

**Figure S-4. Existing Site Improvements Alternative**

### S.4.3 Elliot Point 1 Alternative

The Elliot Point 1 Alternative would develop the Mukilteo Multimodal Project on the eastern portion of the Mukilteo Tank Farm. Its key features are shown on Figure S-5.

Because the shoreline slopes more gradually in this location, the ferry slip would need to be located about 250 feet offshore, which would require a longer pier and trestle. A new passenger building and a maintenance building would be located over water on the new concrete trestle; this shortens walk distances and allows the nearby shoreline area to be developed for open space and stream restoration purposes. An overhead passenger loading ramp would connect to a second story of the new passenger building.

The Tank Farm Pier, including approximately 3,000 piles, would be removed up to its existing bulkhead and a channel 400 feet wide that provides a navigation depth of 26 feet would be dredged through part of the area currently occupied by the pier. Near the pier, current depths range from 14 to 17 feet, and other areas are deeper.

WSDOT would remove the existing ferry terminal, including buildings and marine structures, but the Port of Everett's fishing pier at the current terminal site would remain. The current vehicle holding area would be vacated.

The Elliot Point 1 Alternative would also provide parking for commuter rail, the Mount Baker Terminal shoreline access area, and ferry employees. The alternative includes toll booths, ferry vehicle holding areas, and shoreline promenades on each side of the new ferry dock. Japanese Creek, which currently runs in a pipe culvert below the Mukilteo Tank Farm, would be restored to an open stream north of the extended First Street, with a 50-foot buffer on either side. The stream would be crossed by a pedestrian bridge near the shoreline. New lighting would illuminate First Street and the terminal facilities, including the vehicle holding areas.

The vehicle holding areas would have capacity for approximately 216 vehicles. A terminal supervisor's building would be constructed above four new toll booths east of the holding area. This 35-foot-high structure would be oriented north-south.

First Street would be realigned and extended as a four-lane roadway from SR 525 to the Port of Everett's Mount Baker Terminal, also providing sidewalks and bike lanes. A new signalized intersection with SR 525 would be constructed. A rebuilt First Street/Park Avenue intersection would provide access to a reconfigured parking and access area for Mukilteo Station.

A new transit center with six bus bays would be west of the new terminal. Access and parking for Mukilteo Station would be configured to connect to the First Street extension.

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.

