

No. _____

SKAGIT COUNTY ENVIRONMENTAL CHECKLIST

A. BACKGROUND INFORMATION

1. Name of proposed project, if applicable:

Guemes Island Ferry Service Schedule Changes

2. Name of applicant/proponent:

Skagit County Department of Public Works, Ferry Division.

3. Address and phone number of applicant/proponent and contact person:

*1800 Continental Place, Mount Vernon, WA 98273; 360-336-9400
Contact: Ron Panzero*

4. Date checklist prepared:

May 6, 2008

5. Agency requesting checklist:

Skagit County Planning & Development Services Department

6. Proposed project timing or schedule (including phasing, if applicable):

The proposal is to implement a modified ferry schedule by July 1, 2008.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No. The proposal is a non-project action relating to the addition of up to five (5) evening ferry crossings; no physical improvements are related to, or necessitated by, the proposal.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

An Environmental Assessment Report, assessing the potential for growth inducement and attendant impacts to water resources, has been submitted along with this checklist. Appendices to that document provide substantial additional information. Moreover, a SEPA checklist and supporting information was prepared for the interim expanded service now being provided to Guemes Island under Skagit County Resolution Number R20060184 (dated June 28, 2006). An addendum to the SEPA DNS issued for that proposal is also a matter of public record and provides additional background information.

9. Do you know of pending applications for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Not applicable; there are no other pending governmental approvals related to the proposal.

10. List any government approvals or permits that will be needed for your proposals, if known:

No permits are required for the proposal. Environmental review under SEPA is required, as is Board of Commissioners adoption and approval of a new ferry service schedule by way of ordinance or resolution, as appropriate.

11. Give a complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

The proposal is to adopt permanent changes to the scheduled ferry service between Anacortes and Guemes Island, Washington. On May 30, 2006, Skagit County adopted Resolution Number R20060184. The resolution amended the schedule of the Skagit County owned and operated Guemes Island Ferry, which runs between Anacortes and Guemes Island by adding five (5) additional runs (at 6:30 p.m., 7:00 p.m., 8:30 p.m., 9:00 p.m. and 10:00 p.m.) on Mondays through Thursdays. The pre-existing scheduled runs on Mondays through Thursdays (from 6:30 a.m. to 6:00 p.m.), Fridays and Saturdays (from 6:30 a.m. to 12:00 midnight), and Sundays and holidays (from 7:00 a.m. to 10:00 p.m.) were essentially unchanged. The resolution only approved a two-year trial period for the expanded service, which expires on June 30, 2008. The proposal would seek to make some form of modified and expanded service permanent.

Historically, the ferry has been in operation since before WW II. The county began to subsidize the ferry's operation in 1963 and eventually took it over as a part of the county's road system. In 1980, the county began using the present ferry, which can transport about 22 cars and 99 passengers. Ferry runs were routinely extended past the presently scheduled runs. The county had adopted a "no passenger left behind" policy that allowed the ferry to continue to make runs until everyone in line was transported. Up to 100 cars would often be queued up for transport at the last scheduled run on Monday-Thursday, necessitating five (5) or more additional unscheduled runs. The county also extends operating hours for emergencies, on the day before and after holidays, and for civic and school events. The lack of evening runs on weekdays created uncertainty and hardships for families whose children want to participate in school events and activities. The unscheduled runs were extremely costly since they routinely required the payment of overtime and delays.

12. Location of the proposal. Please give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any. If a proposal should occur over a range of area, please provide the range or boundaries of the site(s). Please provide a legal description, site plan, vicinity map, and topographic map if possible. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. (Indicate if maps or plans have been submitted as part of a permit application).

500 I Avenue, Anacortes, Washington and the southern terminus of Guemes Island Road, Anacortes, Washington encompassing the Guemes Island Ferry terminals located in Anacortes, Washington and on Guemes Island, Skagit County, Washington.

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): flat, rolling, hilly, steep, slopes, mountainous, other (describe).

Guemes Island is situated in the northern part of Puget Sound. It is roughly triangular in shape and covers about eight (8) square miles or approximately 5,136 acres. It is separated from Anacortes on Fidalgo Island by the Guemes Channel and is served by the Skagit County public ferry service from Anacortes ferry dock at 6th Avenue and I Street. The existing ferry terminals (Anacortes and Guemes Island) extend approximately 100 feet into Guemes Channel, and include associated public roads and parking lots.

