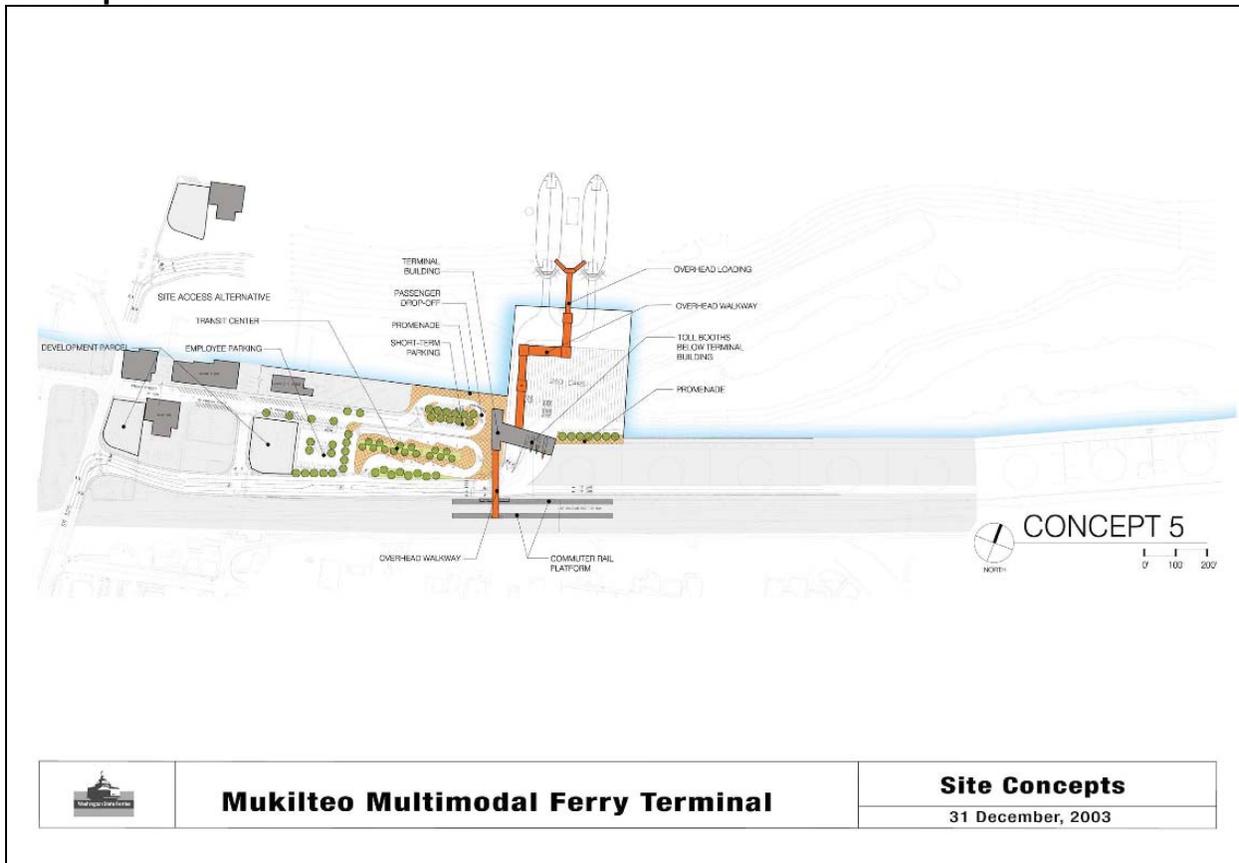


3.4.6 Concept 5

Concept 5 used the same efficient holding lane configuration as concepts 4 and 2, over the water, but moved the other elements west of the multimodal terminal. The passenger drop-off, transit center, and employee and short-term parking areas were all located west of the multimodal terminal. The terminal building was similar to Concept 4 in that it was located above the tollbooths and spanned the access lanes to the vehicle holding area (Exhibit 11).