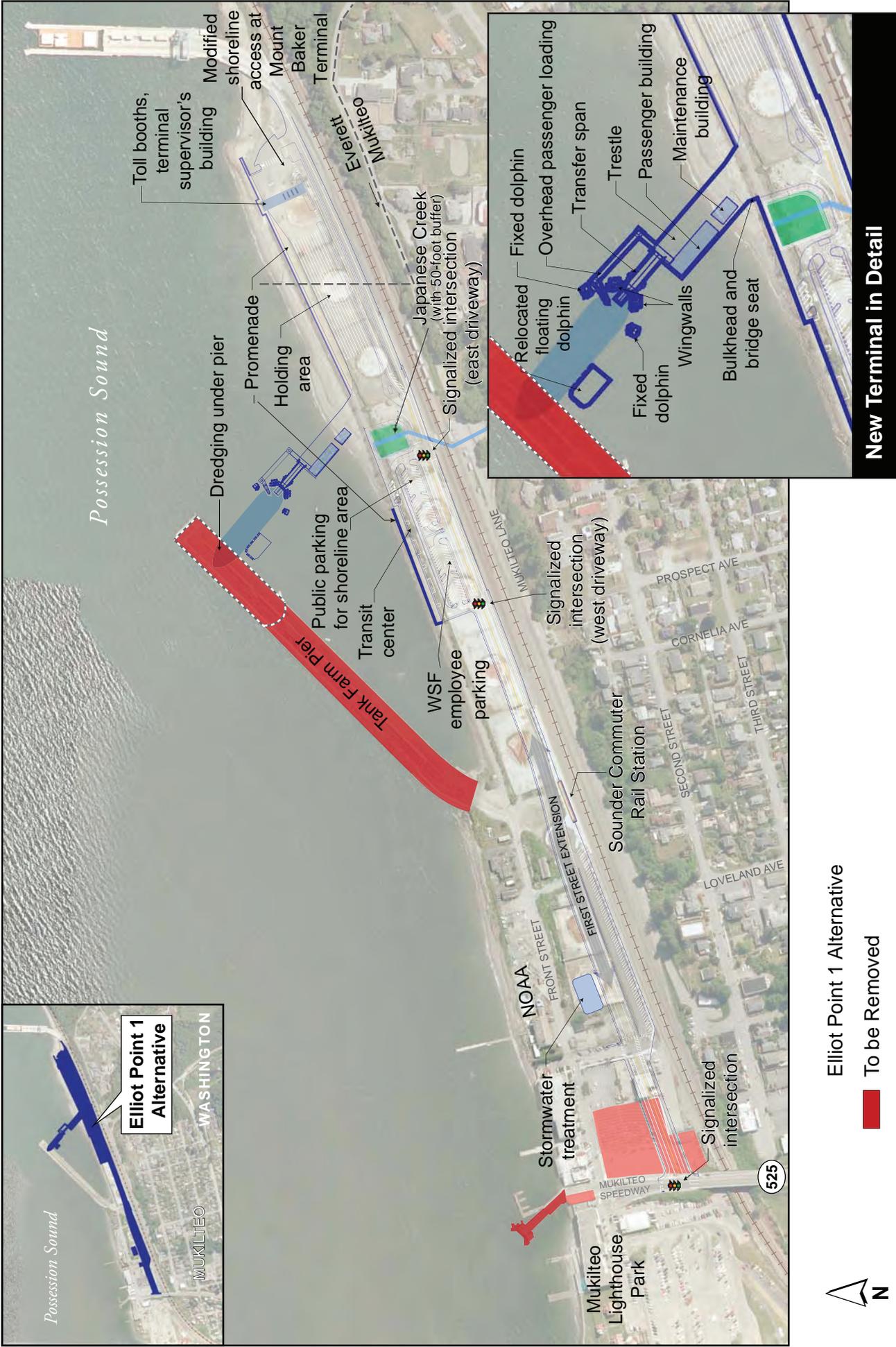


Figure S-5. Elliott Point 1 Alternative

#### **S.4.4 Elliot Point 2 Alternative**

The Elliot Point 2 Alternative would develop the project on the western portion of the Mukilteo Tank Farm. It would have a more compact footprint than the Elliot Point 1 Alternative due to the deeper water near the shore where the ferry would berth. Its key features are shown on Figure S-6.

Elliot Point 2 would have the same types of marine facilities as Elliot Point 1, but because there is no beach and the water is deeper at this location, the ferry slip would be nearer to the shore than Elliot Point 1, with a shorter trestle. The Tank Farm Pier would be removed and a channel 500 feet wide that provides a navigation depth of 26 feet would be dredged through part of the area currently occupied by the pier.

The existing ferry facility, including buildings and marine structures, would be removed, but the Port of Everett's fishing pier would remain. A ferry employee parking area would be located on the east side of SR 525, occupying part of the area currently used for vehicle holding, but the remainder of the existing holding area would be vacated.

A new passenger building and a maintenance building would be located immediately upland of the ferry dock. An overhead passenger loading ramp would connect to a second story of the new passenger building.

The vehicle holding area would have the holding capacity for approximately 216 vehicles. The terminal supervisor's building would be west of the vehicle holding area, near four new toll booths.

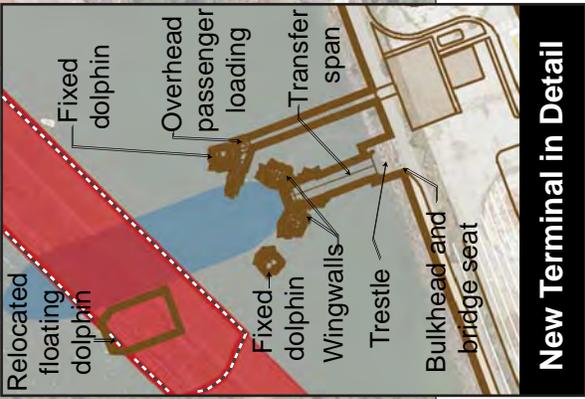
First Street would be realigned and extended as a four-lane roadway from SR 525 to a signalized entrance to the new ferry terminal. First Street would continue as a two-lane road to a new bus transit and paratransit center and a relocated parking area for Mukilteo Station.

A new transit center with six new bus bays and a transit passenger area would be on the eastern part of the site.

The First Street improvements would include a new signalized intersection with SR 525 and a reconstructed intersection with Park Avenue. The extended roadway would generally be along the southern portion of the Mukilteo Tank Farm. The First Street extension would occupy areas currently used by Sound Transit for the Mukilteo Station parking and pick-up/drop-off functions.

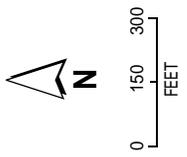
First Street would feature sidewalks and bicycle lanes. At the driveway for the ferry terminal, a walkway would be built along the edge of the terminal from First Street to a shoreline promenade located west of the ferry slip. Other sidewalks would link the Mukilteo Station and the transit center, which would also have relocated commuter rail parking and a shoreline promenade.

As with the Elliot Point 1 Alternative, this alternative would include new security fences and gates surrounding the holding area and terminal.



**New Terminal in Detail**

-  Elliott Point 2 Alternative
-  Ferry
-  To be Removed
-  Area Vacated by WSF
-  Dredging Locations under Pier
-  City Boundary



**Figure S-6. Elliott Point 2 Alternative**

## S.5 Transportation Impacts

Future demand for travel is expected to increase through the year 2040 on the Mukilteo-Clinton ferry route. All alternatives, including the No-Build Alternative, would be served by the same vessels and on the same schedule. For this reason, the volume of vehicle trips is expected to be similar regardless of alternative. Still, the alternatives would have different effects on traffic based on ferry reliability, wait times, where ferry queues develop, and where other traffic movements occur.