- b. What is the steepest slope on the site (approximate % slope)?

The steepest slope on ferry terminal property is 12%; however, the proposal to expand the hours of ferry service operation is a non-project action under SEPA and would not affect, or be affected by, topographical conditions.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, please specify and note any prime farmland.

Clay, sand, and gravel; however, the proposal to expand the hours of ferry service operation is a non-project action under SEPA and would not affect, or be affected by, on-site soil conditions.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe:

No – there are no indications of unstable soils in proximity to the ferry terminal locations; moreover, the proposal to expand the hours of ferry service operation is a non-project action under SEPA and would not affect, or be affected by, unstable soils..

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

No filling or grading is proposed; the proposal to expand the hours of ferry service operation is a non-project action under SEPA and would not involve physical improvements of any kind. .

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Not applicable; as noted previously, the proposal is a non-project action and would not involve clearing, construction or use that would result in erosion.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Not applicable; as noted previously, the proposal is a non-project action and would not involve the construction of new impervious surfaces.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Not applicable; because the proposal would have no impacts, no mitigation measures are proposed.

2. Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction, and when the project is completed? If any, generally describe and give approximate quantities if known.

No significant increase in emissions is expected from extended operating hours. New engines were installed on the M/V Guemes in 2005 in order to meet EPA Tier II standards (i.e., reducing emissions). Additional vehicular traffic will be associated with additional ferry runs; however, it is anticipated that these vehicles would have used the ferry during existing hours in any event, or would have gained passage later than 6:00 p.m. under the County's no passenger left behind policy.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No – no off-site emissions sources would affect the proposal.

- c. What are the proposed measures to reduce or control emissions or other impacts, if any:

Not applicable; because the proposal would have no significant impacts to air quality, no mitigation measures are proposed.

3. Water

- a. Surface:

- 1) Is there any surface water on or in the immediate vicinity of the site (including year-round and seasonal stream, saltwater, lakes, ponds, or associated wetlands)? If yes, describe type, provide names, and, if known, state what stream or river it flows into.

Yes. The proposal is to expand scheduled ferry service to and from Guemes Island, which is separated from Anacortes and Fidalgo Island by Guemes Channel.

- 2) Will the project require any work over or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No; the proposal is a non-project action and would not involve project-related improvements over or adjacent to the marine waters of Guemes Channel. That said, the proposal could result in up to five (5) additional ferry crossings per day, during evening hours Mondays through Thursday, of Guemes Channel by the 22 vehicle and 100 passenger M/V Guemes.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None; the proposal is a non-project action and would not involve filling or dredging in any amount.

- 4) Will surface water withdrawals or diversions be required by the proposal? Give general description, purpose, and approximate quantities if known.

No. The proposal is a non-project action to extend the hours of scheduled operation of the M/V Guemes, and would not necessitate any surface water withdrawals or diversions.

- 5) Does the proposal lie with a 100-year flood plain? Note location on the site plan, if any.

No.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No. The proposal is a non-project action to extend the hours of scheduled operation of the M/V Guemes, and would not involve any discharges of waste materials to surface waters.

b. Ground:

- 1) Will ground water be withdrawn or recharged? Give general description, purpose, and approximate quantities if known.

No. The proposal is a non-project action to extend the hours of scheduled operation of the M/V Guemes, and would not involve any ground water withdrawals or recharging.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None.

c. Water runoff (including storm water):

- 1) Describe the source of runoff and storm water and method of collection and disposal, if any (including quantities, if known). Where will this water flow? Will this water flow into other waters? If so, please describe.

Inapplicable. The proposal is a non-project action to extend the hours of scheduled operation of the M/V Guemes, and would not result in the generation of any new impervious surfaces or stormwater impacts.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No. The proposal is a non-project action to extend the hours of scheduled operation of the M/V Guemes, and would not result in the generation of any new waste materials that might potentially enter ground or surface waters.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

None. Because the proposal would pose no impacts to surface, ground or runoff water, no mitigation measures are proposed.

4. Plants

a. Check or circle types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
 evergreen tree: fir, cedar, pine, other
 shrubs
 grass
 pasture
 crop or grain
 wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
 water plants: water lily, eelgrass, milfoil, other

X other types of vegetation.

- b. What kind and amount of vegetation will be removed or altered?

None. The proposal is a non-project action to extend the hours of scheduled operation of the M/V Guemes, and would not require the removal or alteration of any vegetation.