Exhibit 11 Concept 5

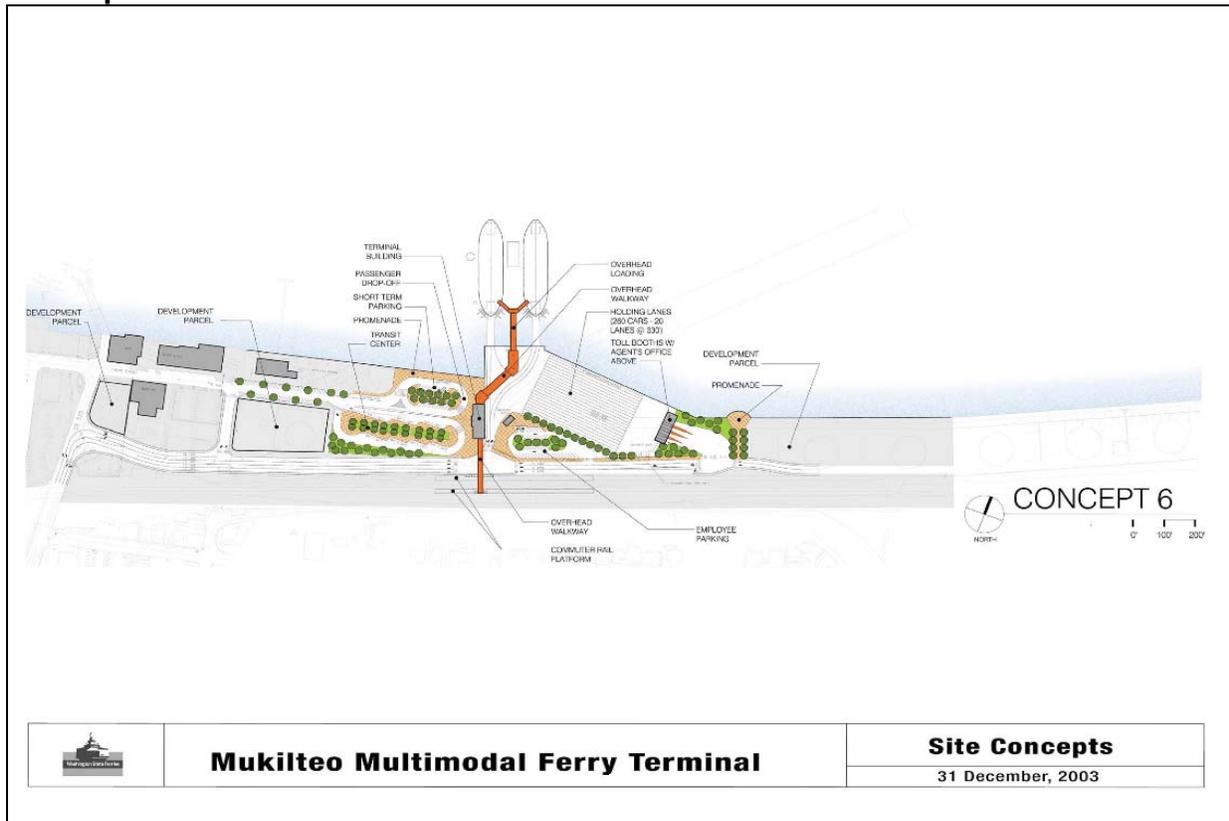


Source: WSF 2004a

3.4.7 Concept 6

Concept 6 was developed in response to comments from WSF Operations staff during the first operations workshop (discussed in Section 3.6.3). Concept 6 combined some of the features of Concept 1 with those of Concept 4. The broad and short holding lanes were oriented in a northwesterly direction, with the long axis extending over the nearshore. Employee parking would be located east of the terminal, while the transit center, short-term parking, and passenger drop-off areas would be located west of the terminal. The promenade would be required to move away from the shoreline in this concept to a greater extent than in other concepts (Exhibit 12).

Exhibit 12 Concept 6

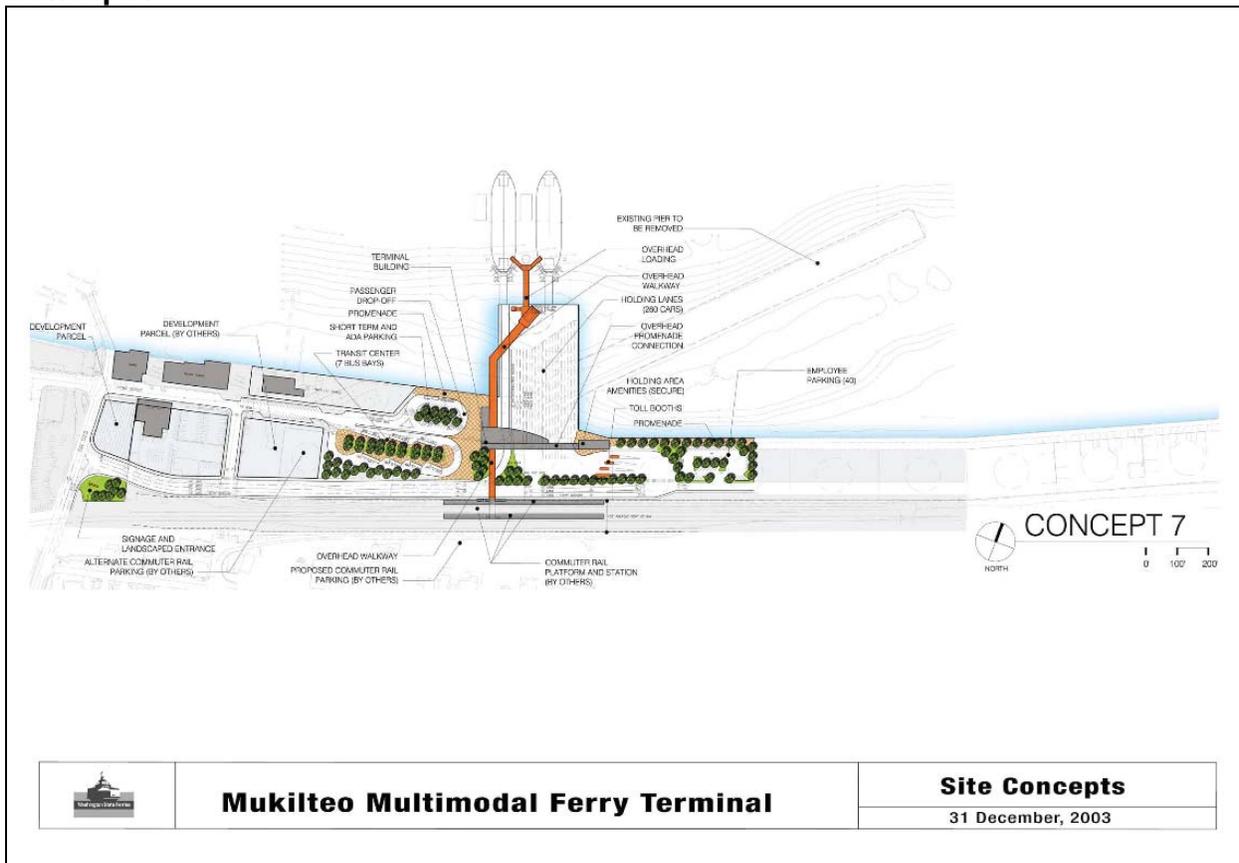


Source: WSF 2004a

3.4.8 Concept 7

Concept 7 was a hybrid of concepts 1 and 4. The holding lane dock was wider than in Concept 1 but narrower than in Concept 4. Employee parking and the tollbooths would be located east of the multimodal terminal and the transit center, while short-term parking and passenger drop-off areas would be located west of the terminal. The terminal building would be located above the holding lanes, with at-grade components at the east and west upland edges of the dock (Exhibit 13).

