



Washington State Ferries

Mukilteo Multimodal Project

Community Guide ***to the Draft Environmental Impact Statement***



February 2012



Washington State
Department of Transportation



U.S. Department of Transportation
Federal Transit Administration

Project Background



The Mukilteo/Clinton route is WSF's busiest route for vehicle traffic and has the second highest annual ridership, serving more than four million total riders in 2011.

The Mukilteo/Clinton ferry route is part of State Route (SR) 525, a major transportation corridor and critical link for residents and commuters between Whidbey Island and the Seattle-Everett metropolitan area. The Mukilteo ferry terminal is among Washington State Ferries' (WSF) busiest facilities, but it has not had significant improvements for almost 30 years and needs key repairs. The current terminal layout makes it difficult for passengers to get in and out of the terminal and contributes to traffic congestion, safety concerns and conflicts between vehicle and pedestrian traffic.

Planning for a new Mukilteo terminal has been going on for years and WSF started the environmental process in 2004. However the Washington State Legislature put the project on hold in 2007 due to lack of funding and constructability issues associated with the previously proposed alternatives. Following the release of WSF's Long-Range Plan in 2009, WSF and the Federal Transit Administration (FTA) restarted the environmental review process in early 2010 and conducted scoping in Fall 2010.

What did we hear during Scoping?

WSF received over 365 public comments as well as letters from 20 public agencies, tribes and jurisdictions. Comments indicated overwhelming support for keeping the terminal in Mukilteo. Other key themes included parking, improving traffic and safety, and support for strong multimodal connections. In response to public feedback, WSF and FTA developed four alternatives for further analysis and environmental review.