- c. List threatened or endangered species known to be on or near the site.

Inapplicable. The proposal is a non-project action to extend the hours of scheduled operation of the M/V Guemes, and would not require any site alteration or modification that might impact threatened or endangered species in the vicinity of the ferry terminals.

- d. List proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

None. Because the proposal would pose no impacts to vegetation, no mitigation measures are proposed.

5. Animals

- a. Circle (or highlight) any birds and animals that have been observed on or known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other
mammals: deer, bear, elk, beaver, other
fish: bass, salmon, trout, shellfish, other

- b. List any threatened or endangered species known to be on or near the site:

No threatened or endangered species are known to be on or near the ferry terminal sites. Moreover, because the proposal is a non-project action to extend the hours of scheduled operation of the M/V Guemes, and would not require any site alteration or modification that might impact threatened or endangered species, this question is inapplicable.

- c. Is the site part of a migration route? If so, explain.

As is the case with nearly all of the lowland areas of Western Washington, the ferry terminals and crossing lie within the Pacific Flyway. However, because the proposal is a non-project action to extend the hours of scheduled operation of the M/V Guemes, it would not be expected to pose any impacts to migratory animal use.

- d. Proposed measures to preserve or enhance wildlife, if any:

Because the proposal occasions no impacts, no mitigation measures are proposed; however, existing safety and environmental protection measures applicable to ferry operations would remain in effect.

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's needs? Describe whether it will be used for heating, manufacturing, etc.

Expanded ferry operations will require the use of additional fuel.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No. The proposal is a non-project action to extend the hours of scheduled operation of the M/V Guemes. It would not involve any structural improvements that would affect the solar access of adjacent or nearby properties.

- c. What kinds of energy conservation features are included in the plans of this proposal?

No specific energy conservation features are proposed. However, new engines were installed on the M/V Guemes in 2005 in order to meet EPA Tier II standards (i.e., reducing emissions). These engines are also more fuel-efficient than their predecessors.

- d. What are the proposed measures to reduce or control energy impacts, if any?

No specific mitigation measures are proposed. However, new engines were installed on the M/V Guemes in 2005 in order to meet EPA Tier II standards (i.e., reducing emissions). These engines are also more fuel-efficient than their predecessors.

7. Environmental Health

- a. Are any environmental health hazards, exposure to toxic chemicals, including risk of fire and explosion, spill, or hazardous waste, likely to occur as a result of this proposal? If so, describe.

No. Again, the proposal is a non-project action to extend the hours of scheduled ferry service to include the evening hours up to 10:00 p.m. on Mondays through Thursdays. The proposal would not increase the risk of environmental health hazards.

- b. Describe special emergency services that might be required.

No special emergency services would be required as a result of the proposal. However, the proposal would improve fire and EMS access to Guemes Island.

- c. What are the proposed measures to reduce or control environmental health hazards, if any?

Because the proposal occasions no environmental health hazards, no mitigation measures are proposed; however, provision of expanded ferry service to Guemes Island would improve fire and EMS access to the island.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties?

The terminal sites are presently used as ferry landings and parking lots. Adjacent properties are devoted to shoreline, marina, and city park uses.

- b. Has the site been used for agricultural purposes? If so, describe.

No – no portion of the ferry terminal sites has been in agricultural use.

- c. Describe any structures on the site.

Both the Guemes Island and Anacortes ferry landings include docks, ferry terminal facilities, and passenger waiting areas.

- d. Will any structures be demolished? If so, what?

No structures will be demolished; the proposal is a non-project action to extend the hours of scheduled ferry service to and from Guemes Island.

- e. What is the current zoning classification of the site?

The ferry terminal property on the Anacortes side is zoned Light Manufacturing; the terminal property on the Guemes Island side is zoned Rural Reserve.

- f. What is the current comprehensive plan designation of the site?

The ferry terminal property on the Anacortes side is designated Light Manufacturing (LM); the terminal property on the Guemes Island side is zoned Rural Intermediate (RI).

- g. If applicable, what is the current shoreline master program environment designation of the site?

The ferry terminal property on the Anacortes side is designated Urban II. No specific shoreline designation has been applied to the Guemes Island ferry terminal property.

- h. Has any part of the site been classified as an “environmentally sensitive” area? If so, specify.

