

## Welcome

### *Meeting Purpose*

During tonight's open house you will have the opportunity to:

- Learn about the project purpose and need
- Review the full range of concepts under consideration
- Help us "scope" out the issues to consider in the Draft Environmental Impact Statement (EIS)
- Talk to project staff
- Submit comments

### *Agenda*

**5:00 p.m.**

Open House: View display boards throughout the room and discuss the project with WSF staff

**6:00 p.m.**

Presentation: Introduction and overview of project history, purpose and need, environmental screening criteria and concepts

**7:00 p.m.**

Meeting adjourns



## Mukilteo/Clinton Route Characteristics

- 2-boat service
- 15 minute crossing
- Sailings every 30 minutes
- Current Usage
  - Over 2 million vehicles per year
  - Over 4 million total riders per year
- Future Usage
  - 73% passenger increase by 2030
- Transit Connections:
  - Bus service (Everett Transit, Island Transit and Community Transit)
  - Commuter Rail Service (*Sounder* train)



The Mukilteo/Clinton ferry route links SR 525

## What is the Purpose and Need for the Project?

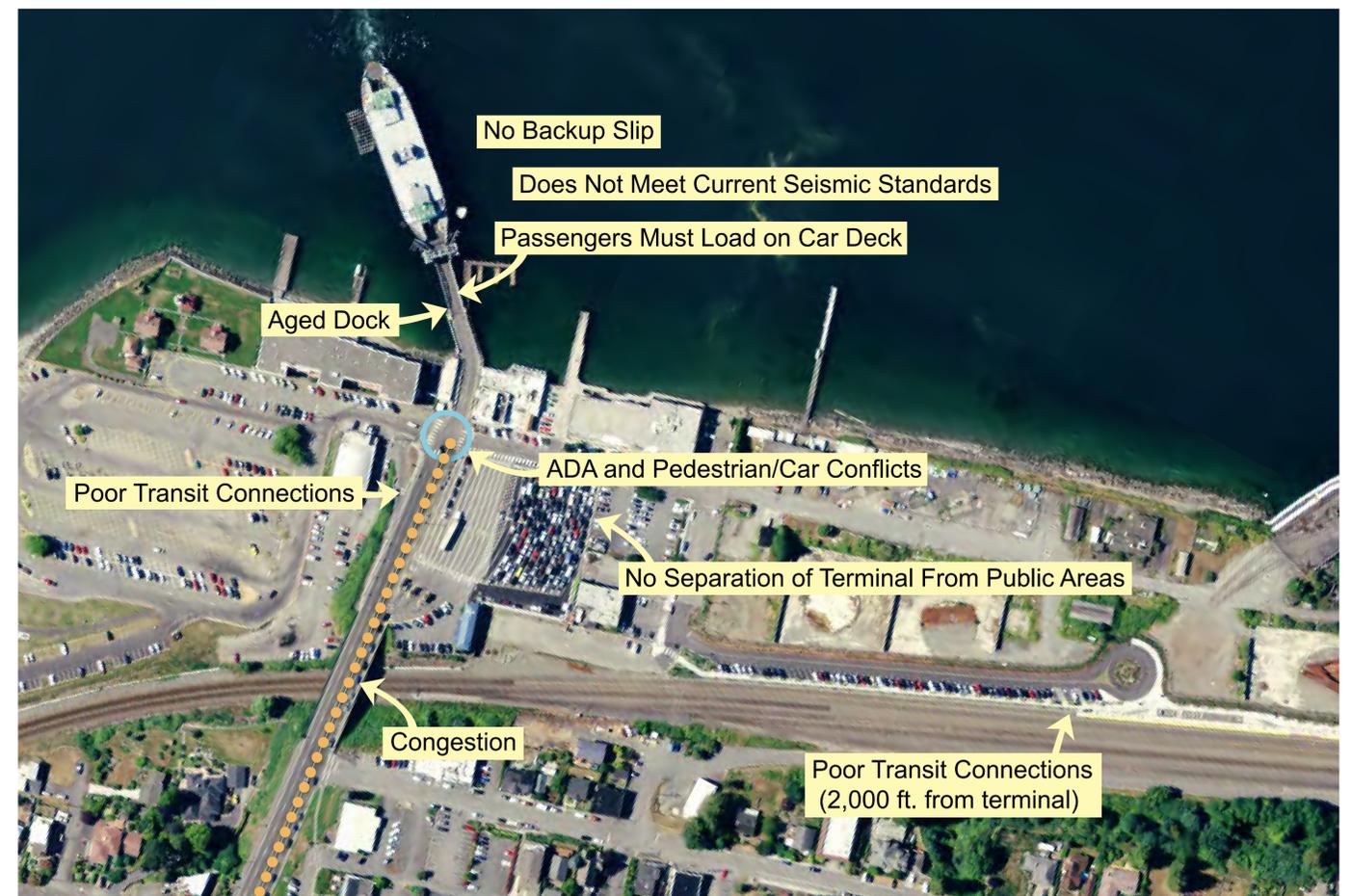
### *Purpose*

The purpose of the Mukilteo Multimodal Project is to improve the terminal by providing safe, reliable and effective service for all transportation modes by:

- Reducing conflicts, congestion and safety concerns for pedestrians, bicyclists and motorists by improving local traffic, safety and security at the terminal facility and its immediate surroundings
- Updating the terminal facility and ferry operations to improve the safety, quality, reliability, efficiency and effectiveness of multimodal transportation
- Accommodating future demand projected for all modes of travel

### *Terminal Deficiencies*

The project will address a number of existing deficiencies at the terminal that demonstrate the need for improvements.