Exhibit 13 Concept 7

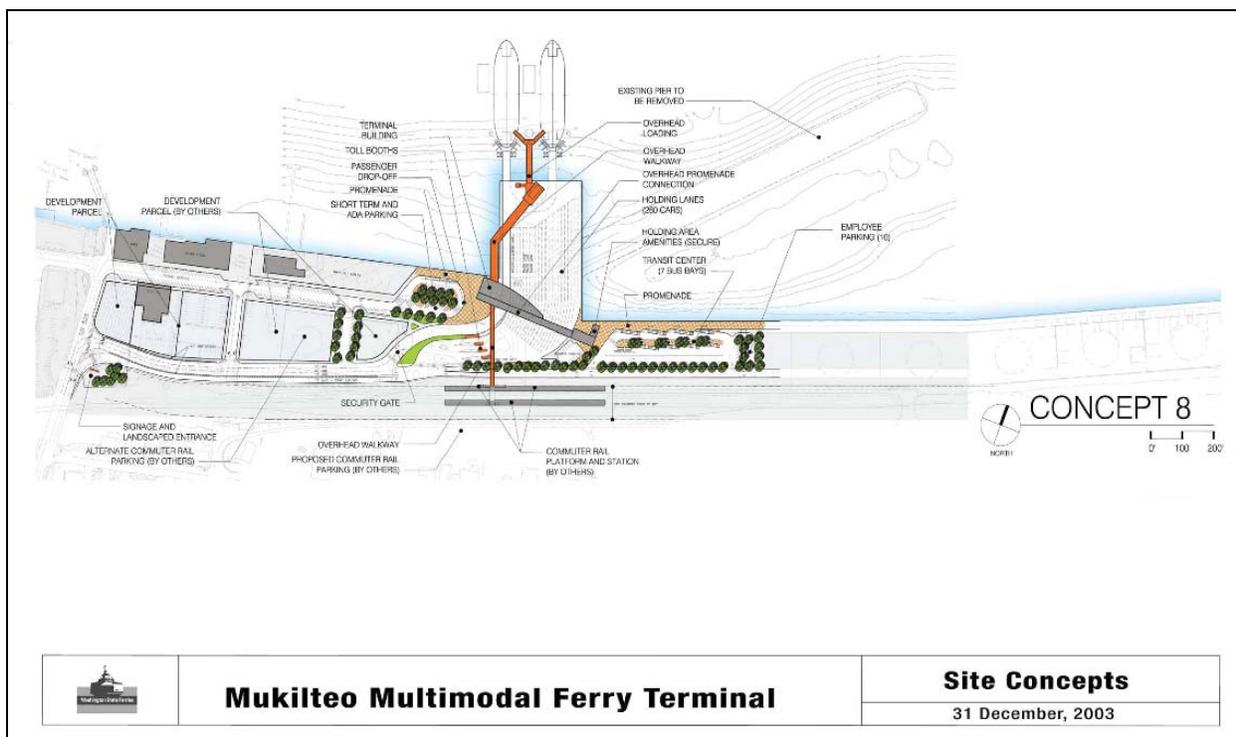


Source: WSF 2004a

3.4.9 Concept 8

Concept 8 was a hybrid of concepts 2 and 4. The holding lane dock would be wider than in Concept 1 but narrower than in Concept 4. Vehicle holding was maximized in the upland portion of the holding lane dock. The transit center and employee parking area would be located east of the multimodal terminal and the passenger drop-off and short-term parking areas would be located west of the terminal. The terminal building would be located above the holding lanes, with at-grade components located beneath the east and west ends of the concourse/promenade connection (Exhibit 14).

Exhibit 14 Concept 8



Source: WSF 2004a

3.5 Final Site Concepts

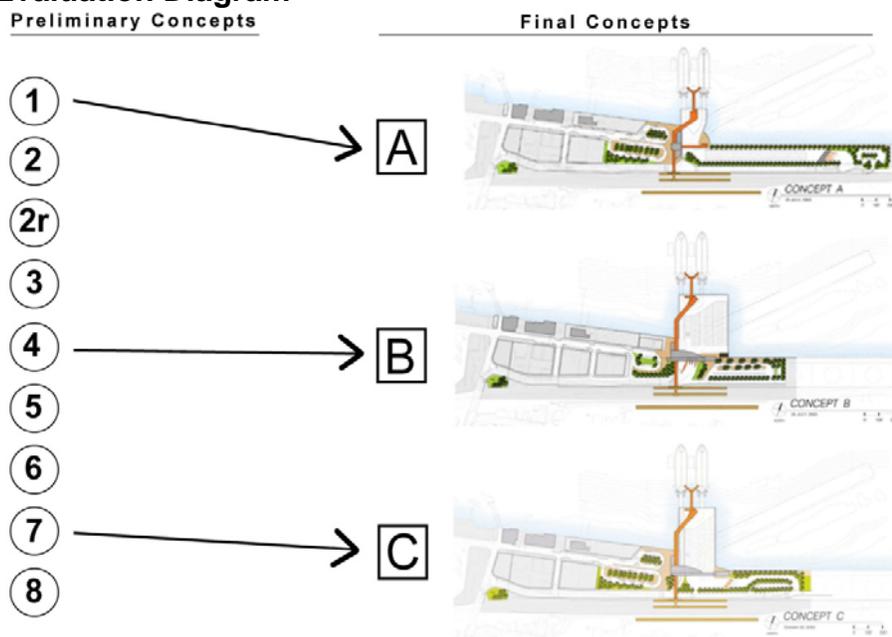
After evaluating the initial concepts, concepts 1, 4, and 7 were selected for refinement and further review. Concept 1 was carried forward because it was representative of the City’s 1995 Preferred Alternative, had minimal over-water cover, and had a longer overflow holding lane compared to the other alternatives. While it consumed a large amount of upland property, that property was less valuable compared to the downtown property required for concepts 2 or 2R. Concepts 4 and 7 both had more over-water cover with the design of the holding lanes on the pier. However, both maximized the land available for downtown development (significant to the City), consumed less valuable property for the terminal, and had efficient holding lane configurations.

Concepts 1, 4, and 7 were refined into concepts A, B, and C (Exhibit 15 and sections 3.5.1 through 3.5.3). WSF’s master planning process evaluated concepts A, B, and C against several criteria:

- Consistency with City’s 1995 Preferred Alternative
- Over-water cover
- Access/egress conflicts
- Configuration and efficiency of holding lanes
- Amount of off-site queuing
- Property consumption
- Location of employee parking

The screening criteria summary is presented in Table 2 and the advantages and disadvantages are compared in Table 3.