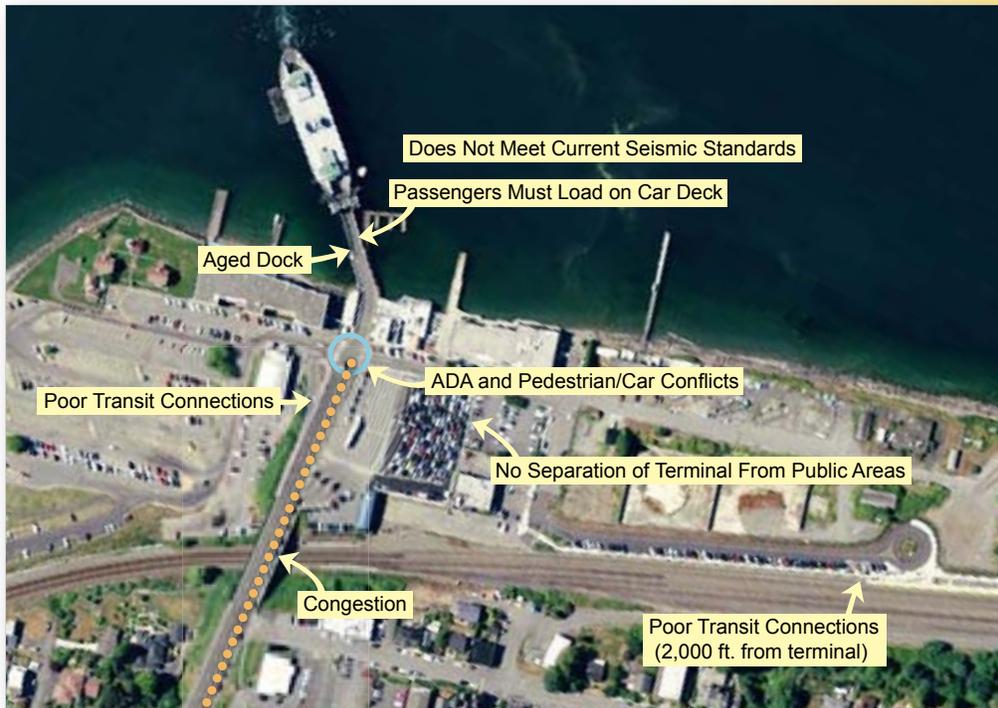
Mukilteo Multimodal Project Timeline

2004	2006	2007	2007-2009	Feb 2010	Spring 2010	Fall 2010
<ul style="list-style-type: none"> WSF and FTA begin work on a NEPA/SEPA Environmental Assessment (EA) 	<ul style="list-style-type: none"> FTA issues a notice of intent to prepare an EIS (February 2006) NEPA/SEPA EIS scoping process EIS public scoping meetings 	<ul style="list-style-type: none"> Washington State Legislature puts Mukilteo Multimodal Project on hold Conduct environmental analysis 	<ul style="list-style-type: none"> Revise concepts to address public comments, minimize effects to sensitive resources and meet seismic standards 	<ul style="list-style-type: none"> WSF and FTA reinstate NEPA/SEPA EIS process 	<ul style="list-style-type: none"> Revise the project purpose and need statement 	<ul style="list-style-type: none"> Conduct NEPA/SEPA EIS scoping process and comment period Hold public scoping meetings

Why is this project needed?

The purpose of the Mukilteo Multimodal Project is to improve transportation between Whidbey Island and the mainland by providing safe, reliable and efficient service for all modes by:

- Reducing conflicts, congestion and safety concerns for pedestrians, bicyclists and motorists by improving local traffic and safety in the terminal area
- Updating the terminal facility to improve the safety, security, quality, reliability, and efficiency of multimodal transportation
- Accommodating future demand projected for transit, carpools, pedestrians, bicycles and general purpose traffic



Mukilteo terminal deficiencies

2011	Jan-Mar 2012	Spring-Fall 2012	Early 2013	Mid 2013	2015	2019
• Prepare Draft EIS	• Draft EIS public hearings and comment period	• Prepare Final EIS	• Publish Final EIS	• Issue Record of Decision (ROD) • Begin project design	• Construction	• Complete project

We are here

What is an EIS?

Environmental Resources

The Draft EIS includes an analysis of impacts for each project alternative in regard to the following environmental disciplines.



Transportation



Land Use and Economics



Noise and Vibration



Visual Quality



Social Environment and Environmental Justice



Cultural and Historic Resources



Air Quality



Hazardous Materials



Energy and Climate Change



Geology and Soils



Water Resources



Ecosystems



Section 4(f)

An environmental impact statement (EIS) is a document that describes proposed project alternatives and identifies potential environmental effects. WSF and FTA are preparing an EIS for the Mukilteo Multimodal Project in compliance with the National and State Environmental Policy Acts (NEPA/SEPA). FTA is the federal lead agency for the NEPA environmental review process. WSDOT is the state lead agency for SEPA. After conducting a scoping process in Fall 2010 and incorporating public comments, WSF and FTA developed a Draft EIS.

The Draft EIS:

- Identifies and evaluates potential environmental impacts and benefits of the project alternatives under consideration
- Identifies potential actions that would help mitigate any adverse effects
- Enables decision-makers to identify the solution that best achieves the project purpose
- Provides the public, tribes and agencies an opportunity to review and comment on the project alternatives, environmental impacts, mitigation, and trade-offs among the alternatives

The Final EIS will document and address all comments received on the Draft EIS.

