



Washington State Ferries

Mukilteo Multimodal Project

Mukilteo Multimodal Project Update

**Draft Environmental
Impact Statement
Public Hearings**

February 22 and 23, 2012



**Washington State
Department of Transportation**



**U.S. Department of Transportation
Federal Transit Administration**



What's happening now?

- Draft Environmental Impact Statement (EIS) released on January 27
- 45-day comment period runs through March 12





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What's in the EIS?

- Transportation
- Land Use and Economics
- Noise and Vibration
- Visual Quality
- Social Environment and Environmental Justice
- Cultural and Historic Resources
- Air Quality
- Energy and Climate Change
- Geology and Soils
- Water Resources
- Ecosystems
- Hazardous Materials
- Section 4(f)*



* A U.S. Department of Transportation regulation restricting the use of public parks, recreation areas, or historic sites



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Agenda

- 5:00 p.m. Open House
- 6:00 p.m. Presentation
- 6:30 p.m. Public Hearing
- 8:00 p.m. Meeting adjourns





Purpose and Need

- Reduce congestion and safety concerns
- Improve operations and efficiency
- Improve multimodal connections
- Accommodate growth



Terminal deficiencies



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Project Overview

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Mukilteo Multimodal Ferry Terminal Project Overview

wsdot Subscribe 218 videos



Mukilteo Multimodal Project
Draft Environmental Impact Statement: February 2012



For more information, visit:
www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal

U.S. Department of Transportation Federal Transit Administration Washington State Department of Transportation

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How did we get here?

- 2004 - Begin environmental process
- 2007 - Legislature puts project on hold
- 2009 - WSF releases Long-Range Plan
- Feb. 2010 - Reinitiate EIS process and develop new project alternatives
- Oct. to Nov. 2010 - Public scoping period
- Spring to Fall 2011 - Prepare Draft EIS
- January 27, 2012 - Draft EIS released



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No-Build Alternative

Cost Estimate (in 2015 dollars)

