Fact Sheet

Project Title
Mukilteo Multimodal Project

Proposed Action
The Washington State Department of Transportation (WSDOT), Ferries Division (also known as Washington State Ferries [WSF]) proposes the Mukilteo Multimodal Project to improve the operations, safety, and security of facilities serving the mainland terminus of the Mukilteo-Clinton ferry route in Washington State. The Federal Transit Administration (FTA) has provided funding during the project’s planning phase and may be a source of construction funding. FTA and WSDOT are making this proposal available for public review in compliance with the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA).

The proposed project is located in the city of Mukilteo and the city of Everett in Snohomish County, mostly west of the Mukilteo/Everett city line. The area under consideration begins on the eastern edge of Mukilteo Lighthouse Park and extends to the eastern edge of the U.S. Air Force’s Mukilteo Tank Farm in the city of Everett and adjacent to the Port of Everett Mount Baker Terminal. In a separate action, the U.S. Air Force would need to transfer property rights or otherwise make the property available before any alternative on the Mukilteo Tank Farm could be developed.

This environmental impact statement (EIS) documents the analysis of the No-Build Alternative and three Build alternatives. These alternatives are summarized below.

No-Build includes what would reasonably be needed to maintain the existing ferry terminal at a functional level. Under the No-Build Alternative, an improved multimodal transportation facility to meet future demand or operational needs would not be developed. Instead, the No-Build Alternative assumes that maintenance and structure replacements would occur in accordance with legislative direction to maintain and preserve ferry facilities. WSF would make no major facility investments to improve the operation, safety, security, or capacity at the terminal.

Existing Site Improvements reconstructs, expands, and realigns the terminal and its related facilities on and around the current site. A new transit center would be constructed and the existing vehicle holding area would be reconfigured. New toll booths, operations buildings, and a new passenger building would be constructed. New overhead passenger loading ramps would connect to the second story of a new passenger building.

Elliot Point 1 relocates the ferry terminal from its current location to the eastern portion of the Mukilteo Tank Farm in both Mukilteo and Everett. This alternative also provides a transit center near the ferry terminal. A new passenger building and a maintenance building would be located overwater upon a new concrete trestle. An
overhead passenger loading ramp would connect to the second story of a new passenger building. The Tank Farm Pier and the existing ferry terminal would be removed. First Street would be realigned and extended as a four-lane roadway from SR 525 to the Mount Baker Terminal in the city of Everett. The alternative also includes modified intersections; a modification to the Sound Transit Mukilteo Station; the development of sidewalks and bike lanes, parking areas, toll booths, ferry vehicle holding areas, and a shoreline promenade on each side of the new ferry dock; and the restoration of part of Japanese Creek to an open stream.

**Elliot Point 2** relocates the ferry terminal from its current location to the central portion of the Mukilteo Tank Farm, with the vehicle holding area to the west of the terminal and the transit center and parking to the east. This alternative would remove the current terminal and the Mukilteo Tank Farm Pier and develop the same types of marine facilities as Elliot Point 1, but would require fewer supporting piles than Elliot Point 1, less overwater construction, and would be closer to shore. Passenger and maintenance buildings would be on land. Roadway improvements would include a realignment and extension of First Street as a four-lane roadway to the central section of the Mukilteo Tank Farm. The Sound Transit commuter rail station would be modified with relocated parking, and a new bus transit center and parking areas would be built on the Mukilteo Tank Farm site. The alternative would also develop sidewalks, bike lanes, and a shoreline promenade on each side of the new ferry dock.

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Anticipated Permits and Approvals

Federal

- Federal Transit Administration, U.S. Department of Transportation
  - National Historic Preservation Act, Section 106
  - Section 4(f) Impact to Historic and Recreation Resources
- U.S. Army Corps of Engineers
  - Rivers and Harbors Act, Section 10 Permit
  - Clean Water Act, Section 404 Permit
- U.S. Fish and Wildlife Service
  - Endangered Species Act, Section 7(a)(2) Biological Opinion
  - Disturbance Permit (Bald and Golden Eagle Protection Act)