Overview of the Project Alternatives

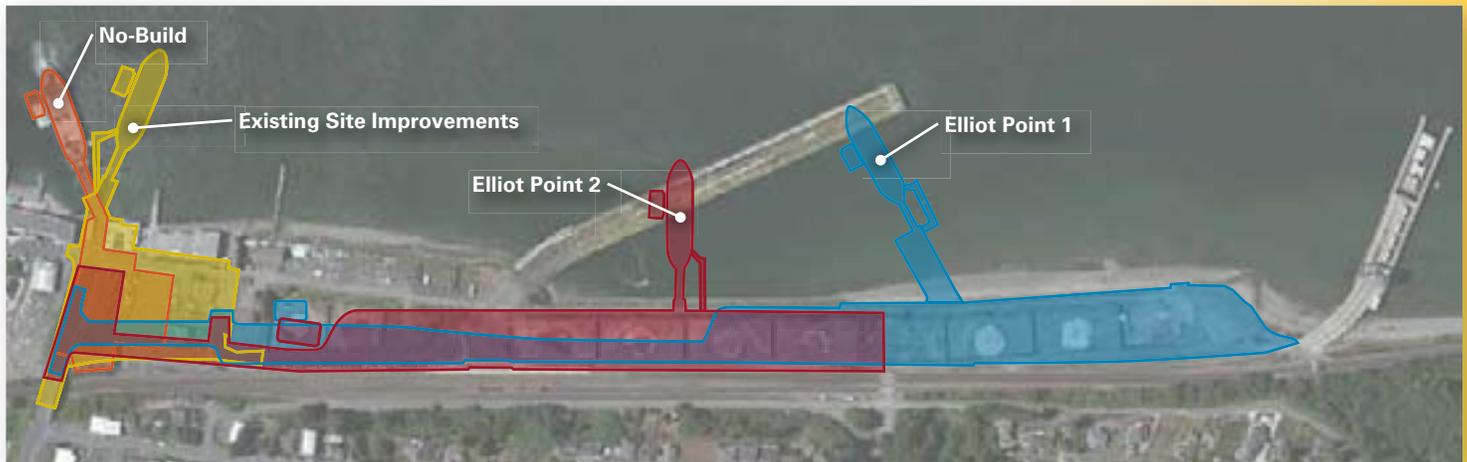
WSF and FTA are evaluating four alternatives to upgrade or replace the Mukilteo ferry terminal. All four alternatives keep the terminal in Mukilteo. Two alternatives look at preserving or improving the existing terminal and two of the alternatives include relocating the terminal to the tank farm east of the existing site.



Mukilteo Multimodal Project Area

The alternatives are:

- No-Build
- Existing Site Improvements
- Elliot Point 1
- Elliot Point 2



No-Build



The No-Build Alternative serves as a basis for comparing the effects associated with the Build alternatives. It includes what would be needed to maintain the existing ferry terminal at a functional level.

- Nearly all of the ferry docking, loading and unloading facilities would need to be replaced by 2040. This includes a new slip, trestle and transfer span.
- The No-Build makes no improvements to congestion, vehicular and pedestrian conflicts, multimodal connections or security.
- The existing tank farm pier would remain.
- The No-Build maintains two existing bus bays.
- The estimated cost range for the No-Build Alternative is projected to be \$60 to \$65 million (in 2015 dollars) and includes construction, right-of-way costs, and engineering.