## Project History/Timeline

2004	2006	2007-2009	February 2010	Spring 2010	Fall 2010	Spring 2011	Fall 2011	Spring/Summer 2012	Fall 2012	Winter 2012	2015	2019
<ul style="list-style-type: none"> <li>• NEPA Environmental Assessment (EA)</li> <li>• EA public scoping meetings and comment period</li> </ul>	<ul style="list-style-type: none"> <li>• Determine environmental impacts requiring further analysis in an Environmental Impact Statement (EIS)</li> <li>• FTA issues a notice of intent (NOI) to prepare an EIS (Feb 2006)</li> <li>• NEPA EIS scoping process</li> <li>• EIS public scoping meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Study cultural resources and conduct geotechnical investigations</li> <li>• Revise concepts to address public comments, minimize effects to sensitive resources and meet seismic standards</li> </ul>	<ul style="list-style-type: none"> <li>• WSF and FTA reinitiate NEPA/SEPA EIS process</li> </ul>	<ul style="list-style-type: none"> <li>• Revise the project purpose and need statement</li> </ul>	<ul style="list-style-type: none"> <li>• Conduct NEPA EIS scoping process and comment period</li> <li>• Hold public scoping meetings</li> </ul> <p><b>We are here</b></p>	<ul style="list-style-type: none"> <li>• Prepare Draft EIS</li> </ul>	<ul style="list-style-type: none"> <li>• Draft EIS public hearings and comment period</li> </ul>	<ul style="list-style-type: none"> <li>• Prepare Final EIS</li> </ul>	<ul style="list-style-type: none"> <li>• Publish Final EIS</li> </ul>	<ul style="list-style-type: none"> <li>• Issue Record of Decision (ROD)</li> <li>• Begin project design</li> </ul>	<ul style="list-style-type: none"> <li>• Construction</li> </ul>	<ul style="list-style-type: none"> <li>• Project complete</li> </ul>

↑  
Washington State Legislature puts Mukilteo Multimodal Project on hold

↑  
Project re-starts

↑  
WSF will evaluate concepts and incorporate public input to determine which alternatives to study in the EIS process.

## Screening Criteria

Level 1: Screening Results Summary	No Build	Existing Site Improvements	Elliot Point – Option 1	Elliot Point – Option 2	Elliot Point – Option 3	Mount Baker Terminal	Edmonds - Existing Terminal	Edmonds - Existing Site Improvements	Edmonds - Point Edwards	Port of Everett South Terminal
<b>(1) Does the concept improve safety and security at the terminal facility compared to existing conditions at the Mukilteo terminal?</b>										
1(A) Does the concept improve safety for vehicles, bicycles, and pedestrians by reducing conflicts?	●	◆	◆	▲	◆	▲	●	◆	▲	▲
1(B) Does the concept address the structural deficiencies of the existing terminal?	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
1(C) Does the concept allow for the facility to be secured as required by Homeland Security?	●	●	▲	▲	▲	▲	●	●	▲	▲
<b>(2) Does the concept improve transportation operations compared to existing conditions at the Mukilteo terminal?</b>										
2(A) Would the concept provide a terminal with improved multimodal connections?	●	◆	◆	▲	◆	●	◆	◆	●	●
2(B) Would the concept provide adequate facilities for future transit service?	●	▲	▲	▲	▲	▲	●	▲	▲	▲
2(C) Is there enough room to provide holding facilities that can handle at least 1.5 times the capacity of the ferry (approximately 215 vehicles)?	▲	▲	▲	▲	▲	▲	●	▲	▲	▲
2(D) Would the concept provide improved facilities for loading and unloading the ferry reliably to maintain schedules?	●	▲	▲	▲	▲	▲	●	●	▲	▲
<b>(3) How well does the concept avoid environmental effects?</b>										
3(A) Ecosystem resources (aquatic habitat, wetlands)?	◆	◆	▲	▲	▲	◆	▲	●	●	◆
3(B) Historic, cultural, and parkland resources?	●	●	●	●	●	●	◆	●	◆	▲
3(C) Proximity effects (noise and visual)?	◆	◆	●	●	●	●	◆	●	◆	▲