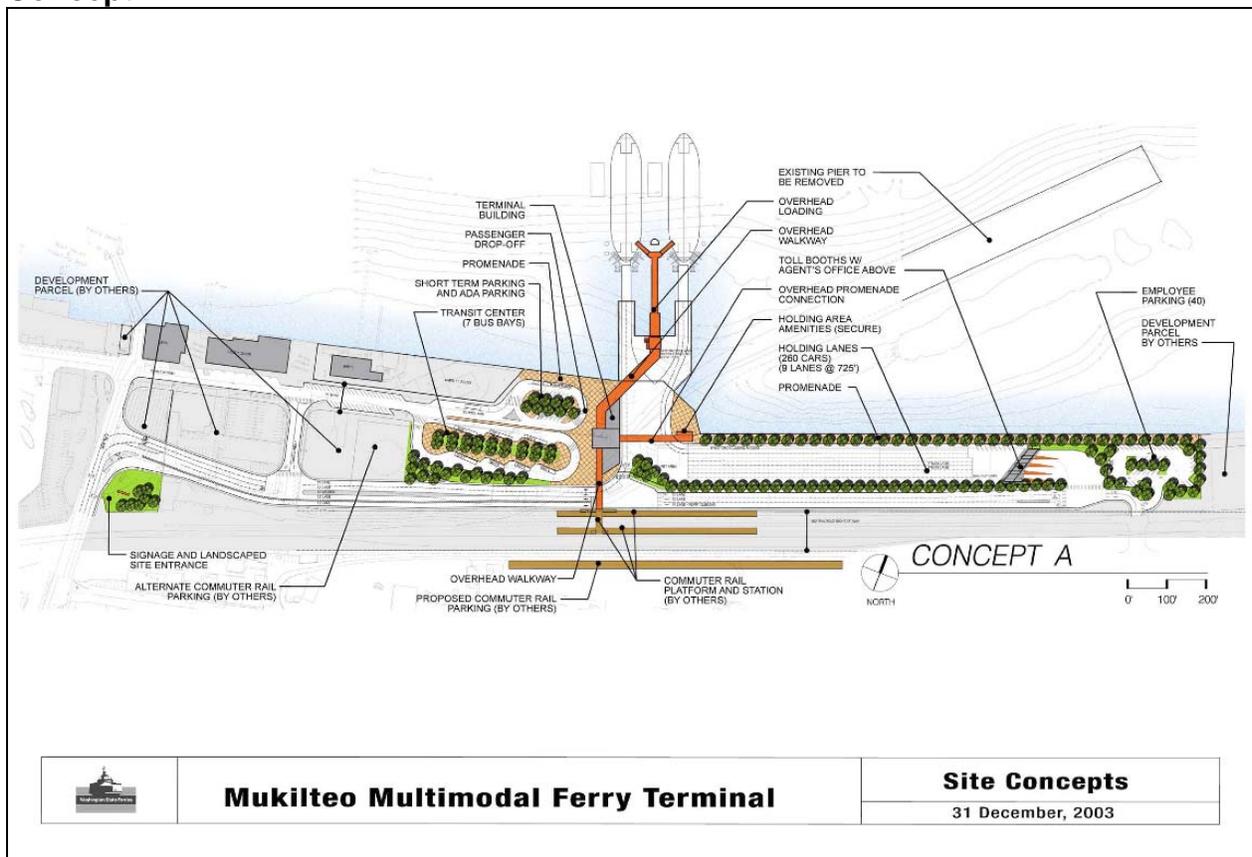
Exhibit 15 Concept Evaluation Diagram



3.5.1 Concept A

Concept A was a refinement of Concept 1. Bus access to the terminal was moved to Front Street, which eliminated conflicts with ferry traffic but resulted in local traffic and land use impacts (e.g., access to downtown businesses would be more difficult). Employee parking was moved to the east side of the site thereby increasing the developable property centrally located to the downtown area. This concept stretched the holding lanes along the waterfront to the east of the multimodal terminal with the short-term parking, transit center, and passenger drop-off areas located west of the terminal. Additional refinements were made, including a signed and landscaped side entrance feature at SR 525, and minor modifications to the overhead walkway (Exhibit 16). Concept A was carried forward into the 2004 FTA/WSF NEPA EA as the Upland Terminal Alternative (see Section 4.4.1).