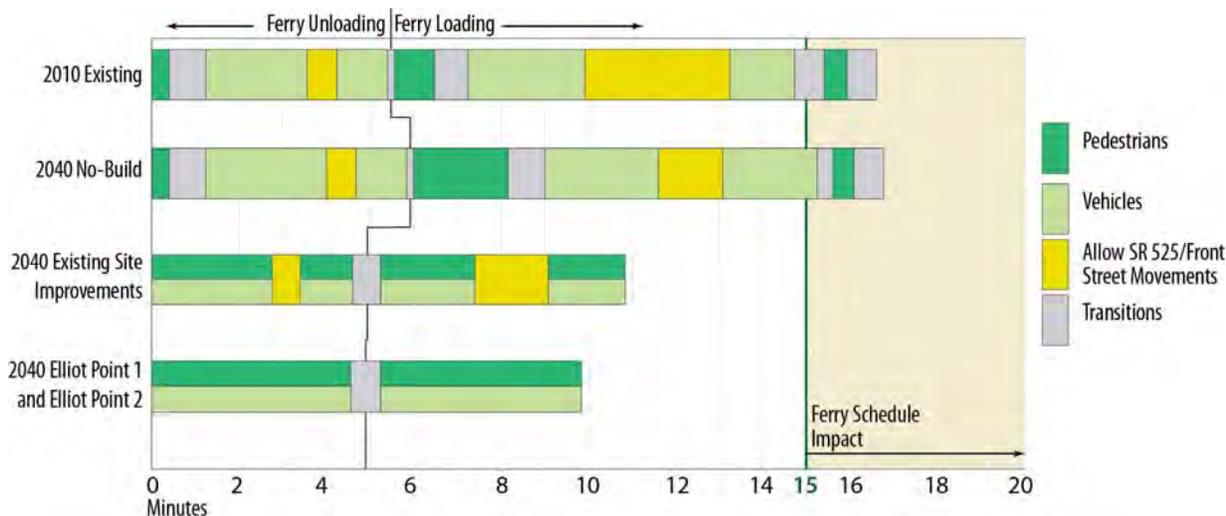
### S.5.1 Ferry Terminal Operations

#### Ferry Loading and Unloading Times

To maintain 30-minute headways between Mukilteo and Clinton, the ferry has about 15 minutes to unload and load passengers at either terminal. When the turnaround time at a ferry terminal exceeds 15 minutes, ferry vessels can start to run behind schedule, creating two operating challenges: reduced connection reliability and reduced cross-sound capacity.

As illustrated in Figure S-7, the loading and unloading times at the Mukilteo ferry terminal under existing conditions (2010) can exceed 15 minutes during the PM peak period, which impacts reliability and capacity. In 2040 at the evening peak period, the No-Build Alternative would typically take almost 17 minutes to unload and load passengers before leaving for Clinton.

**Figure S-7. Mukilteo Ferry Terminal Unloading and Loading Times**



The Existing Site Improvements Alternative would reduce the time required to load and unload each ferry to about 11 minutes, well within the turnaround threshold that would enable the ferries to maintain their schedules more regularly. This is largely due to the addition of the overhead passenger loading facility. The ferry loading and unloading would still create conflicts with local traffic and pedestrian movements.

The Elliot Point 1 and Elliot Point 2 alternatives would allow the ferry to load and unload in about 10 minutes, again due to the overhead loading and also because they eliminate conflicts between ferry traffic and local traffic at the SR 525/Front Street intersection.

### Connections to Transit

As shown in Figure S-8, the Elliot Point 2 Alternative would provide the shortest distance for connections between the ferry passenger building and rail or bus. However, for connections between the transit center and the commuter rail station, the Existing Site Improvements Alternative would have the shortest distance. For connections between downtown Mukilteo and the ferry passenger building, the shortest distance would result from the No-Build and Existing Site Improvements alternatives.