\$60-65 Million



Mount Baker Terminal

← Mukilteo Everett →

Wing walls replaced & towers removed

Fishing pier to remain

Vehicle transfer span, trestle & bulkheads replaced

Passenger terminal replaced

Existing holding area maintained

Terminal supervisors building replaced

3 toll booths replaced

Tank farm pier to remain

Losvat Condos

2 existing bus bays

Existing employee parking

SR 525

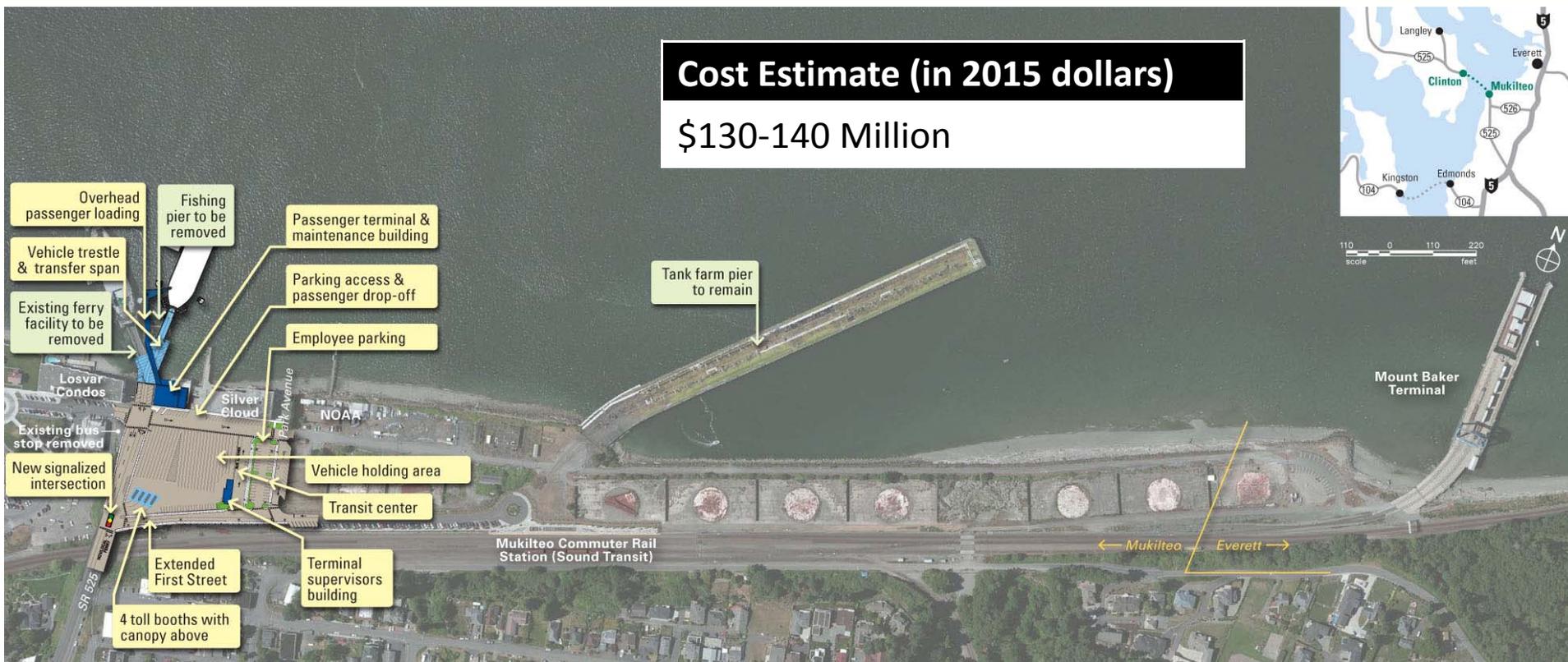
Ivars Silver Cloud NOAA Front Street Pier Avenue

Mukilteo Commuter Rail Station (Sound Transit)

Existing Site Improvements

Cost Estimate (in 2015 dollars)