Exhibit 16 Concept A

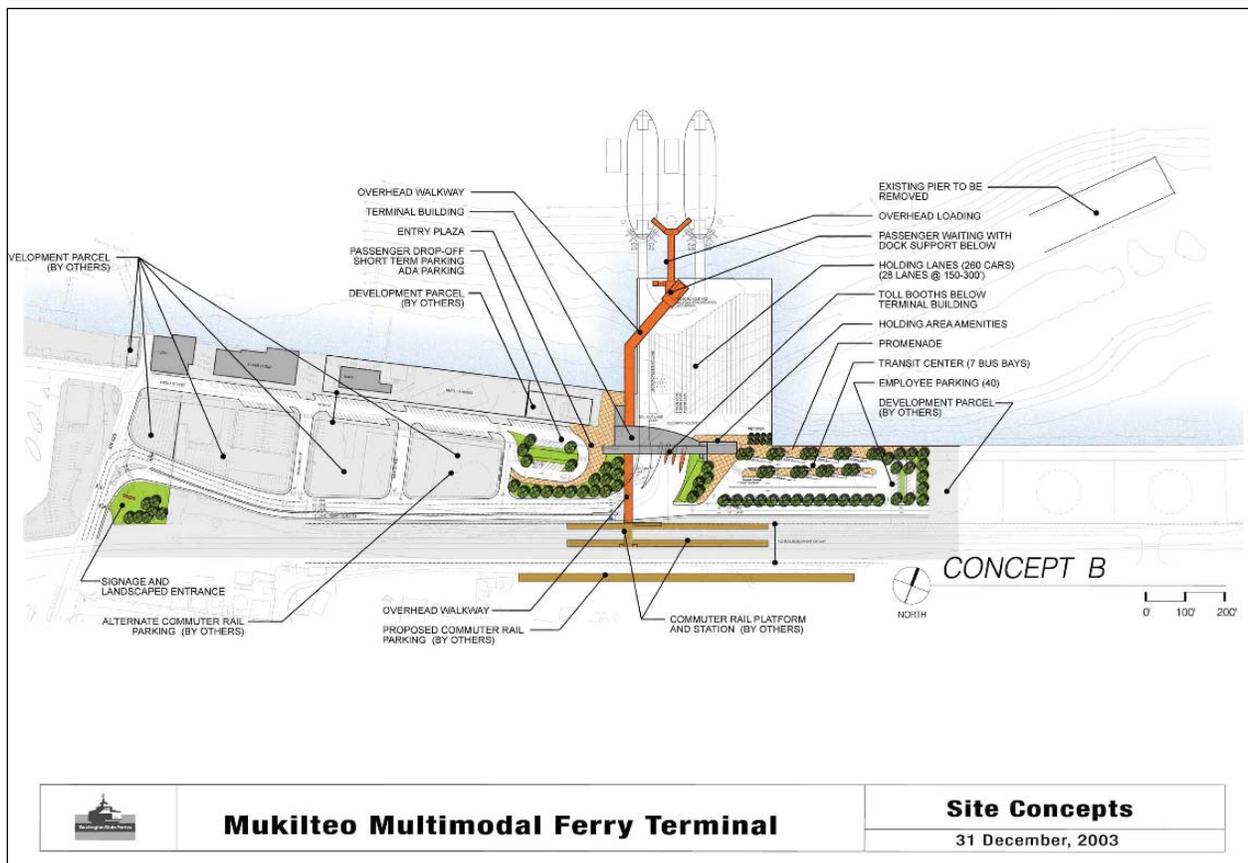


Source: WSF 2004a

3.5.2 Concept B

Concept B was a refinement of Concept 4. The passenger drop-off area was moved inland from a waterfront parcel, which opened up the more valuable waterfront property and maximized downtown development and growth potential. Short-term parking was moved from the east side of the site to west of the multimodal terminal and combined with the passenger drop-off area. The transit center was reconfigured with two lanes of bus bays, which resulted in a more compact upland footprint. The orientation of the holding lane dock was slightly modified to be more perpendicular with the shoreline and the ferry slips were moved to the west side of the holding lane dock. This adjustment allowed more efficient vehicle movements on the pier and slightly reduced the amount of over-water construction. Additional refinements were made, including a signed and landscaped site entrance feature at SR 525 and minor modifications to the overhead walkway (Exhibit 17). Concept B was carried forward into the 2004 NEPA EA as the Compact Terminal Alternative (see Section 4).

Exhibit 17 Concept B

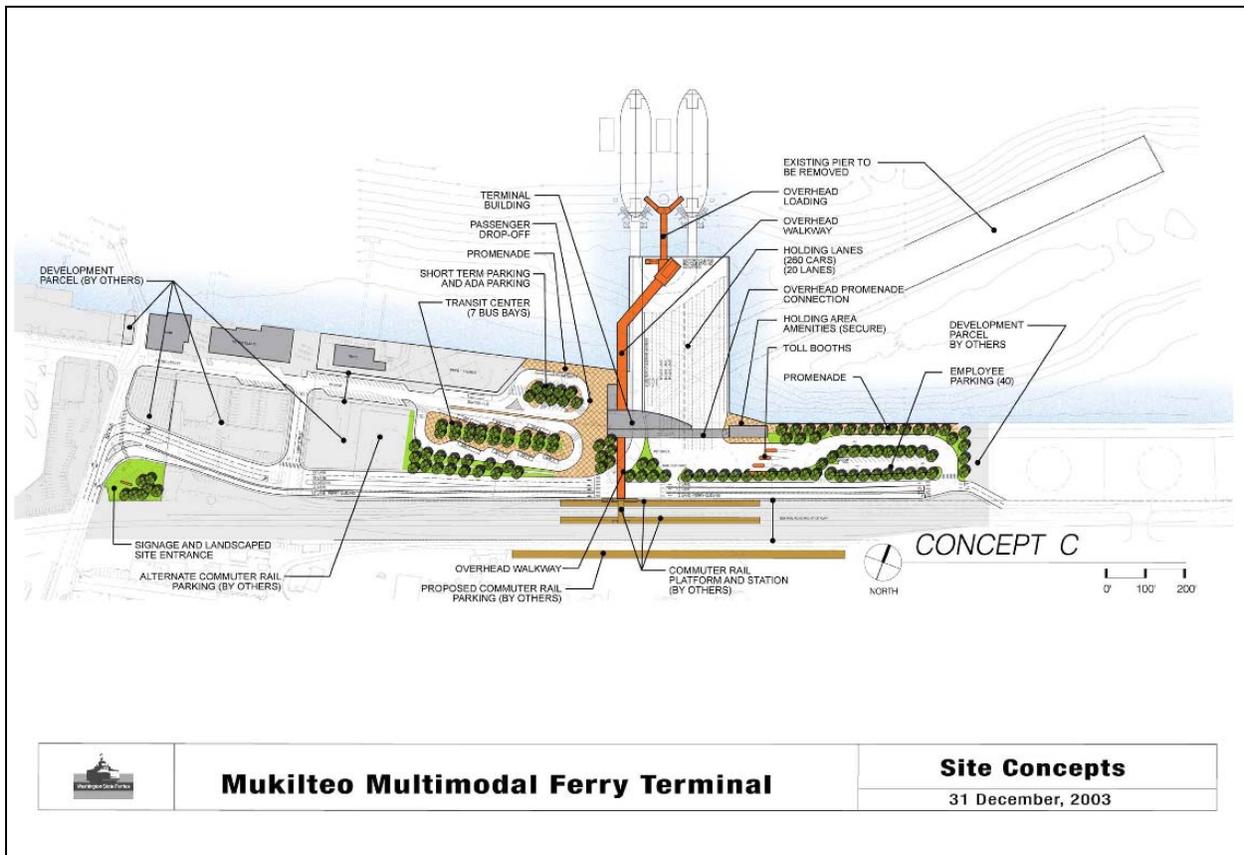


Source: WSF 2004a

3.5.3 Concept C

Concept C was a refinement of Concept 7. This concept reconfigured the employee parking and the access areas east of the tollbooths. Concept C was developed as a compromise between the amount of over-water cover created and the upland footprint required. To create a more operationally efficient terminal, this concept had a relatively long overflow holding lane along the access road and a reasonably short and broad holding lane (Exhibit 18).