**Figure S-8. Walk Distances to Passenger Buildings**

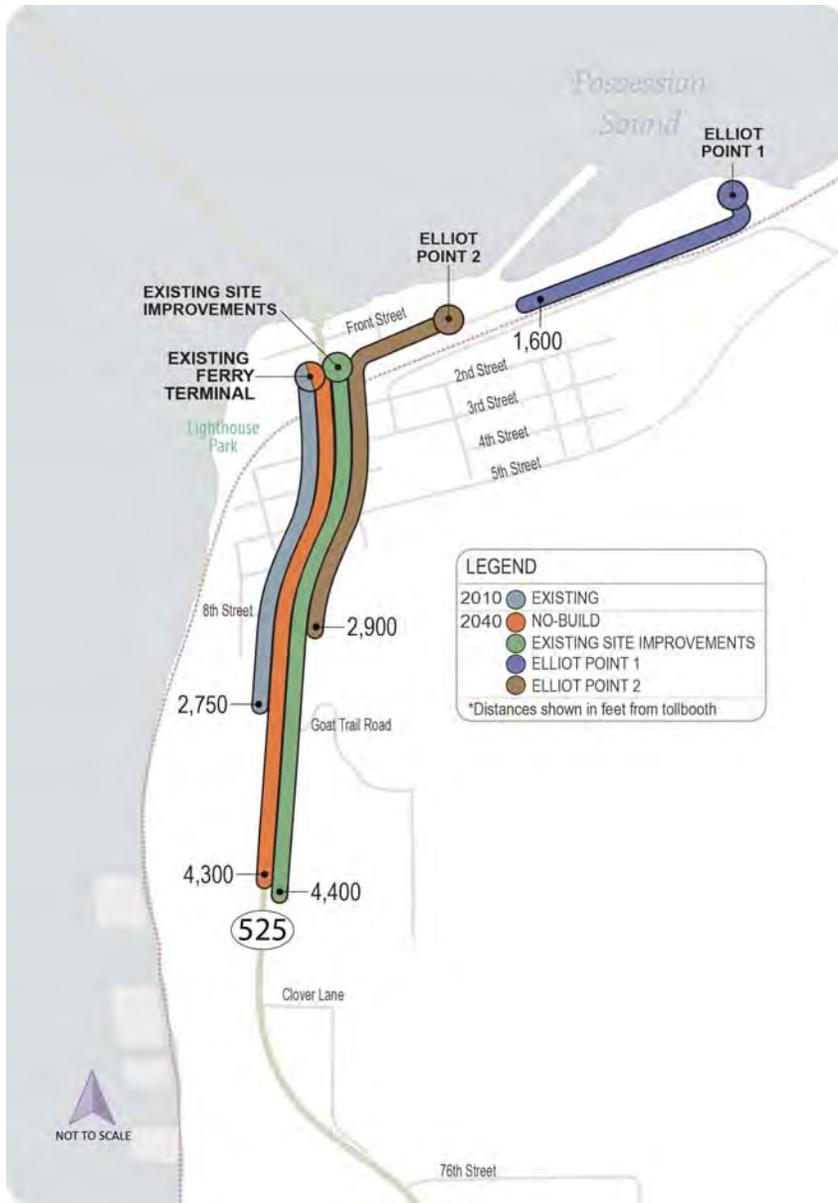


## S.5.2 Traffic Operations

### Ferry Shoulder Queuing

Figure S-9 shows that queues on SR 525 are projected to increase for the 2040 No-Build, Existing Site Improvements, and Elliot Point 2 alternatives compared to 2010 conditions. Elliot Point 1 is the only alternative for which vehicle queues from the toll booth would not extend back to impact SR 525 during the typical weekday PM peak period, although summer weekends or other times may have longer queues. All Build alternatives have the same holding area capacity. The Elliot Point 1 Alternative would have the shortest queue because its First Street extension would allow for more storage before vehicles back up onto SR 525. Once vehicles queue on the shoulder of SR 525, there are more gaps for driveways and intersections, lengthening the queue for the other alternatives.

**Figure S-9. Ferry Queue Lengths (Typical PM Peak Period)**



## Roadway Network

The projected 2040 roadway volumes would be the same for the No-Build Alternative and the Build alternatives because the capacity of the ferries would not be changed by any of the alternatives. The EIS looked at intersections along SR 525 between Fifth Street and Harbour Pointe Boulevard and also looked west to the Mukilteo Boulevard/Glenwood Avenue intersection. While vehicle delay at intersections would increase by 2040 compared to 2010, this increase reflects areawide growth rather than substantial growth in ferry vehicle traffic. Table S-1 shows the future level of service (LOS) at the intersections analyzed.

**Table S-1. 2040 Level of Service during PM Peak Hour**

Intersection Co	Control Type	LOS	2010 Existing Delay (sec/vehicle)	LOS	2040 No-Build and Build Alternatives Delay (sec/vehicle)
SR 525/Harbour Pointe Boulevard	Signal	C	21.2	D	51.4
SR 525/88th Street SW	Stop sign	E	43.3	F	> 200
SR 525/84th Street SW/SR 526	Signal	C	28.3	D	51.9
SR 525/76th Street SW	Stop sign	C	19.5	D	28.9
SR 525/Fifth Street	Signal	D	50.9	E	55.1
West Mukilteo Boulevard/ Glenwood Avenue	Stop sign	B	13.6	C	24.1

LOS = level of service, with A representing lowest delay, and D, E, or F higher levels of delay.

For No-Build and Build alternatives in 2040, LOS at the SR 525/88th Street and SR 525/Fifth Street intersections would not meet the City of Mukilteo standard of LOS D.

## Parking

The project area includes on and off-street parking supporting a variety of uses, including businesses, general waterfront activities, ferry terminal employees, and the commuter rail station. Parking supply (not counting the parking at Lighthouse Park) includes more than 200 off-street spaces, including the Sounder Mukilteo station, and about 70 on-street spaces. The City of Mukilteo also maintains a parking area west of the terminal that is used for longer term parking (all day or overnight) by ferry patrons.

All of the Build alternatives would remove nearly 30 on-street parking spaces, mostly along First Street, related to the First Street extension. The Elliot Point alternatives could provide more opportunities for these spaces to be replaced in other areas. The Elliot Point 1 Alternative affects a public parking area at the Mount Baker Terminal, but offers replacement parking within its new facilities and the alternative's layout can also be modified to avoid the impact. The Elliot Point 2 Alternative would relocate parking for the commuter rail station, and replace the parking to the east.

None of the alternatives alter the limited supply of spaces the City and others make available for ferry patrons who park in Mukilteo and ride the ferry. The Elliot Point alternatives would move the terminal further away from areas that are typically used by

ferry patrons. During scoping, a number of public comments requested more spaces to allow ferry users to park and ride. WSDOT and its partners considered these and other public comments as well as the project's purpose and need, WSDOT's Long Range Plan objectives, the limited waterfront area land available, and cost and environmental factors. They found that alternatives that improved safety, security, transit and non-motorized connections best met the project's purpose and need.

## S.6 Environmental Impacts

Table S-2 summarizes the potential environmental impacts that would result under each alternative, followed by a discussion of major impacts by environmental topic.

**Table S-2. Summary of Environmental Impacts by Alternative**

Area of the Environment	No-Build	Existing Site Improvements	Elliot Point 1	Elliot Point 2
<b>Land Use and Economics</b>				
Full acquisitions (parcels)	0	5	1	1
Displaced residences	0	0	0	0
Displaced businesses	0	2	1	1
Acres of Mukilteo Tank Farm property occupied	0	0	11	9
Compatibility with local land use/shoreline management plans	Low Compatibility	Low to Moderate Compatibility	High to Moderate Compatibility	High to Moderate Compatibility
<b>Noise and Vibration (Human Environment)</b>				
Properties with noise impacts	0	0	0	0
Properties with vibration impacts	0	0	0	0
<b>Visual Resource Impacts</b>	Low	Low	Low	Low
<b>Social Environment and Environmental Justice</b>	Low	Low	Low	Low
<b>Historic and Cultural Resources</b>				
Identified archaeological sites with potential adverse effects	1	2	3	2
<b>Air Quality</b>				
NAAQS criteria exceeded	0	0	0	0
<b>Hazardous Materials</b>				
Potential for encountering hazardous materials during construction	Low	Low to Moderate	Moderate	Moderate
Redeveloped acres of previously remediated sites	0	1	11	9
<b>Energy and Climate Change</b>				
Construction energy required (MBtu)	807,000	1,564,000	1,516,000	1,203,000
<b>Geology and Soils</b>				
Ability to address seismic and liquefaction risks	Limited	Improved	Improved	Improved