\$130-140 Million



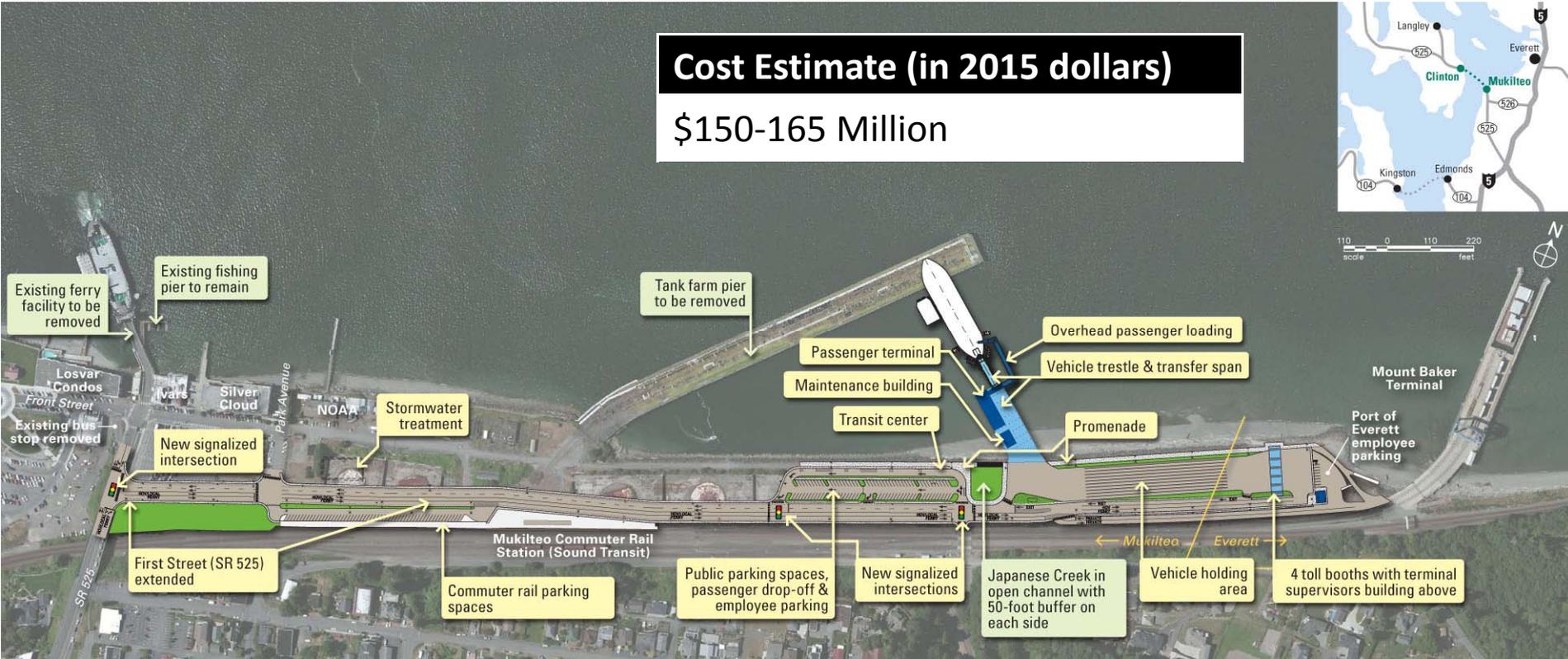


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Elliot Point 1

Cost Estimate (in 2015 dollars)

\$150-165 Million





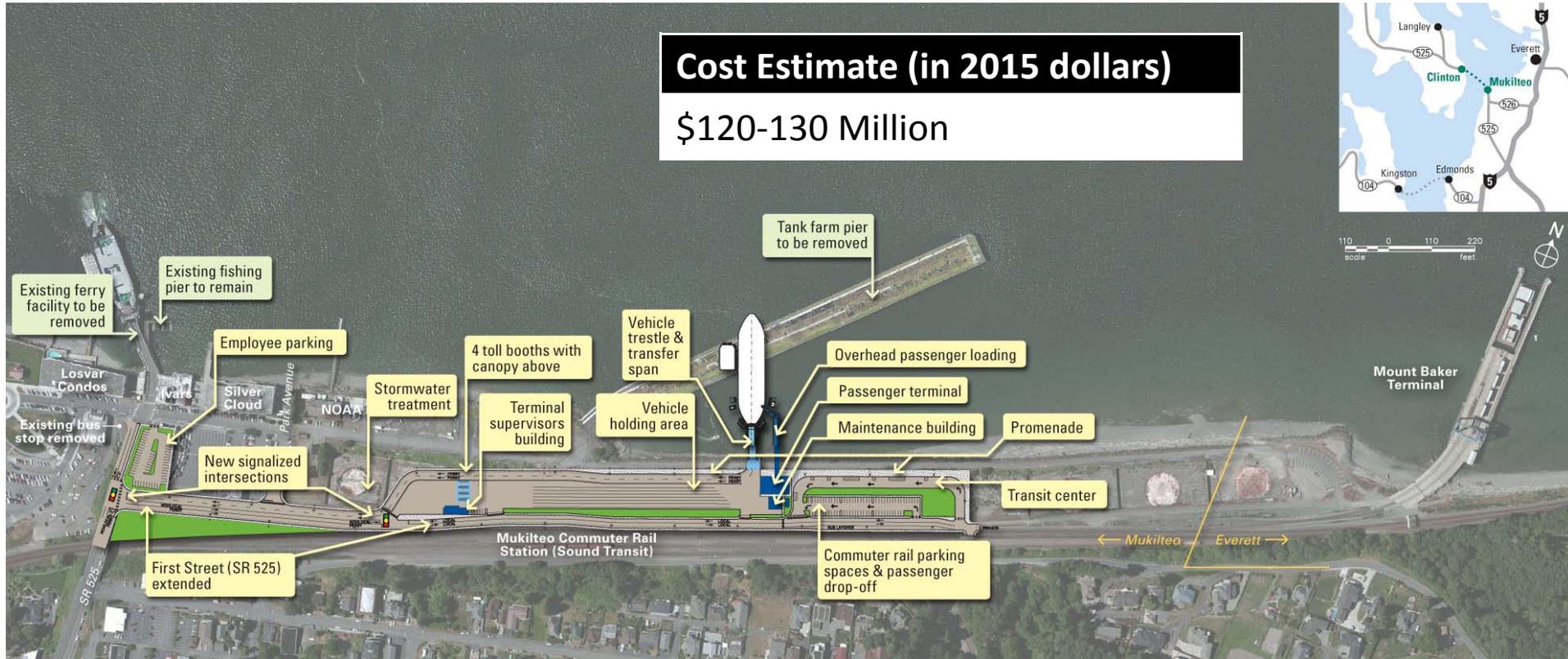
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Elliot Point 2