Exhibit 18 Concept C



Source: WSF 2004a

The table that follows summarizes how the alternatives satisfied (or did not satisfy) the screening criteria that had been established by the project team.

Table 2. Screening Criteria Summary for WSF Master Planning Process

Screening Criteria	Original Concepts									Refined Concepts			Final Concepts	
	1	2	2r	3	4	5	6	7	8	1→A	4→B	7→C	Upland	Compact
Meets Purpose and Need	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺
Environmental impacts can be mitigated for	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺
Is the concept feasible	☺	☺	☺	☹	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺
Is the concept within budget	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺
Adequate holding lanes	☺	☺	☹	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺
More, shorter holding lanes	☹	☹	☹	☹	☺	☺	☺	☹	☹	☹	☺	☹	☹	☺
Allows efficient multimodal access	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺
Minimal over-water cover	☺	☺	☹	☹	☹	☹	☹	☹	☹	☺	☹	☹	☺	☹
Minimal nearshore effects	☺	☺	☹	☹	☹	☹	☹	☹	☹	☺	☹	☹	☺	☹
Accommodates daylighting Japanese Creek	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺
Provides land for commercial development	☹	☹	☹	☹	☺	☺	☹	☹	☹	☹	☺	☹	☹	☺
Provides land for open space east of terminal	☹	☹	☹	☺	☹	☺	☹	☹	☹	☹	☺	☹	☹	☺
Avoids crossing traffic at ferry entrance/egress	☹	☹	☹	☹	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺
Avoids ferry traffic along Front Street	☹	☹	☺	☹	☹	☹	☹	☹	☹	☹	☹	☹	☹	☹
Allows access along Paine Field Blvd. Ext.	☺	☺	☺	☺	☺	☺	☺	☹	☹	☺	☺	☺	☺	☺
Allows promenade connections	☺	☺	☹	☺	☺	☺	☹	☹	☹	☺	☺	☺	☺	☺
Decision	Carried forward	Rejected due to downtown impacts	Rejected due to poor comparison with 1&4	Rejected due to overall inefficiency	Carried forward	Rejected due to poor comparison with 4	Rejected due to nearshore cover	Carried forward	Rejected due to poor comparison with 3	Carried forward	Carried forward	Rejected due to poor comparison with A&B	Carried forward	Carried forward

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Table 3. WSF Master Plan Final Site Concept Comparison

Advantages	Disadvantages
Concept A (Carried forward to Public Scoping for further refinement as the Upland Terminal Alternative)	
<ul style="list-style-type: none"> • Consistent with City’s adopted comprehensive plan, which states that the Mukilteo multimodal terminal must be located close to the BNSF railroad for the Mukilteo Commuter Rail Station • Accommodate WSF, Sound Transit, and community/Everett Transit requirements • Safe convenient connections between ferry, bus and commuter rail modes of transportation as well as auto and pedestrian means of access • Less over-water cover (minimizes environmental impacts and reduces requirements for mitigation costs) • Employee parking on less valuable development land • Bus access & egress does not cross ferry egress lanes (does require access along Front Street) • Allowed for connection over the multimodal terminal between the shoreline promenade to the west and east of the terminal 	<ul style="list-style-type: none"> • Larger upland footprint that left less valuable land for future development • More economic and land use impacts on downtown area • Consumed a greater amount of upland property, therefore increasing land costs • Higher costs for design and construction of larger over water structures • Less flexible and less efficient holding area¹ • Broad visual exposure to the shoreline • Operational inefficiencies: <ul style="list-style-type: none"> ○ Requires vehicle access to toll plaza after passing facility (potential for driver confusion) ○ Less efficient staff use due to separation of tollbooths from terminal building ○ Less compact design provides more segregation of concessionaries to provide user services • Greater potential for propeller scour as ferry slips are located closer to shoreline
Concept B (Carried forward to Public Scoping for further refinement as the Compact Terminal Alternative)	
<ul style="list-style-type: none"> • Provides greater developable area adjacent to the existing downtown area and additional property for the Port of Everett (LMN Architects, 2004); Greater revenue generating opportunities for all involved jurisdictions • Bus access and egress that did not cross ferry egress lanes • Moderate overflow holding lane along access road • Narrow, visual exposure of holding lanes to shoreline • Less over-all length along shoreline • Accommodate WSF, Sound Transit, and community/Everett Transit requirements • Security and monitoring efficiency due to compact design • Operational efficiencies: <ul style="list-style-type: none"> ○ More flexible and efficient holding area with its more numerous and shorter lane configuration ○ Offers direct access at the terminal building (less potential for passenger confusion) ○ Most efficient staff use due to compact design ○ Best capacity for WSF supervision due to compact design and use of natural water barriers (ex. over water holding lanes) ○ More compact design provides for less segregation of concessionaries to provide better user services • Provided mitigation opportunities that improved the existing marine environment² • Allowed for connection over the multimodal terminal between the shoreline promenade to the west and east of the terminal 	<ul style="list-style-type: none"> • Greater amount of over-water cover (increases environmental impacts and increases mitigation costs) • Higher costs for design and construction of larger over water structures
Concept C (Screened Out)	
<ul style="list-style-type: none"> • Generally consistent with City’s comprehensive plan, as is similar to both concepts A and B • Similar developable area as Concept A • Over-water pier is larger than Concept A but smaller than Concept B • Relatively long overflow holding lane along access road • Accommodate WSF, Sound Transit, and community/Everett Transit requirements • Operational efficiencies: <ul style="list-style-type: none"> ○ More compact design provides for less segregation of concessionaries to provide better user services • Provided mitigation opportunities that improved the existing marine environment² • Allowed for connection over the multimodal terminal between the shoreline promenade to the west and east of the terminal 	<ul style="list-style-type: none"> • Greater amount of over-water cover than Concept A • Minimal environmental benefits over Concept B with large increase in operational inefficiencies (see below) • Would consume moderate amount of upland property • More economic and land use impacts on the downtown area • Cost wise, falls somewhere between concepts A and B • Required bus circulation on Front Street³ • Operational inefficiencies: <ul style="list-style-type: none"> ○ Requires vehicle access to toll plaza after passing facility (potential for driver confusion) ○ Less efficient staff use due to separation of tollbooths from terminal building