Yes. The existing terminal access ramps are located on pilings that extend into Guemes Channel, which is designated as an environmentally sensitive area, as well as critical area under Skagit County’s Critical Areas Ordinance.

- i. What are proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposal is a non-project action to extend scheduled ferry service during the evening hours on Mondays through Thursdays. The proposal is necessitated by ridership demand and need occasioned by continued dwelling unit and population growth occurring under Skagit County’s GMA compliant rural residential land use scheme for Guemes Island. Thus, the proposal assures the provision of necessary transportation services to the island in a manner consistent with the adopted land use plan. Because the proposal is compatible with current land use and shoreline designations, no mitigation measures are necessary. Please refer to the Environmental Assessment Report submitted coincident with this checklist for additional information regarding potential land use and growth impacts occasioned by the proposal, and strategies to further reduce the potential for impacts.

- j. Approximately how many people would reside or work in the completed project?

The proposal would not directly result in the employment of additional ferry crew. The Skagit County Department of Public Works, Ferry Division, indicates that two employee shifts per day are required for the Guemes Island ferry service, regardless of whether or not scheduled service terminates at 6:00 p.m. or 10:00p.m. However, the proposal would be

likely to reduce the likelihood of employee turnover, which was common prior to the passage of interim expanded schedule now being provided to Guemes Island under Skagit County Resolution Number R20060184 (dated June 28, 2006). Under the previous schedule, the two (2) shifts consisted of one (1) eight (8) hour shift and one (1) three and one-half hour (3.5) shift. Because this 3.5 hour shift did not offer sufficient hours to generate a living wage for employees, employee turnover was frequent. In consequence, the costs to the Ferry Division were driven upwards, as employee training time rose. For example, approximately 100 hours of training is required for new employees, along with approximately \$2,000 per employee expended on fire safety training. Under the proposal, two full shifts would be possible, likely decreasing employee turnover and training costs.

- k. Approximately how many people would the completed project displace?

No one would be displaced as a result of the proposal.

- l. What are proposed measures to avoid or reduce displacement or other impacts, if any?

Because no impacts have been identified, no mitigation measures have been proposed.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

No housing units would be provided as a result of the proposal. The Environmental Assessment Report, submitted coincident with this checklist, provides a detailed discussion of the potential island-wide housing effects of the proposal.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

No housing units would be eliminated as a result of the proposal.

- c. What are proposed measures to reduce or control housing impacts, if any?

Because the proposal would not result in any housing impacts, no mitigation measures are proposed. However, the Environmental Assessment Report, submitted coincident with this checklist, provides a discussion of potential programmatic steps that Skagit County might

undertake the further reduce the likelihood of growth-related impacts to Guemes Island.

10. Noise

- a. What types of noise exist in the area that may affect your project (for example: traffic, equipment, operation, other)?

Noise sources are not likely to affect the proposal. Vehicular traffic and ferry engine noise are endemic to ferry operations, and would continue with or without the proposed action to extend the hours of scheduled ferry service to Guemes Island.

- b. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)?

No construction would occur as a result of the proposal. However, action alternatives 2 and 3 (i.e., described in the Environmental Assessment Report submitted coincident with this checklist) would be likely to cause minor to moderate traffic and noise impacts, for short periods of time, at times of ferry loading and unloading. However, these impacts would be expected to be localized in proximity to the ferry landings (both on Guemes and in Anacortes), and would likely be rapidly attenuated as vehicular traffic disperses on Guemes Island's rural road network.

- c. What are the proposed measures to reduce or control noise impacts, if any?

No measures are necessary or proposed. Under current ferry operational rules the ferry's slip whistle is not used except at the Anacortes terminal where vessel traffic warrants its use.

11. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

No structures are proposed. The question is inapplicable.

- b. What views in the immediate vicinity would be altered or obstructed?

No views would be altered or obstructed as a result of the proposal.

- c. What are the proposed measures to reduce or control aesthetic impacts, if any?

Because no impacts have been identified, no mitigation measures have been proposed.

12. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Existing ferry safety lights and vehicle lights will continue to be needed during hours of darkness.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No. Light from ferry safety lights and vehicular traffic operating in evening hours would be unlikely to materially affect views or cause safety hazards.

- c. What existing off-site sources of light or glare may affect your proposal?

None.

- d. What are the proposed measures to reduce or control light and glare impacts, if any:

Because no significant impacts have been identified, no mitigation measures have been proposed.

13. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Fishing, walking, and kayak launching.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No – no displacement impacts would be occasioned by the proposal.

- c. What are the proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any?

Because no impacts have been identified, no mitigation measures are proposed.

14. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

No – no listed or proposed listed sites or objects are in proximity to the ferry terminals.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on the site.

No landmarks or evidence of historic, archaeological, scientific or cultural importance are known to be on either ferry terminal site..

- c. What are the proposed measures to reduce or control impacts, if any?

Because no impacts have been identified, no mitigation measures have been proposed.

15. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

6th Street serves the Anacortes ferry terminal; South Shore Road and Guemes Island Road serve the Guemes Island ferry terminal.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

SKAT (Skagit County Public Transit) serves the Anacortes terminal and the Guemes ferry itself, which is a part of the county's road system, serves Guemes Island.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

Inapplicable. The proposal is a non-project action to extend the hours of scheduled ferry service between Guemes Island and Anacortes to include evening hours on Mondays through Thursdays. As such, the proposal does not involve or necessitate the construction of additional parking areas. Sufficient public parking areas already exist at, or in proximity to, both ferry terminals.

- d. Will the proposal require any new roads or streets, or improvements to any existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

No; the proposal is not anticipated to require road improvements, or affect level of service standards on existing roadways.

- e. Will the project use or occur in the immediate vicinity of water, rail, or air transportation? If so, generally describe.

The proposal is to extend scheduled ferry service between Guemes Island and Anacortes to include evening hours (up until 10:00 p.m.) on Mondays through Thursdays. The ferry service is a form of water borne transportation across the Guemes Channel, and is a part of the Skagit County's road system.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The expanded ferry service schedule is not anticipated to generate significant new vehicular traffic. Instead, the proposal is a necessary response to growing ferry ridership demand and need which is occurring as a result of continued dwelling unit and population growth occurring on Guemes Island under the GMA compliant rural land use scheme. While the addition of up to five (5) ferry crossings would add vehicle carrying capacity to the service (i.e., up to 22,880 additional vehicles ferried annually), it would not generate vehicular trips per se. It is the continuing growth, development and visitation of the island that has been the cause of increased ridership and demand for expanded service, not the service itself. Ferry ridership data collected by the Skagit County Department of Public Works, Ferry Division, indicate that the expanded service provided during the effective period of Skagit County Resolution Number R20060184 (i.e., from June 2006 to the end of April 2008), indicate a shift in ridership patterns has occurred, but not a material change in total ridership, which still remains below the levels observed in 2001 and 2002.

- g. What are proposed measures to reduce or control transportation impacts, if any?

The proposal itself is a transportation mitigation measure, intended to provide ferry service commensurate with the demand and need created under the adopted rural land use designations for the Island. Thus, no specific additional measures are necessary or proposed. That said, fare changes implemented in January of 2006 have succeeded in increasing the number of walk-on passengers, and somewhat reducing vehicular

traffic. Also, public parking (park and ride lots) facilities were constructed or expanded in Anacortes and on Guemes Island in 2005.

16. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No. The proposal is in response to an increased need for public ferry service occasioned by growth, development and visitation occurring under the adopted rural residential land use scheme for the island.

- b. What are proposed measures to reduce or control direct impacts on public services, if any?

Because no impacts have been identified, no specific mitigation measures have been proposed. However, increased operating hours will provide increased access to public services for residents of Guemes Island. As noted previously, the ferry is a public road and therefore a public service. The extended operating hours are intended to respond to existing and projected ridership demand and need, while at the same time providing certainty for the traveling public and eliminate the overtime and scheduling difficulties associated with the previous "no passenger left behind policy" and the additional runs previously needed for school and civic events, holidays, and emergencies.

17. Utilities

- a. Circle/highlight the utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other (describe).
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities of the site or in the immediate vicinity that might be needed.

No additional utilities are proposed, or made necessary by the proposal.

C. SIGNATURE

The answers above and on the attached supplemental sheet for non-project actions are true to the best of my knowledge. I understand that the lead agency, Skagit County, is relying on them to make its decision.

Signature: _____
Kirk Johnson, Senior Planner, Skagit County
Planning & Development Services Department

Date Submitted: May 6, 2008

D. SUPPLEMENT SHEET FOR NONPROJECT ACTIONS

(DO NOT USE THIS SHEET FOR PROJECT ACTIONS)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production or noise?