**Table S-2. Summary of Environmental Impacts by Alternative**

Area of the Environment	No-Build	Existing Site Improvements	Elliot Point 1	Elliot Point 2
<b>Water Resources Impacts</b>	Low	Low	Low	Low
<b>Ecosystems</b>				
Net change in over-water cover (square feet)	+3,000	+12,000	-116,000	-135,000
Benefits from removal of creosote-treated piles	Existing facility only	Existing facility only	Existing facility and about 3,000 piles at Tank Farm Pier	Existing facility and about 3,000 piles at Tank Farm Pier
<b>Construction Effects</b>				
Built Environment	Higher due to multiple terminal closures; terminal closed 4 to 9 months	Moderate due to terminal closure and area disruptions; terminal closed 1 to 2 months	Low to moderate, with greater levels of construction activity but away from public areas, little to no closure of ferry service	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	Moderate due to in-water construction	Higher due to in-water construction, pier removal, dredging	Higher due to in-water construction, pier removal, dredging
<b>Use of Section 4(f) Properties</b>	Two potential uses	Up to five potential uses	Up to six potential uses	Two to three potential uses

NAAQS = National Ambient Air Quality Standards; MBtu = million British thermal units

### S.6.1 Land Use and Economics (including Acquisitions and Displacements)

The project would acquire between one and five properties. The acquisitions include a business that would be affected by all Build alternatives, as well as a waterfront restaurant affected only by the Existing Site Improvements Alternative. By continuing use of the current ferry terminal site, the No-Build and Existing Site Improvements alternatives would not be consistent with the City's Mukilteo Vision 2020 in its Comprehensive Plan nor with its Shoreline Master Program. The City's plans for the waterfront presume that the existing terminal will be relocated to the Mukilteo Tank Farm.

The No-Build and Existing Site Improvements alternatives also would not be consistent with the Central Waterfront Alternative, adopted in the *1995 Mukilteo Multimodal/Inter-Modal Terminal and Access Study*, which presumed the relocation of the terminal to the Mukilteo Tank Farm and the redevelopment of the existing ferry terminal to provide a pedestrian-oriented waterfront along Front Street with mixed uses on the south side of Front Street. The Existing Site Improvements Alternative displaces a restaurant and multiple artist workshops.

The Elliot Point 1 and Elliot Point 2 alternatives conform more closely with the City of Mukilteo Shoreline Management Program policies, except for not providing continuous public access along and to the shoreline.

The Elliot Point 1 and Elliot Point 2 alternatives would reduce congestion and help support increased economic activity in the waterfront commercial area. All Build

alternatives would also involve a major construction project, which would generate jobs and increase economic activity over the short term.

### **S.6.2 Noise and Vibration**

None of the project alternatives would result in increased long-term noise or vibration impacts exceeding acceptable limits at noise-sensitive properties such as hotels or residences. Construction noise related to existing terminal removal or replacement could affect noise-sensitive residences and a hotel, but would be less with the Elliot Point 1 and 2 alternatives because most construction would be farther away.

### **S.6.3 Visual Quality**

The No-Build and Existing Site Improvements alternatives would occupy the same site as the existing ferry terminal and would therefore have few effects on the visual environment except for the Existing Site Improvement Alternative's pedestrian overhead loading structure, which would obstruct some views from private waterfront properties. The Elliot Point 1 and Elliot Point 2 alternatives would redevelop the currently abandoned industrial area of the Mukilteo Tank Farm, resulting in changes to the visual conditions at the Mukilteo Tank Farm and possibly at the existing terminal location. These changes would be largely beneficial to the visual environment. They would remove the remnants of the Mukilteo Tank Farm operations and replace it with new transportation infrastructure, including paved areas, buildings, lighting, and landscaping. They would expand opportunities for public views along the waterfront and at SR 525 and along Front Street.

### **S.6.4 Social Environment and Environmental Justice**

The Mukilteo Multimodal Project alternatives would not displace housing, social service providers, or ethnic or cultural establishments serving low-income or minority populations. The alternatives would be constructed either at a location where the ferry terminal exists today, or on a currently vacant site. The Existing Site Improvements Alternative would displace a restaurant, a business, and the public fishing pier with seasonal day moorage. The Elliot Point 1 and Elliot Point 2 alternatives would remove the Tank Farm Pier, which is not open to public access, but boaters access the surrounding waters, where crab fishing is popular. In the long term, crabbing and fishing would be available in much of the shoreline area, except for in the immediate terminal vicinity.

The Elliot Point 1 and 2 alternatives would increase public access to waterfront areas at both the existing site and at the Mukilteo Tank Farm. The No-Build and Existing Site Improvements alternatives would not increase public access to the waterfront.

All of the alternatives have some potential to impact one or more historic and pre-historic archaeological resources. Tribes in the region today trace their ancestry back to the pre-historic inhabitants of the study area, and these resources are a link to their heritage.

If any of the Build alternatives are determined to interfere with treaty protected tribal fishing rights, which would be an impact disproportionately borne by Native Americans, mitigation would be developed through government-to-government consultation with affected tribes.

### S.6.5 Cultural and Historic Resources

The project team has identified five potentially affected cultural resources that are listed on or recommended as eligible for listing on the National Register of Historic Places (NRHP).