¹ A larger number of shorter holding lanes is more efficient than a smaller number of longer holding lanes. With a larger number of shorter holding lanes, transit vehicles, HOVs, trucks, and other vehicles can be sorted into separate lanes without leaving a large part of the vehicle holding area empty.

² By building the new terminal within the structural footprint of the Tank Farm pier, the opportunity to remove a significant number of creosote-treated timber pilings and replace them with fewer steel or concrete pilings would be a possibility.

³ Avoiding Front Street helps to reduce the potential for delays in ferry loading and unloading, thereby minimizing downtown congestion.

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3.6 Conclusions

WSF's master planning process developed and evaluated concepts 1 through 8, and then concepts A, B, and C, against several criteria. All three final concepts were found to satisfy WSF goals, objectives, and mission statement by:

- Maintaining multimodal emphasis and by providing safe and convenient connections between ferry, bus, and commuter rail modes of transportation as well as auto and pedestrian means of access
- Accommodating WSF, Sound Transit, and Community/Everett Transit program requirements
- Being consistent with stakeholder goals, objectives, and mission statements (e.g., City's Comprehensive Plan and the area plan for site developable property for the Port of Everett (LMN Architects, 2004))

Overall, Concept B was identified as the Preferred Site Concept because of its operational and management efficiencies for transportation function. It also occupied the least amount of developable waterfront property for the City and/or the Port of Everett. While it would result in the greatest amount of over-water cover as compared to concepts A or C, the plan concluded that the impacts could be mitigated by removing portions of the existing Tank Farm pier.

3.6.1 Operational

Concept B was preferred from an operational standpoint because of its more efficient and flexible vehicle holding lane configuration, minimal conflicts between vehicle egress and other transit modes, and a more compact arrangement that would allow better management oversight and supervision, better security surveillance, efficient staff movements, and concession service.

3.6.2 Fiscal

From a fiscal perspective, there was no clear preferred concept. Concept B occupied the least upland property, which required less property acquisition. However, Concept B had the highest initial construction cost. Concept A required the most upland property, which required more property acquisition, but had the lowest initial construction cost. Concept C fell between concepts A and B in terms of land cost and initial construction cost. Concept B had the smallest staffing requirements, which contributed to its lower long-term costs. Concept B also left the most undeveloped property for the benefit of the community.

3.6.3 Urban Design and Land Use

Concept B was preferred from an urban design and land use perspective because it would occupy less upland property, including less of the valuable property near the waterfront. It was also preferred because it left more land available for private mixed-use development, created potential revenue generation for other landholders, or provided for additional public access and open space along the waterfront.

3.6.4 Environmental

Each concept balanced environmental effects and mitigation in different ways. Concept B had more total over-water cover and more nearshore cover than concepts A and C, but it was anticipated that it would result in less propeller scour because the slips would be located in deeper water. Concept A would conflict with the future daylighting of Japanese Creek through the Tank Farm site, which was considered a potential environmental benefit by several Tribal governments and environmental agencies and was a project identified in the City's Comprehensive Plan. Concept C had more over-water cover than Concept A, but less than Concept B, and had minimal propeller scour because the slips would be located in deep water. Neither Concept B nor Concept C would preclude daylighting Japanese Creek as neither would extend west and over the Japanese Creek area.

4 FTA/WSF NEPA EA SCOPING PROCESS

Following the NEPA EA scoping process, WSF summarized comments on the project into a Public Scoping Comment Summary Report (WSF, 2004b). The comments addressed topics such as traffic, intermodal connections, environment, and public access to the waterfront, parking, safety, and economic opportunities. Individuals were also asked to comment on additional issues of importance, one of which was on the EA alternatives themselves. After analysis of the potential environmental effects of the project, and completion of additional studies, it was determined that the project could benefit from the preparation of an EIS as compared to the originally planned EA (FTA/WSF, 2007).

4.1 Agency and Tribal Scoping

Following the WSF master planning process, WSF and FTA moved into a NEPA EA public and agency scoping process on a refined version of Concept A and on an alternative that combined aspects of concepts B and C. Concept A became the 2004 Upland Terminal Alternative. The combined concepts B and C became the 2004 Compact Terminal Alternative. Comments from the public, agencies, and preliminary discussions with Tribal governments led the project team to investigate several variations of these two concepts. The alternatives were also designed to accommodate access from Japanese Gulch should that project ever receive support.

WSF provided information to the community and accepted comments and feedback at public open houses. The official scoping period ran from October 18 to November 17, 2004, and scoping meetings with the public and agencies were held on November 9 (Mukilteo) and November 10, 2004 (Clinton). WSF invited all interested parties to submit comments and made several methods for commenting available to the public and agencies. Over 200 emails, letters, comment forms, and verbal comments were received (WSF, 2004c). WSF also accepted comments received before or after the official timeframe (WSF, 2004b). Traffic related to ferry operations was the concern people mentioned most often (WSF, 2005).

During scoping, WSF and FTA ensured that public involvement efforts would reach traditionally underserved minority and low-income residents as required by Title VI of the Federal Civil Rights Act and executive orders on environmental justice and limited English proficiency (WSF, 2004b). The project team interviewed the owners of local businesses as part of an outreach effort to minority and low-income populations in the area.

Through the public and agency scoping process, a number of additional alternatives not previously considered were suggested for evaluation. These ideas were not described in detail, but they were understood well enough to perform a cursory evaluation to determine if these additional alternatives should be further evaluated in the environmental review. Figures were only developed for two of these alternatives. Table 4 presents a summary of how each new alternative met the screening criteria. Table 5 describes the advantages and disadvantages of each new alternative under discussion.