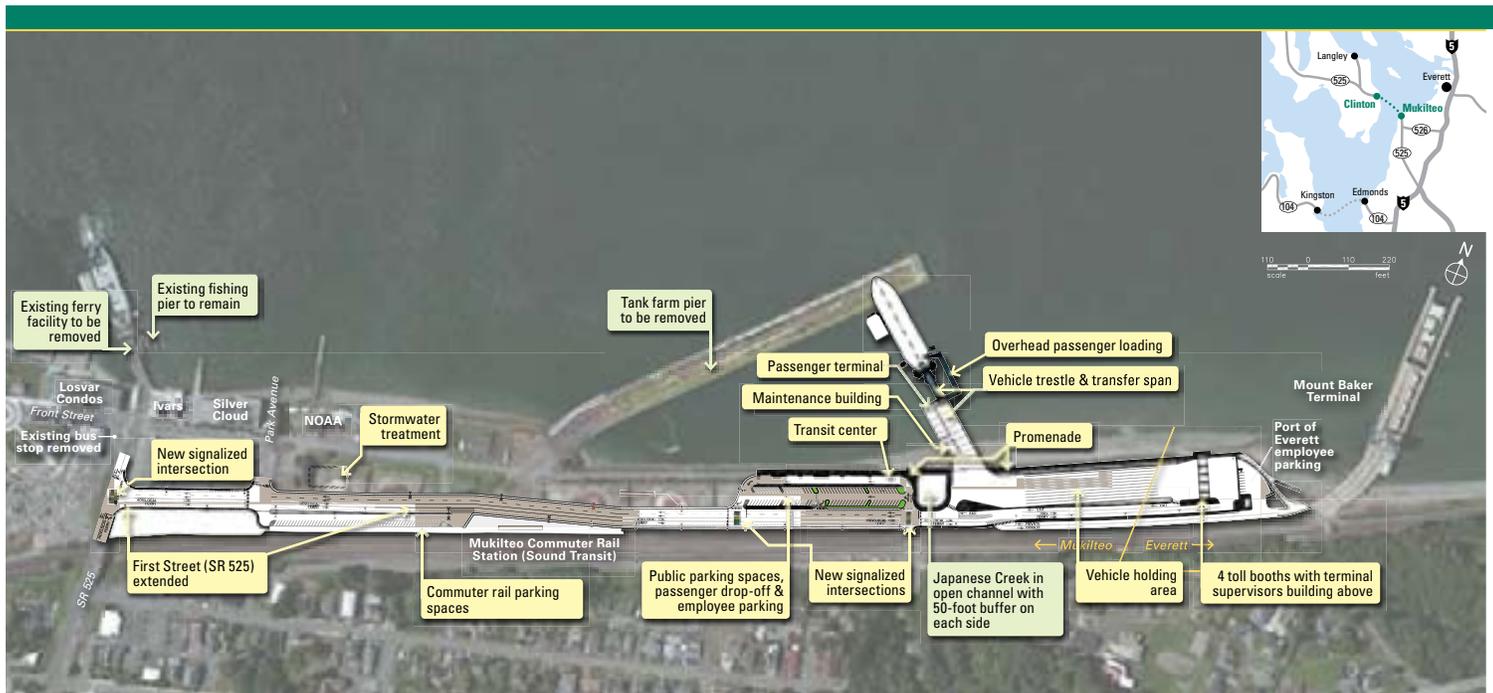
Existing Site Improvements



The Existing Site Improvements Alternative replaces the current ferry terminal with an improved, expanded facility at the current site. All of the existing ferry terminal features would be replaced.

- The existing vehicle holding area would remain in the same general location and be expanded to accommodate approximately 216 vehicles.
- East of the ferry access driveway would be new toll booths, a new supervisors building, and new passenger and maintenance buildings. An overhead passenger loading ramp would provide a new pedestrian connection to the second story of the new passenger building.
- A transit center with six bus bays would be constructed east of the vehicle holding lanes.
- The public fishing pier and seasonal moorage would be relocated.
- The estimated cost range for the Existing Site Improvements Alternative is projected to be \$130 to \$140 million (in 2015 dollars), including costs for construction, right-of-way, and engineering.

