



# Mukilteo Multimodal Project

## Why is Washington State Ferries considering upgrading or relocating the Mukilteo Ferry Terminal?



The Mukilteo/Clinton ferry route is part of State Route (SR) 525, the major transportation corridor connecting Whidbey Island to the Seattle-Everett metropolitan area. It is WSF's second busiest route for vehicle traffic and has the third largest annual ridership. The existing Mukilteo ferry terminal is aging and needs major repairs to improve safety, reliability and multimodal connections.

## What's happening now?

Washington State Ferries (WSF) and the Federal Transit Administration (FTA) are preparing an Environmental Impact Statement (EIS) for the project in compliance with the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA). Over the past year, WSF and FTA evaluated the environmental impacts of the proposed alternatives and prepared a Draft EIS. In January 2012, WSF will release the Draft EIS for a 45-day public review and comment period. To encourage public input on the project alternatives and associated environmental effects, WSF will host public hearings in February 2012.

## Why is this project needed?



Mukilteo Multimodal Terminal Deficiencies

## Mukilteo/Clinton Ferry Route Characteristics

- 2-boat service
- 15 minute crossing
- Sailings every 30 minutes
- 2 million vehicles per year; 4 million total riders per year



The Mukilteo Ferry Terminal was Built in 1952

## What are the project benefits?

The new terminal would:

- Improve ferry operations, including the efficiency of vehicle and walk-on passenger loading and unloading
- Improve safety for passengers
- Offer better and safer access for pedestrians and bicycles and convenient transit connections
- Improve multimodal connections

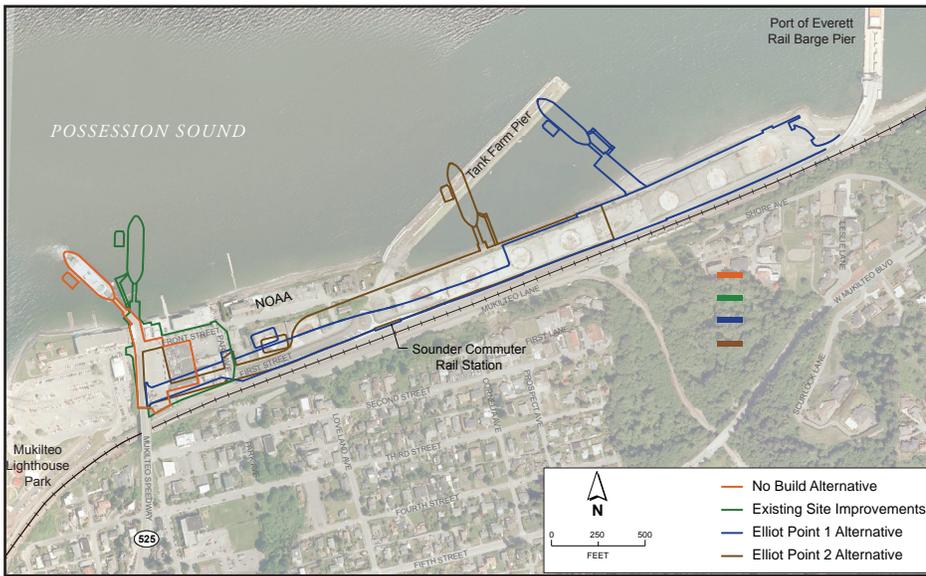


## What is a Draft EIS?

A Draft EIS evaluates and documents the environmental effects of proposed project alternatives, and outlines potential mitigation measures. It evaluates the alternatives based on how well they meet the purpose and need of the project.

## What is being considered?

WSF is currently evaluating four project alternatives; two rebuild the terminal at the existing site and two relocate the terminal to the tank farm property.



## What are the next steps?

Over the next year, WSF will identify a preferred alternative and prepare a Final EIS. In Winter 2013, WSF will release a Final EIS, which will document and respond to all comments received during the Draft EIS comment period.

## How is this project funded?

WSF has secured approximately \$63 million in funding for the project from state and federal sources. At this time the estimated cost of the full project are greater than current funding, and therefore the project may be phased.

### For more information:

#### Visit

[www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal](http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal)

#### Contact

Hadley Rodero, Project Communications Lead  
206-462-6354  
RoderoH@wsdot.wa.gov



## Project Timeline

### 2004

- NEPA Environmental Assessment (EA)
- EA public scoping meetings and comment period

### 2006

- Determine environmental impacts require further analysis in an Environmental Impact Statement (EIS)
- FTA issues a notice of intent (NOI) to prepare an EIS (February 2006)
- NEPA EIS scoping process
- EIS public scoping meetings

### 2007

- Washington State Legislature puts Mukilteo Multimodal Project on hold

### 2007 - 2009

- Study cultural resources and conduct geotechnical investigations
- Revise concepts to address public comments, minimize effects to sensitive resources, and meet seismic standards

### February 2010

- WSF and FTA reinstate NEPA/SEPA EIS process

### Spring 2010

- Revise the project purpose and need statement

### Fall 2010

- Conduct NEPA EIS scoping process and comment period
- Hold public scoping meetings

### Spring-Fall 2011

- Prepare Draft EIS

### January/February 2012

- Draft EIS public hearings and comment period

### Summer 2012

- Prepare Final EIS

### Winter 2013

- Publish Final EIS

### Spring 2013

- Issue Record of Decision (ROD)
- Begin project design

### 2015

- Construction

### 2019

- Project complete