- Mukilteo Light Station, a NRHP-listed early twentieth century lighthouse complex
- Point Elliott Treaty Site, the site where the 1855 treaty between the U.S. government and Puget Sound Native American tribes was signed
- Japanese Gulch Site, holding archaeological deposits associated with early twentieth century Japanese mill workers
- Old Mukilteo Townsite, holding archaeological remains of the early Mukilteo business district
- Mukilteo Shoreline Site, an archaeological site with a shell midden and other deposits dating back more than 1,000 years

Although the alternatives have been designed to avoid excavating within archaeological sites, some construction would occur on or near several sites for all alternatives. If construction activities disrupt previously undisturbed archaeological resources, this could result in adverse effects on the resources summarized in Table S-3. Based on scoping comments and outreach to tribes, there is also the potential for the site to constitute a traditional cultural property.

**Table S-3. Potential Adverse Effects on Archaeological Resources by Alternative**

Alternative Site	Potentially Affected
No-Build	Mukilteo Shoreline Site
Existing Site Improvements	Mukilteo Shoreline Site
	Old Mukilteo Townsite
Elliot Point 1	Mukilteo Shoreline Site
	Old Mukilteo Townsite
	Japanese Gulch Site
Elliot Point 2	Mukilteo Shoreline Site
	Old Mukilteo Townsite

### S.6.6 Air Quality

All of the alternatives would meet air quality conformity requirements. They would not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS), and they would not delay the ability of the state or the region to attain the NAAQS.

### S.6.7 Hazardous Materials

All Build alternatives have the potential for encountering contaminated materials during construction. The Existing Site Improvements Alternative would place a transit center on a site with past contamination. The Elliot Point 1 and 2 alternatives would construct the project on the Mukilteo Tank Farm. While the Washington State

Department of Ecology has issued a letter stating the U.S. Air Force completed its required environmental cleanup plan addressing past hazardous materials releases on the Mukilteo Tank Farm, construction could encounter some areas where hazardous materials remain. Construction could also encounter metal tanks, piping, and other potential sources of hazardous materials associated with the former Mukilteo Tank Farm operation. Other hazardous materials may be present in above-ground structures. However, in most areas WSDOT proposes to remove only above-ground structures and would place fill above the existing surfaces to avoid disturbing potentially contaminated soils. Pavement or other treatments would also prevent the potential spread of hazardous materials through infiltration of stormwater, if contamination remains in underlying soils. Any hazardous materials found during construction would require handling and appropriate treatment in accordance with applicable regulations. Overall, environmental impacts would be low, and any further work to manage hazardous materials would be an environmental benefit.

All alternatives would remove creosote piles used for the current terminal. The Elliot Point 1 and 2 alternatives would also remove and dispose of the most piles. Although this action creates an overall long-term benefit, pile removal can spread creosote to a wider area.

### S.6.8 Energy and Climate Change

A comparison of long-term impacts among the alternatives indicated no major differences among the alternatives. While some alternatives could reduce energy use and emissions, these reductions would be quite modest compared to the total regional emissions. Construction energy use and emissions of greenhouse gases would be higher for the Existing Site Improvements and Elliot Point 1 alternatives than for the No-Build and Elliot Point 2 alternatives (Table S-4), but the energy required would not markedly affect energy supply or demand, considering available energy resources for the region.

**Table S-4. Potential Construction Impacts on Energy Use and Emissions by Alternative**

	No-Build	Existing Site Improvements	Elliot Point 1	Elliot Point 2
Project cost (\$M)	68	130	126	100
Energy (MBtu)	807,000	1,564,000	1,516,000	1,203,000
Greenhouse gas emissions (MT CO <sub>2</sub> e)	62,000	120,000	115,000	91,000

\$M = millions dollars

MBtu = million British thermal units

MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalents

### S.6.9 Geology and Soils

The No-Build Alternative would have more potential for adverse impacts related to soils and geologic risks than the Build alternatives because they would develop a new facility meeting current seismic standards and applying current engineering design and construction techniques. The No-Build Alternative's replacements or upgrades to

vulnerable older structures would be more gradual, leaving some structures susceptible to damage during an earthquake.

The existing site has a significant potential for earthquake-induced liquefaction and lateral spreading that may result in structural damage and/or catastrophic failure. A large submarine landslide has been identified near the existing site. A new submarine landslide could undermine foundation structures or reduce the lateral capacity of the sediments, leading to damage or collapse of offshore structures. This would also be an issue for the Existing Site Improvements Alternative and to a lesser degree for the Elliot Point 1 and 2 alternatives, but deep foundations for the new facilities could reduce the risk.

### **S.6.10 Water Resources**

All alternatives could affect water resources as a result of stormwater runoff from impervious surfaces (roadways and parking areas), shading of vegetated shoreline areas, and accidental spills of hazardous material. The Elliot Point 1 and 2 alternatives have the most new impervious surfaces, although many portions of the Mukilteo Tank Farm are partly impervious already. All alternatives would upgrade stormwater management systems to meet current requirements.

The Elliot Point 1 Alternative would include more over-water structures than the other alternatives because of the distance from the shore to its deep-water slip location, but all alternatives would develop new over-water structures on piles. Installing the piles could cause sediment transport impacts. The Elliot Point 1 Alternative would restore Japanese Creek to an open stream with a 50-foot buffer on each side of the stream, which would be beneficial.

The Elliot Point 1 and 2 alternatives would improve the water resource of Possession Sound by removing the existing Tank Farm Pier and pilings. They would remove some potentially contaminated sediments and could also improve sediment transport along the shoreline.

### **S.6.11 Ecosystems**

Each alternative would remove creosote piles and decking from the existing terminal, helping reduce potential contamination to sediments, water quality, and marine organisms. In addition, the Elliot Point 1 and 2 alternatives would demolish the Tank Farm Pier and remove its associated 3,000 creosote-treated timber piles. If contaminated sediments are present, they would also be removed or managed to reduce potential impacts to water quality and ecosystems. While this would restore conditions to a more natural state, it would remove habitat that attracts Dungeness crab to this location.