Cost Estimate (in 2015 dollars)

\$120-130 Million





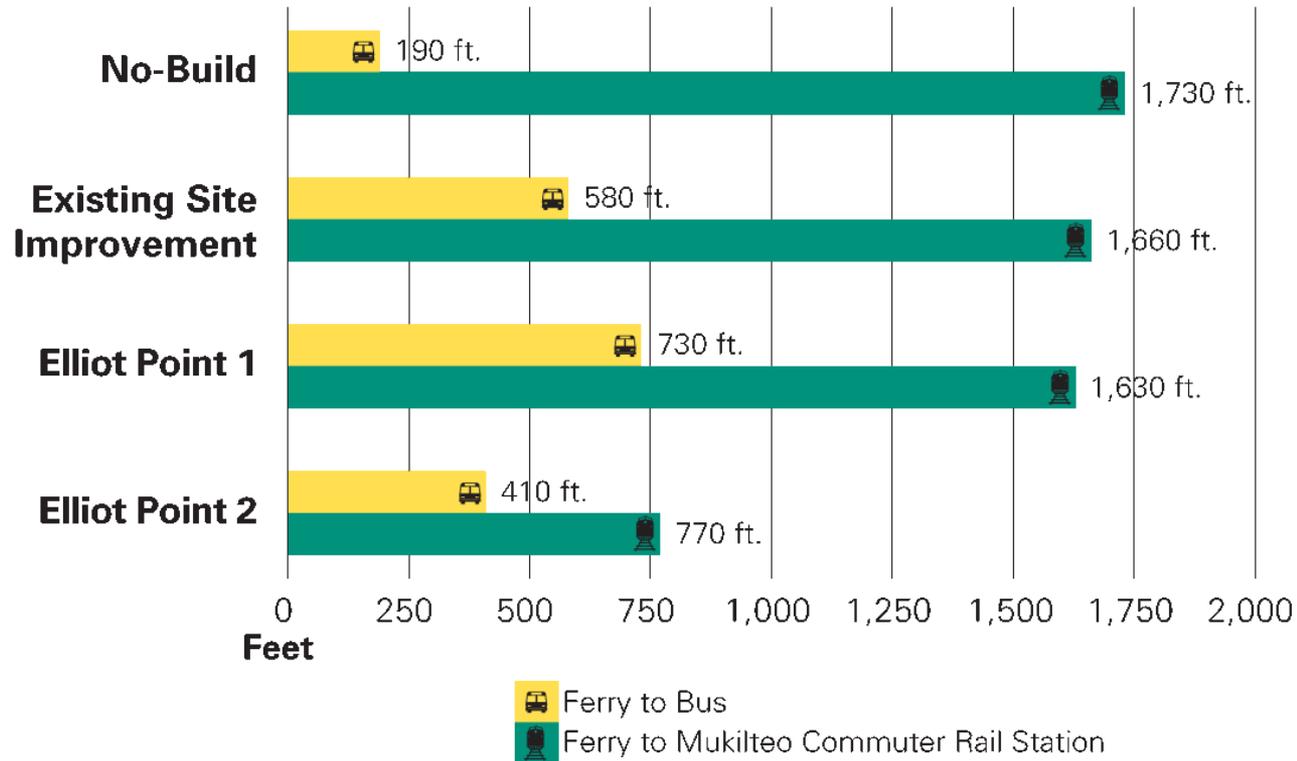
Meeting the Purpose and Need

Purpose and Need Element	No-Build	Existing Site Improvements	Elliot Point 1	Elliot Point 2
Reduces conflicts between local and ferry vehicle traffic	No	Partially, through one way street configurations	Yes	Yes
Reduces conflicts between vehicles and pedestrians/bicyclists	No	Partially, with street revisions and overhead loading	Yes	Yes
Provides a securable facility as required by Homeland Security	No	No	Yes	Yes
Addresses seismic or structural deficiencies	Partially over time, as facilities replaced	Yes	Yes	Yes



Meeting the Purpose and Need: Multimodal Connections

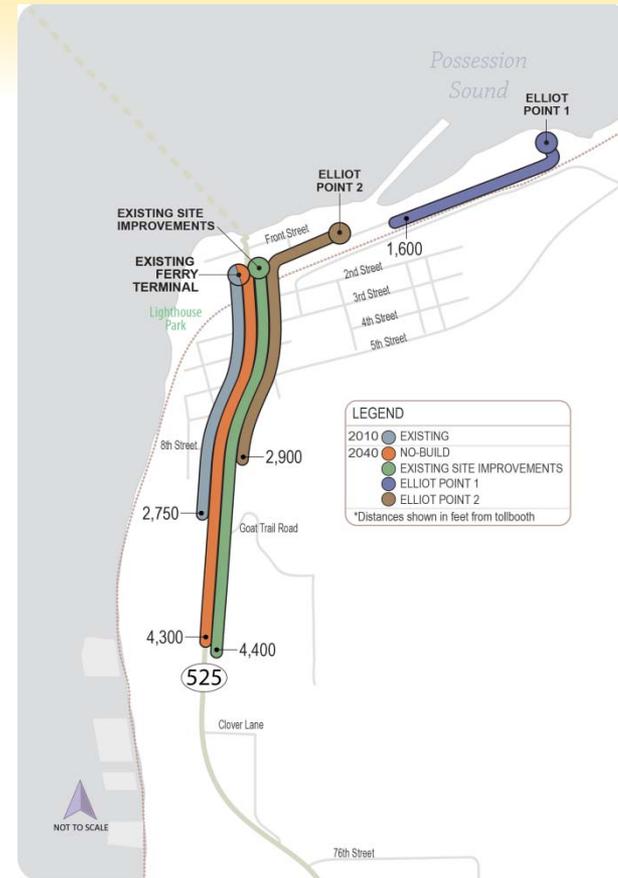
Distances to Transit





Meeting the Purpose and Need: Traffic Operations

- By 2040, queues on SR 525 are projected to increase for No Build, Existing Site Improvements and Elliot Point 2.
- Elliot Point 1 is the only alternative where vehicles would not back up on SR 525 during a typical weekday PM peak period.



Ferry queue lengths during typical PM peak period



Summary of Environmental 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

The Draft EIS compares the environmental impacts for each of the four alternatives.



Key Environmental Differences

- Land Use
- Historic and cultural resources
- Hazardous materials
- Ecosystems
- Protected park, recreation and historic properties
- Construction effects





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Tribal Consultation

Federally Recognized Tribes:

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



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



Funding

- Total project budget is \$90.1 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.



Next Steps

- Public Hearings: February 22 and 23, 2012
- Public Comment Period Ends: March 12, 2012
- Identify Locally Preferred Alternative: Spring 2012
- Begin Final EIS: Spring/Summer 2012
- Release Final EIS: Spring 2013
- Issue Record of Decision: June 2013
- Project Complete: 2019



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We want to hear from you!

For more information, please visit:

www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal

Please submit comments on the DEIS by March 12, 2012

Email: mukilteocomments@wsdot.wa.gov

Mail: Washington State Ferries

Attn: Paul Krueger

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