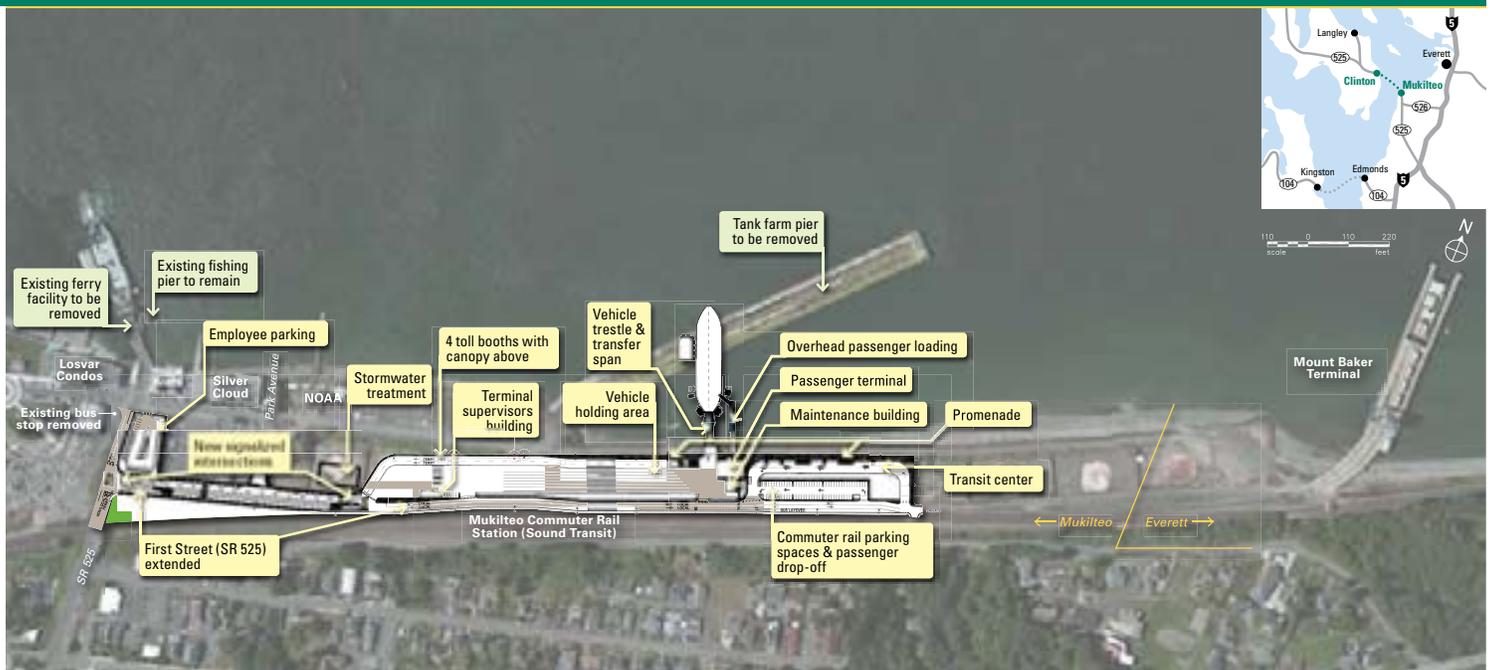
Elliot Point 1



The Elliot Point 1 Alternative relocates the Mukilteo ferry terminal to the eastern portion of the tank farm property. Because the shoreline slopes gradually in this location, the ferry slip would be located about 250 feet offshore, requiring a longer pier and trestle.

- A new passenger and maintenance building would be located over water on the new concrete trestle. An overhead passenger loading ramp would connect to the second story of the new passenger building.
- All of the existing ferry terminal structures and the tank farm pier would be removed.
- The alternative includes new toll booths (with a terminal supervisors building above), ferry and vehicle holding areas for approximately 216 vehicles, and shoreline promenades on each side of the terminal.
- Japanese Creek, which currently runs in a culvert, would be restored to an open stream.
- This alternative would provide parking for commuter rail, the Mount Baker Terminal shoreline access area and ferry employees.
- A new transit center with six bus bays would be built west of the new terminal.
- Security fences and gates would secure the holding and terminal area during periods of heightened security, as required by the U.S. Coast Guard.
- The estimated cost range for the Elliot Point 1 Alternative is projected to be \$150 to \$165 million (in 2015 dollars), including the costs of construction, right-of-way, and engineering.

Elliot Point 2



The Elliot Point 2 Alternative relocates the ferry terminal to the western portion of the tank farm site. It would have a more compact footprint than Elliot Point 1 because the water is deeper in this location. The ferry slip would be closer to the shore with a shorter trestle.

- A new passenger and maintenance building would be located just upland from the ferry dock. An overhead passenger loading ramp would connect to the second story of the new passenger building and the supervisor's building would be located west of the vehicle holding area, near four new toll booths.
- The vehicle holding area would accommodate 216 vehicles.
- The existing ferry terminal and tank farm pier would be removed.
- A walkway would be built along the edge of the terminal from First Street to a shoreline promenade located west of the ferry slip.
- New security fences and gates would secure the holding and terminal area during periods of heightened security, as required by the U.S. Coast Guard.
- The estimated cost range for the Elliot Point 2 Alternative is projected to be \$120 to \$130 million (in 2015 dollars), including construction, right-of-way and engineering.

Summary of Environmental Impacts

The table below compares some of the key environmental impacts for each alternative. The Draft EIS includes a more detailed explanation of impacts.