### Key

	First Level	Second Level	
		Transportation Options	Environmental Effects
▲	Meets criterion	Meets criterion	Likely to avoid adverse effects
◆	Partially meets criterion	Partially meets criterion	Avoidance uncertain or mixed
●	Does not meet criterion	Does not meet criterion	Likely to not avoid adverse effects

Level 2: Screening Results Summary	No Build	Existing Site Improvements	Elliot Point – Option 1	Elliot Point – Option 2	Elliot Point – Option 3	Mount Baker Terminal	Edmonds - Existing Terminal	Edmonds - Existing Site Improvements	Edmonds - Point Edwards	Port of Everett South Terminal	
<b>(1) Does the concept improve safety and security at the terminal facility compared to existing conditions at the Mukilteo terminal?</b>											
1(A) Does the concept reduce conflicts between local and ferry vehicle traffic compared to existing conditions?	●	●	▲	▲	▲	▲	●	●	▲	▲	
1(B) Does the concept reduce conflicts between vehicles and pedestrians/bicyclists during ferry loading and unloading?	●	◆	◆	▲	◆	▲	●	▲	▲	▲	
<b>(2) Does the concept improve transportation operations compared to existing conditions at the Mukilteo terminal?</b>											
2(A) Does the concept improve the reliability of ferry loading/unloading operations compared to the existing Mukilteo terminal?	●	◆	▲	▲	▲	▲	●	●	▲	▲	
2(B) Would the location of the terminal avoid ferry conflicts with maritime traffic that would adversely affect ferry schedule reliability?	▲	▲	▲	▲	▲	▲	◆	◆	◆	●	
2(C) Does the concept provide effective connections between modes (ferry, bus, and rail)?	◆	◆	◆	▲	▲	●	◆	◆	●	●	
2(D) Does the concept improve or maintain the connection between Whidbey Island and Seattle-Everett metropolitan area for the majority of users?	2(D1) Does the concept improve or maintain peak period trip time? [estimated existing travel time in minutes]	Clinton to Seattle (downtown)	▲	▲	▲	▲	▲	▲	●	●	●
		Clinton to Seattle (University of Washington)	▲	▲	▲	▲	▲	▲	●	●	●
	2(D2) Does the concept improve or maintain service frequency on the ferry route?	▲	▲	▲	▲	▲	▲	●	●	●	
<b>(3) How well does the concept avoid environmental effects?</b>											
3(A) What is the potential for avoiding adverse effects on stream habitat and species?	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	
3(B) What is the potential for avoiding adverse effects on marine and near-shore habitat and species?	▲	◆	▲	▲	▲	▲	▲	●	●	◆	
3(C) What is the potential for avoiding adverse effects on wetland habitat and species?	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	
3(D) What is the potential for avoiding adverse effects on upland habitat valuable to migratory birds?	▲	▲	◆	◆	◆	◆	▲	▲	●	▲	
3(E) What is the potential for avoiding adverse effects on historic properties?	●	●	●	●	●	●	▲	▲	◆	▲	
3(F) What is the potential for avoiding the use of parklands (publicly owned parks, recreational areas, wildlife and waterfowl refuges)?	▲	◆	◆	▲	▲	◆	▲	●	◆	▲	
3(G) What is the potential for avoiding conflicts with land use plans and zoning?	●	●	▲	▲	▲	▲	●	●	▲	▲	
3(H) What is the potential for avoiding conflicts with shoreline plans?	▲	▲	▲	▲	▲	▲	▲	●	▲	▲	
3(I) What is the potential for avoiding adverse effects on neighborhoods from ferry traffic?	◆	◆	▲	▲	▲	▲	●	●	●	●	
3(J) What is the potential for avoiding adverse effects on navigable waterways from the placement of new structures?	▲	▲	▲	▲	▲	▲	▲	▲	▲	●	

## Areas of the Environment

The SEPA/NEPA EIS will include an analysis of impacts for each project alternative in regard to a variety of environmental resources. Public comments will help us identify the issues of most interest and determine if there are other issues that we should consider. The following are examples of resources that WSF will study in the environmental document:

- |   |   |   |  |
|---|---|---|--|
|    | Transportation  |     | Geology and soils  |
|   | Ecosystems  |   | Water Resources  |
|  | Cultural Resources  |  | Visual   |
|  | Hazardous Materials   |  | Land Use and Economics<br>(including acquisitions and displacements) |
|  | Noise   |  | Climate  |
|  | Air   |   |  |
|  | Energy  |   |  |
|  | Social and Community resources (including environmental justice, recreation, public services and utilities) |   |  |



## Multimodal Connections

The Mukilteo/Clinton route is a major commuter route. Since vehicle traffic is limited by the size of the vessel, creating a terminal with good multimodal connections is critical to meeting future passenger growth.

Currently the Mukilteo/Clinton route is served by Everett Transit, Island Transit, Community Transit and Sound Transit's *Sounder* Commuter Rail, however transit connections are poor. There are currently only two bus bays at the Mukilteo terminal to serve all bus transit connections and the *Sounder* Station is located approximately 2,000 feet from the terminal.