Each alternative would change the amount of over-water cover due to the replacement or construction of wingwalls, dolphins, transfer spans, and passenger and maintenance facilities, as well as the demolition of the existing trestle. The Elliot Point 1 and 2 alternatives would also remove the over-water coverage of the Tank Farm Pier, as noted above. The proposed alternatives would result in the following approximate changes in over-water cover:

- No-Build Alternative: gain of 3,000 square feet
- Existing Site Improvements Alternative: gain of 12,000 square feet
- Elliot Point 1 Alternative: net removal of 116,000 square feet (22,080 square feet of new structure; removal of 138,080-square-foot Tank Farm Pier)
- Elliot Point 2 Alternative: net removal of 135,000 square feet (3,080 square feet of new structure; removal of 138,080-square-foot Tank Farm Pier)

Potential construction impacts that are common to all alternatives include habitat disturbance due to construction activities, temporary impacts due to grading and staging, temporarily impaired water quality, and impacts on aquatic species due to underwater noise (pile-driving and pile removal).

### S.6.12 Section 4(f)

Section 4(f) refers to a U.S. Department of Transportation statute protecting significant parks, recreation resources, fish and wildlife refuges, and historic properties or resources. It restricts FTA’s ability to approve a project that uses land from or has adverse impacts to a potential resource. The proposed alternatives would have the potential to impact or “use” up to two recreational resources and four archaeological or historic resources, as shown in Table S-5 below.

**Table S-5. Summary of Potential Section 4(f) Uses**

Section 4(f) Resource Affected	Existing Site Improvements	Elliot Point 1	Elliot Point 2
Port of Everett Fishing Pier	X	Potential temporary use exception	Potential temporary use exception
Mount Baker Terminal Shoreline Access Area		X (avoidable)	
Mukilteo Shoreline Site (45SN393)	X (or exception)	X (or exception)	X (or exception)
Point Elliott Treaty Site (45SN108)	Potential to allow as minor impact	Potential to allow as minor impact	Potential to allow as minor impact
Old Mukilteo Townsite (45SN404)	X (or exception)	X (or exception)	X (or exception)
Japanese Gulch Site (45SN398)	Not affected	X (or exception)	Not affected
<b>Total Section 4(f) Resources with Potential Use</b>	Up to 5	Up to 6	Up to 3

Based on the current information, all of the alternatives have a potential Section 4(f) use. In order for FTA to approve an alternative with a Section 4(f) use for the Mukilteo Multimodal Project, FTA must demonstrate the following:

- The use of the resource is among allowed regulatory exceptions to a Section 4(f) use.

- The alternative would meet requirements of a *de minimis* impact on the property, which could allow it to occupy and affect part of the property, as long as the factors that make it significant are unchanged.

If the project's uses do not qualify as exemptions or *de minimis* impacts, FTA must demonstrate:

- There is no feasible and prudent avoidance alternative to using any Section 4(f) resources. (The Elliot Point 1 Alternative or Elliot Point 2 Alternative may still qualify as an avoidance alternative. The Existing Site Improvements Alternative appears unable to avoid at least one of its Section 4(f) uses, and would not qualify as an avoidance alternative.)
- The program or project includes all possible planning to minimize harm to the property resulting from the use.

Finally, if there are no prudent and feasible alternatives that can avoid all Section 4(f) resources, then FTA must determine which alternative results in the least overall harm to Section 4(f) resources and the environment. This Draft EIS includes a preliminary Section 4(f) evaluation.

## S.7 Evaluation of Alternatives

The evaluation of alternatives compares the alternatives based on their effectiveness at meeting the purpose and need and avoiding environmental impacts. Table S-6 describes how each alternative meets the elements of the purpose and need related to transportation performance, while Table S-7 summarizes the areas where the alternatives have notably different environmental impacts.

**Table S-6. Ability to Address Purpose and Need**

Purpose and Need Element	No-Build	Existing Site Improvements	Elliot Point 1	Elliot Point 2
<b>Safety and Security</b>				
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 U.S. Department of Homeland Security	No	No	Yes	Yes
Addresses seismic and structural deficiencies	Partially over time, as facilities replaced	Yes	Yes	Yes

**Table S-6. Ability to Address Purpose and Need**

<b>Purpose and Need Element</b>	<b>No-Build</b>	<b>Existing Site Improvements</b>	<b>Elliot Point 1</b>	<b>Elliot Point 2</b>
<b>Transit Connectivity and Reliability</b>				
<i>Ferry schedule reliability</i>				
• Timely and reliable loading and unloading	No	Yes, due to overhead passenger loading; delays due to traffic impacts still occur	Yes	Yes
• Minutes over/under 15-minute reliability target	3 minutes over	4 minutes under	5 minutes under	5 minutes under
<i>Walk Distances (feet)</i>				
• Rail station/passenger building	1,460	1,410	1,800	995
• Transit center/passenger building	190	540	575	270
• Transit center/rail station	1,650	870	1,750	1,190
Reliable connections (on-time bus, rail, and ferry connections)	No	Yes	Yes	Yes
Transit facilities to support growth in travel demand	No	Yes	Yes	Yes
Pedestrian and bicycle improvements	No	Yes	Yes	Yes
Local transportation system impacts (daily backups on SR 525)	Worse than today	Worse than today	Improved: SR 525 backups removed	Same as today