Area of the Environment	No Build	Existing Site Improvements	Elliot Point 1	Elliot Point 2
Land use and economics				
• Full acquisitions	0	5	1	1
• Displaced residences	0	0	0	0
• Displaced businesses	0	2	1	1
• Acres of Mukilteo tank farm occupied	0	0	11	9
• Compatibility with local land use/shoreline plans	Low Compatibility	Low to Moderate Compatibility	High to Moderate Compatibility	High to Moderate Compatibility
Social Environment and Social Justice impacts	Low	Low	Low	Low
Historic and Cultural Resources				
• Identified archeological sites with potential adverse effects	1	2	3	2
Hazardous Materials				
• Potential for encountering hazardous materials during construction	Low	Low to Moderate	Moderate	Moderate
Geology and Soils				
• Ability to address seismic and liquefaction risks	Limited	Improved	Improved	Improved
Ecosystems				
• Net change in overwater cover (sq feet)	+3,000	+12,000	-116,000*	-135,000*
Construction Effects				
• Built environment	Higher—multiple terminal closures; terminal closed 4-9 months	Moderate—terminal closure and area disruptions; terminal closed 1-2 months	Low to moderate with greater levels of construction activity but away from public areas, little to no closure of ferry service	
• Natural environment	Moderate due to in-water construction		Higher due to in-water construction, pier removal, dredging	
Use of Section 4(f)** Properties	Potential for up to 2	Potential for up to 5	Potential for up to 6	2-3

* Due to removal of the existing tank farm pier

** Section 4(f) of the Department of Transportation Act of 1966 bars federal agencies from approving the use of land from a significant publicly owned public park, recreation area, wildlife or waterfowl refuge, or significant historic site unless there is no feasible and prudent alternative to the use of land. For this project, FTA is considering a finding that the use of Section 4(f) land is unavoidable, and could then approve an alternative that involves the “least harm” to Section 4(f) resources and the environment.

Traffic Operations and Multimodal Connections

Traffic Operations

By 2040, vehicle queues on SR 525 are projected to increase for the No-Build, Existing Site Improvements, and Elliot Point 2 alternatives compared to what is typically seen today. Elliot Point 1 is the only alternative for which vehicle queues from the toll booth would not extend onto SR 525 during typical weekday afternoons, although summer weekends or other busy times may have longer queues.



Ferry queue lengths in feet (typical PM peak period)

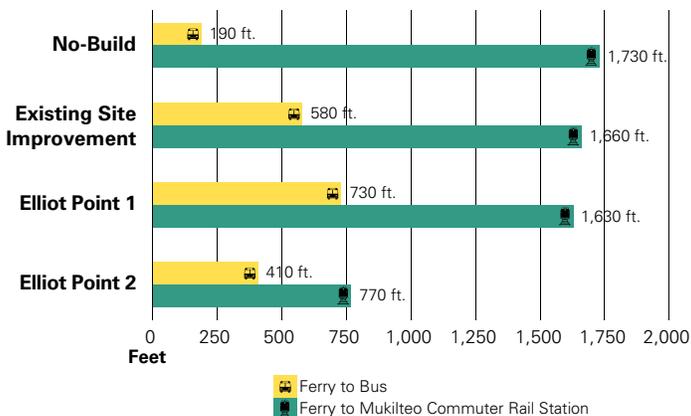
Multimodal Connections

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. WSF's 2009 Long-Range Plan predict a 73 percent increase in annual passengers on the Mukilteo/Clinton route by 2030. The plan calls for meeting the growing travel needs at the Mukilteo ferry terminal primarily through increasing the share of walk-on trips. This reinforces the need for improved connections and facilities between ferries, transit and commuter rail.



Walking distances

Distances to Transit



Tribal Coordination

Section 106 of the National Historic Preservation Act

FTA is the lead agency for consultation with interested tribes and nations in compliance with Section 106 of the National Historic Preservation Act (NHPA). FTA has a government-to-government relationship with Indian tribes. Section 106 of the NHPA, in part, requires that FTA consult with tribes for undertakings that may affect properties considered to have traditional religious and cultural significance.



The project area includes several important historic and archaeological sites, including a buried shell midden created by Native American peoples, with deposits dating back over 1,000 years. In fact, the name Mukilteo is derived from a Salish name meaning “a good place to camp.” The site is also culturally important to local tribes as the location of the signing of the Point Elliot Treaty of 1855. The treaty ceded Native American land in the Puget Sound region in exchange for reservations and fishing rights.

FTA and WSF are working closely with several tribes to ensure the project recognizes the rich cultural history of the project area. Through letters and statements from tribal representatives, tribes have emphasized the great cultural and historic importance of the Mukilteo waterfront area. The area is part of their historic lands and was occupied by a year round village.