The proposal is not likely to increase discharges to water, or production, storage or release of toxic or hazardous substances. Minor increases in emissions to air are possible as a result of the additional ferry runs, as is minor additional noise associated with ferry loading and unloading during evening hours. These potential impacts are discussed more fully in the Environmental Assessment Report submitted coincident with this checklist.

2. How would the proposal be likely to affect plants, animals, fish or marine life?

The proposal would not be likely to materially affect plants, animals, fish or marine life. Prior to the enactment of the interim ferry schedule, scheduled service to the island was from 6:00 a.m. to 6:00 p.m. on Mondays through Thursdays. The proposal would involve up to five (5) additional evening crossings, terminating by approximately 10:00 p.m. No impacts above baseline conditions would be expected as a result of the proposal.

Proposed measures to protect or conserve plants, animals, fish or marine life?

Because no impacts have been identified, no mitigation measures have been proposed.

3. How would the proposal be likely to deplete energy or natural resources?

The addition of up to five (5) evening ferry crossings would be likely to result in the consumption of a modest additional amount of fuel by the M/V Guemes.

Proposed measures to protect or conserve energy and natural resources are:

No specific energy resource conservation measures are proposed. However, new engines were installed on the M/V Guemes in 2005 in order to meet EPA Tier II standards (i.e., reducing emissions). These engines are also more fuel-efficient than their predecessors.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farm lands?

The proposal is unlikely to use or affect environmentally sensitive areas. The Environmental Assessment Report, submitted concurrent with this checklist, discusses the potential for the proposal to induce additional growth and development of the island and the potential for such development to cause attendant impacts to surface and ground water. The report concludes that no significant land use, population, or surface or ground water impacts are likely to occur as a result of the proposal.

Proposed measures to protect such resources or to avoid or reduce impacts are:

No specific mitigation measures are proposed. The information and analysis set forth within the Environmental Assessment (EA) Report does not indicate that probable significant adverse land use impacts would be likely as a result of adoption of the proposal. Nevertheless, the EA Report does describe a number of measures that Skagit County might employ to further reduce the possibility of future land use, population and surface and ground water impacts, however remote or unlikely.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal is unlikely to affect land or shoreline use, whether directly, indirectly, or cumulatively. The proposal is entirely consistent with the adopted rural land use designations for Guemes Island, and is necessitated by increasing ridership demand occasioned by continued growth and development occurring under the land use plan. The Environmental Assessment Report, submitted concurrent with this checklist, discusses the potential for the proposal to affect land use and population growth on the island. The report concludes that no significant impacts are likely to occur as a result of the proposal.

Proposed measures to avoid or reduce shoreline and land use impacts are:

No specific mitigation measures are proposed. The information and analysis set forth within the Environmental Assessment (EA) Report does not indicate that probable significant adverse land use impacts would be likely as a result of adoption of the proposal. Nevertheless, the EA Report does describe a number of measures that Skagit County might employ to further reduce the possibility of future land use, population and surface and ground water impacts, however remote or unlikely.

6. How would the proposal be likely to increase demands on transportation or public services and utilities.

The proposal would not be likely to increase demands on transportation or public services and utilities. Instead, the proposal is in response to an increased demand and need for public ferry service occasioned by growth, development and visitation occurring under the adopted rural residential land use scheme for the island.

As discussed previously, increased operating hours will provide increased access to public services for residents of Guemes Island. The ferry is a public road and therefore a public service. The extended operating hours are intended to respond to existing and projected ridership demand and need, while at the same time providing certainty for the traveling public and eliminate the overtime and scheduling difficulties associated with the previous "no passenger left behind policy" and the additional runs previously needed for school and civic events, holidays, and emergencies.

Proposed measures to reduce or respond to such demand(s) are:

The proposal itself is a transportation mitigation measure, intended to provide ferry service commensurate with the demand and need created under the adopted rural land use designations for the Island. Thus, no specific additional measures are necessary or proposed. That said, fare changes implemented in January of 2006 have succeeded in increasing the number of walk-on passengers, and somewhat reducing vehicular traffic. Also, public parking (park and ride lots) facilities were constructed or expanded in Anacortes and on Guemes Island in 2005.

7. Identify, if possible, whether the proposal may conflict with local, state or federal laws or requirements for the protection of the environment.

No aspect of the proposal is in conflict with local, state, or federal environmental protection requirements.