**Table S-7. Key Environmental Differences**

<b>Type of Environmental Impact</b>	<b>No-Build</b>	<b>Existing Site Improvements</b>	<b>Elliot Point 1</b>	<b>Elliot Point 2</b>
<b>Land Use</b>	Conflicts with City of Mukilteo's plans to reconnect waterfront areas	Conflicts with City of Mukilteo's plans to reconnect waterfront areas	More consistent with City's plans for waterfront areas, but conflicts with some shoreline elements	More consistent with City's plans for waterfront areas, but conflicts with some shoreline elements
<b>Historic and Cultural</b>	Impacts a 1,000-year-old archaeological site	Impacts a 1,000-year-old archaeological site and a site from Old Mukilteo	Impacts a 1,000-year-old archaeological site, a site from Old Mukilteo, and the site of an immigrant settlement	Impacts a 1,000-year-old archaeological site and a site from Old Mukilteo
<b>Hazardous Materials</b>	Few impacts; possibility of encountering contamination during construction	Few impacts; could encounter long-term hazardous materials during construction	Few long-term impacts; could encounter hazardous materials during construction Removes large pier with 3,000+ creosote-treated piles	Few long-term impacts; could encounter hazardous materials during construction Removes large pier with 3,000+ creosote-treated piles

**Table S-7. Key Environmental Differences**

Type of Environmental Impact	No-Build	Existing Site Improvements	Elliot Point 1	Elliot Point 2
<b>Ecosystems</b>	Aquatic ecosystems benefit from replacing existing ferry facility that has creosote-treated piles; some in-water construction impacts	Aquatic ecosystems benefit from replacing existing ferry facility that has creosote-treated piles; some in-water construction impacts	Aquatic ecosystems benefit from removal of creosote piles at Tank Farm Pier and existing ferry terminal. Impacts due to loss of habitat for Dungeness crabs; higher in-water construction impacts	Aquatic ecosystems benefit from removal of creosote piles at Tank Farm Pier and existing terminal. Impacts due to loss of habitat for Dungeness crabs; higher in-water construction impacts
<b>Protected Park, Recreation and Historic Properties – Section 4(f)</b>	Temporary impacts to public fishing pier; impacts on archaeological site; requires mitigation agreements	Removal (use) of public fishing pier; impacts on archaeological sites; requires mitigation agreements	Temporary impacts to fishing pier, impacts on public shoreline access area; impacts on archaeological sites; requires mitigation agreements	Temporary impacts to fishing pier; impacts on archaeological sites; requires mitigation agreements

## S.8 Public Involvement and Agency and Tribal Coordination

Since the Mukilteo Multimodal Project was initiated in 2004, WSDOT and FTA have provided frequent opportunities for interested members of the public, agencies, and tribes to engage, share concerns, and discuss specific project details with WSDOT staff. Public involvement activities to date have included public meetings, agency and tribal meetings, online meetings, and stakeholder briefings. For more information, see *Chapter 7 Agency, Tribal, and Public Involvement*.

The environmental review process for the Mukilteo Multimodal Project began with a NEPA Environmental Assessment (EA) in 2004. WSDOT held two public EA scoping meetings in the fall of 2004. On February 17, 2006, FTA published a Notice of Intent (NOI) to prepare an EIS for the Mukilteo Multimodal Project, and announced a 30-day public comment period that ended on April 5, 2006. FTA and WSDOT requested public comments on the scope of the alternatives and the impacts to be considered, and held two public meetings in March 2006. FTA and WSDOT also held an agency scoping meeting for the EIS on March 21, 2006.

The Washington State Legislature put the project on hold in 2007 due to funding and constructability issues associated with the previously identified alternatives.

WSDOT and FTA reinitiated the environmental review process in February 2010, and conducted a second scoping period, including a public comment period. The purpose of the second scoping period was to reintroduce the project purpose and need and informally gather input from agencies and the public on the full range of potential alternatives and potential impacts.

WSDOT and FTA conducted another round of public scoping meetings in October 2010 to formally reintroduce the project, explain the environmental review process and new issues to be considered, and provide opportunities for members of the

public to comment on the purpose and need and expanded range of alternatives under consideration. WSDOT and FTA held four in-person public scoping open houses in 2010 to serve directly affected populations, and one online open house to increase participation among the broader community. All public meetings were held at ADA- and transit-accessible, publicly-owned facilities. Approximately 160 people attended the meetings in Whidbey Island, Mukilteo, Edmonds, and Everett; 15 people participated in the virtual online open house. WSDOT received approximately 365 public comments during the scoping period at public meetings, by mail, e-mail, and online using the Google map comment tool.

WSDOT and FTA received feedback from agencies and tribes early in the environmental review process and have engaged in continuous consultation since then. During the scoping process, WSDOT hosted meetings with agencies, tribes, and jurisdictions to provide project information and obtain feedback.

FTA, working with the WSDOT Mukilteo Multimodal Project Tribal Liaison, formally contacted potentially affected tribes to assess their interest in the Mukilteo Multimodal Project. In particular, FTA contacted tribal governments representing all the tribes who signed the Point Elliott Treaty, because the Mukilteo shoreline is recognized as the area where the treaty was signed. FTA and WSDOT have offered each potentially interested tribe the opportunity to participate in the development of the EIS. Four tribes have accepted cooperating agency status (a higher level of participation): Samish Indian Nation, Stillaguamish Tribe, Suquamish Tribe, and Tulalip Tribes.

## **S.9 Next Steps**

The release of this Draft EIS begins a 45-day review and comment period, including public hearings. During this period, the public, agencies, and tribes may comment on the alternatives under evaluation and the associated environmental impacts.

After considering comments received on the Draft EIS, WSDOT will identify a Locally Preferred Alternative. It plans to prepare and circulate to the public a Final EIS during the first half of 2013.

No sooner than 30 days after the Final EIS is released, FTA is anticipated to issue a Record of Decision. This would allow WSDOT to move forward with securing funding, completing final design, and starting construction.