FTA and WSF are consulting with the following tribal governments:

Lummi Tribe*	Stillaguamish Tribe
Muckleshoot Indian Tribe	Suquamish Indian Tribe*
Nooksack Indian Tribe	Swinomish Indians*
Samish Indian Tribe	Tulalip Tribes*
Sauk-Suiattle Indian Tribe	Upper Skagit Indian Tribe
Snoqualmie Tribe	

* Tribe has court-adjudicated treaty fishing rights in the project area

FTA and WSF are also coordinating with the non-federally recognized Duwamish and Snohomish tribes as interested parties.



Funding and Next Steps

Funding

Total project budget for the Mukilteo Multimodal Project is \$90.1 million (M), including a mix of state and federal funds. To date, WSF has secured \$29 M in federal grants and current federal funding will allow WSF to complete the Final EIS. Because of its multimodal emphasis, the project is competitive for securing additional federal funding once the EIS process is complete.



Help us determine the future of the Mukilteo Terminal.

Next Steps

This spring, WSF will identify a preferred alternative and begin preparing a Final EIS. The Final EIS will document and address all public, tribal and agency comments received on the Draft EIS. It is scheduled to be released in Spring 2013 and a Record of Decision is anticipated in mid-2013, which will allow WSF to move forward with final design and construction once funding becomes available.

Review and Comment on the Draft EIS



The full Draft EIS document and Executive Summary are available on the project website: www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/

The Executive Summary and a CD with the complete Draft EIS documents are free. Printed copies of the full Draft EIS are available to purchase for \$20.00. To request copies of any of the environmental documents, please contact Paul Krueger at 206-805-2892 or kruegep@wsdot.wa.gov.

We want to hear from you

Your comments are important to us! The 45-day public comment period runs through March 12, 2012. You can offer your feedback on the Draft EIS by:

- Providing comments at a public hearing
- Submitting comments online at:
www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/
- Sending written comments:

Mail:
Washington State Ferries
Attn: Paul Krueger
2901 3rd Avenue, Suite 500
Seattle, WA 98121

Email:
mukilteocomments@wsdot.wa.gov

You can also submit comments directly to the Federal Transit Administration (FTA) by sending them to:

Dan Drais
Environmental Protection Specialist
daniel.drais@dot.gov

Contact us

For questions or to request a project briefing, please contact:

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

Attend a public hearing:

Mukilteo

Wednesday, Feb. 22
5 p.m. - 8 p.m. (presentation begins at 6 p.m.)
Rosehill Community Center
304 Lincoln Avenue
Mukilteo, WA 98275

Clinton

Thursday, Feb. 23
5 p.m. - 8 p.m. (presentation begins at 6 p.m.)
Clinton Community Hall
6411 Central Avenue
Clinton, WA 98236

Americans with Disabilities Act (ADA) Information: Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting Joy Goldenberg at (206) 515-3411. Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

Title VI Notice to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinators, George Laue at (509) 324-6018 or Jonte' Sulton at (360) 705-7082.

Comment Form

Mukilteo Multimodal Project Draft Environmental Impact Statement

The Federal Transit Administration and Washington State Ferries invite your comments on the Draft Environmental Impact Statement (EIS) and the project alternatives. The Draft EIS comment period runs until March 12, 2012. All comments received during the comment period will be addressed in the Final EIS. Return this form at the public hearings or mail to the address provided on the back. Comments can also be provided by email to: mukilteocomments@wsdot.wa.gov.

Tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? _____
- I'm an occasional ferry rider
- I'm a regular ferry rider. If so, what is your primary trip purpose?
 - Work
 - School
 - Other
- My business is affected by the ferry
- Other: _____

1. Please share your comments about each project alternative.

No-Build _____

Existing Site Improvements _____

Elliot Point 1 _____

Elliot Point 2 _____

Tear at perforation to use comment form

2. Please share your feedback on the environmental analysis.

3. Other comments?

use stamp
if replying
by mail

Mukilteo Multimodal Project
Washington State Ferries
Attn: Paul Krueger
2901 3rd Avenue, Suite 500
Seattle, WA 98121

If you would like to be added to the project mailing list, please provide the following:

Name: _____

Organization (if applicable): _____

Address: _____

City: _____ State: _____ Zip: _____

E-mail: _____

Tear at perforation to use comment form

Thank you for your comments!