupled with a project that is currently underway to construct a new 2,300 foot rail spur, the Port will be able to load/unload cargo directly to the regional rail system. This will eliminate 1,092 to 1,680 annual truck trips in the downtown area and neighborhoods. In addition, the Port of Everett owns and maintains the Pigeon Creek Public Access Trail and Viewpoint. The trail and park are part of the City of Everett's Regional Shoreline Public Access Plan, which is a long-term strategy to establish a continuous system of trails, parks and attractions around the City's entire peninsula. A major goal of the plan is to connect the city's neighborhoods to the Puget Sound's regional trail system, thereby increasing multi-modal transportation choices for the region's residents. Currently, the trail terminates at the southern end of the Port's Marine Terminals facility; a pedestrian bridge (over BNSF RR mainline) is needed to connect the southern terminus

with Forest Park and a proposed bikeway along Mukilteo Drive Boulevard. The South Terminal project's contribution via the Port's 2-percent for public access policy will help build this important link.

Improve Transportation Choices/Enhance user mobility & improve accessibility for economically disadvantaged populations

The South Terminal project does not serve the traveling public; however the project will enhance user mobility by partially funding a biking and walking link from Pigeon Creek trail to Forest Park and Mukilteo Boulevard; and the region's future interconnected trail system. The Port's public access program, which is funded through capital improvement projects such as the South Terminal project, is an integral part of the region's non-motorized trail system. All parks and trails associated with this system are free to the public and are ADA accessible.

Improve Transportation Choices

The project improves the Port's intermodal freight options by increasing its capacity to unload/load cargo directly to the regional rail system. As regional traffic congestion grows, rail freight can reduce traffic congestion and street maintenance by diverting large trucks and heavy cargoes from the local and regional road system. It is estimated that the South Terminal project will reduce trucking traffic by 1,092 to 1,680.

Coordinated with transportation and land use planning decisions

A proactive community outreach program was a central component to the development of the Port of Everett Marine Terminal Master Plan. The program's purpose was to encourage broad-based dialogue and feedback about the planning process and the development options being studied for the Port's shipping terminals. The outreach program provided community members, local businesses, and Port customers with educational materials about alternative development scenarios and opportunities to constructively participate in developing a preferred alternative. The public outreach process involved five individual components. These were:

- Focus group meetings with interested community, neighborhood, and business groups to discuss the plan and its potential relationship to or impact on their neighborhood or area of interest.
- Interviews with key stakeholders and community representatives to discuss planning issues and objectives.
- Public meetings and open houses to promote general community awareness and to allow public review of the plan and its components.
- Public hearings to take formal comment on the plan and its recommendations.
- The use of direct mail to distribute survey forms, newsletters, and other outreach materials to inform and draw input from constituents throughout the port district. In addition, the Port posted project information and took comments on its Web site during the planning process.

This project has also been coordinated through state and local agency planning efforts.

New bicycle and/or pedestrian facilities or improvements

The project would contribute at least \$860,000 (2-percent of \$43M) in capital improvements to the region's shoreline parks and trails system. During the planning process for the Marine Terminals Master Plan, the surrounding community identified the Pigeon Creek Trail and Viewpoint as an area of great interest to them.

**Section F: Selection Criteria 1) Primary Selection Criteria a) Long-Term Outcomes (iv) Sustainability**

The Port of Everett has a strong commitment to sustainability and greenhouse gases (GHG) reduction. In today's world of global warming, it is particularly important for the Port to employ sustainable operations while meeting the public needs for economic investment. The Port is making great progress in this area; current programs include deployment of clean energy vehicles, a "green purchasing" program, an energy saving program and structured approach (Environmental Management System) for managing environmental responsibilities across all of the Port's development projects and operations. Specifically, the grant will be used to revitalize the South Terminal's outdated infrastructure while capitalizing and building on progressive forms of best management practices for energy and operations. The project will also improve storm water management onsite.

Increase the movement of people or goods by more energy-efficient vehicles

Clean energy alternatives are already widely used at the Port of Everett. From electric gantry cranes to electric vehicles that eliminate diesel emissions, the Port is embarking on a comprehensive effort to purchase energy-efficient equipment and vehicles to support the Port's growing operations. This will provide the opportunity for the South Terminal infrastructure to operate on shore power, thereby significantly reducing maritime diesel emissions during cargo activities. The South Terminal's increased rail capacity will provide a more energy efficient freight transport mode while reducing carbon emissions from trucks.

Expected Reductions in CO<sub>2</sub> emissions or fuel consumption due to the project

The Port of Everett conducted an air quality and carbon emission study of the Marine Terminals in 2009. The table below summarizes EPA criteria pollutants (VOC, NO<sub>x</sub>, Sox, CO and PM), air toxics (diesel particulate matter) and greenhouse gases (CO<sub>2</sub>eq) from the combustion of diesel fuel for Port operations through the year 2013.

*Summary of 2013 Port-wide Cargo Handling Emissions (Tons Per Year)*

Source Category	NOx	CO	HC	PM <sub>10</sub>	PM <sub>2.5</sub>	DPM	SOx	CO <sub>2</sub> eq
Ocean Going Vessels:								
Hotelling	34.70	2.63	0.98	4.39	4.02	2.97	39.53	2424.82
Maneuvering	5.67	0.74	0.43	0.61	0.56	0.53	3.97	240.95
Harbor Tugs / Barges	0.55	0.10	0.01	0.01	0.0003	0.01	0.00	30.67
Rail	—	—	—	—	—	—	—	—
Cargo Handling Eqpt	22.41	45.51	3.57	1.60	1.53	1.53	1.10	1399.13
HDDV Truck Transport	0.82	0.34	0.09	0.02	0.02	0.02	0.00	0.00
Total	40.92	3.47	1.42	5.01	4.58	3.51	43.49	2696.44

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Since South Terminal is the only remaining Port terminal without shore power, it is anticipated that the majority of pollutants and carbon emissions associated with "Hotelling" and "Cargo Handling Eqpt" can be eliminated by implementing Cold Ironing at South Terminal.

Does the project maintain, protect or enhance the environment

A significant part of the South Terminal improvements involve extending high voltage shoreline power, known as "Cold Ironing," into the terminal area to support cargo loading/unloading activities. Since cold ironing allows ships to turn-off diesel engines while moored (therefore producing zero emissions), the technology provides the single most effective method for reducing the Port's operational air emissions. In the Puget Sound region, Cold Ironing is particularly effective at improving air quality due to the absence of significant secondary emissions producers, such as power plants.

Demonstrates how the project reduces energy consumption or mitigates environmental impacts

Please see "Emissions Table" above.

Sincerely,

**DAVID EVANS AND ASSOCIATES, INC.**

A handwritten signature in blue ink that reads "Kathryn Beck". The signature is written in a cursive, flowing style.

Kathryn Crawford, AICP  
Planning Consultant