4.2 Alternatives Evaluated But Not Carried Forward

4.2.1 Bridge across Puget Sound

The bridge across Puget Sound alternative would eliminate the existing ferry route between Mukilteo and Clinton and replace it with a floating or elevated bridge between the two communities. For evaluation, it was assumed that the land connections at both Mukilteo and Clinton would remain the same as the existing ferry terminals in each community. This alternative would require demolition of the existing terminal facilities. Sections of the bridge would be constructed at an unknown location and assembled at the site.

4.2.2 Abandon Existing Ferry Terminal in Mukilteo and Relocate the Clinton Route to Everett

This alternative would relocate existing Clinton ferry traffic from Mukilteo to a new terminal in Everett. It would require building a new ferry terminal in Everett at an unknown site. Transportation and other community improvements necessary to accommodate ferry traffic through Everett would depend on the specific site chosen in Everett.

4.2.3 Abandon Existing Ferry Terminal in Mukilteo and Relocate the Clinton Route to Edmonds

This alternative would eliminate the existing Mukilteo terminal and reroute Clinton ferry traffic to the Edmonds Ferry Terminal. This alternative would take advantage of an existing terminal and would not require construction of a new terminal.

4.2.4 Split Clinton Ferry Traffic between Edmonds and Mukilteo

The intent of this alternative is to avoid relocating or expanding the existing Mukilteo terminal by splitting the Clinton route between existing terminals at Edmonds and Mukilteo.

4.2.5 Split Clinton Ferry Traffic between Everett, Edmonds, and Mukilteo

Similar to the alternative above, this alternative would split the Clinton route between other communities to avoid expanding or relocating the existing Mukilteo terminal. This alternative would include routing some of the Clinton ferry traffic to Everett.

4.2.6 Improve the Existing Site

This alternative looked at improving the existing terminal. Two ferry slips would replace the existing one. While this alternative would not require relocation of the existing terminal, a new SR 525 bridge would be required to improve traffic in downtown Mukilteo. Vehicle holding would be located east of the terminal just south of the existing NOAA facility (Exhibit 19).

4.3 Alternatives Identified During On-going Consultation with Tribal Governments

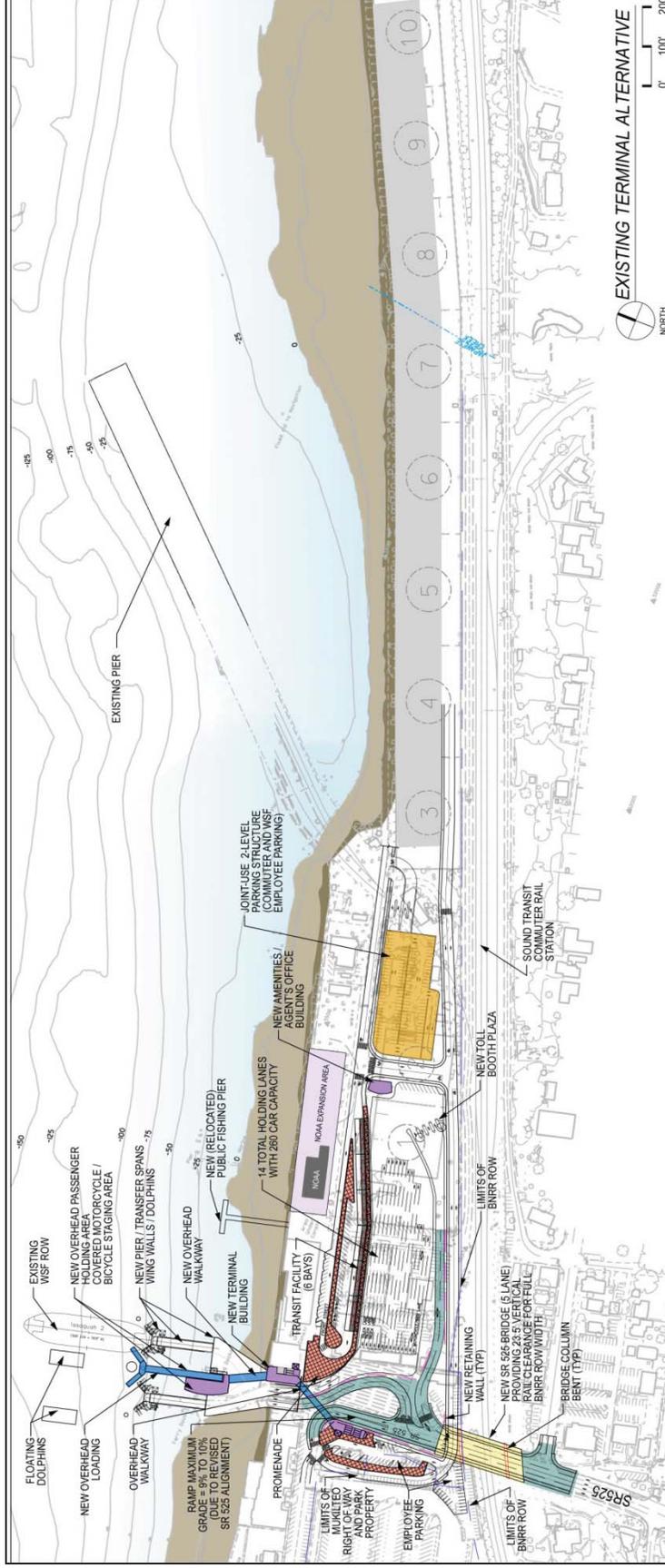
During on-going government-to-government coordination efforts between FTA and the Tulalip Tribes, Suquamish Tribe, Swinomish Indian Tribal Community, and the Lummi Nation, it was requested that WSF evaluate an additional alternative that would relocate the existing terminal

over the BNSF rail line. In response to this request, WSF evaluated an Over-the-Rail Alternative, which is discussed below.

4.3.1 Over-the-Rail Alternative

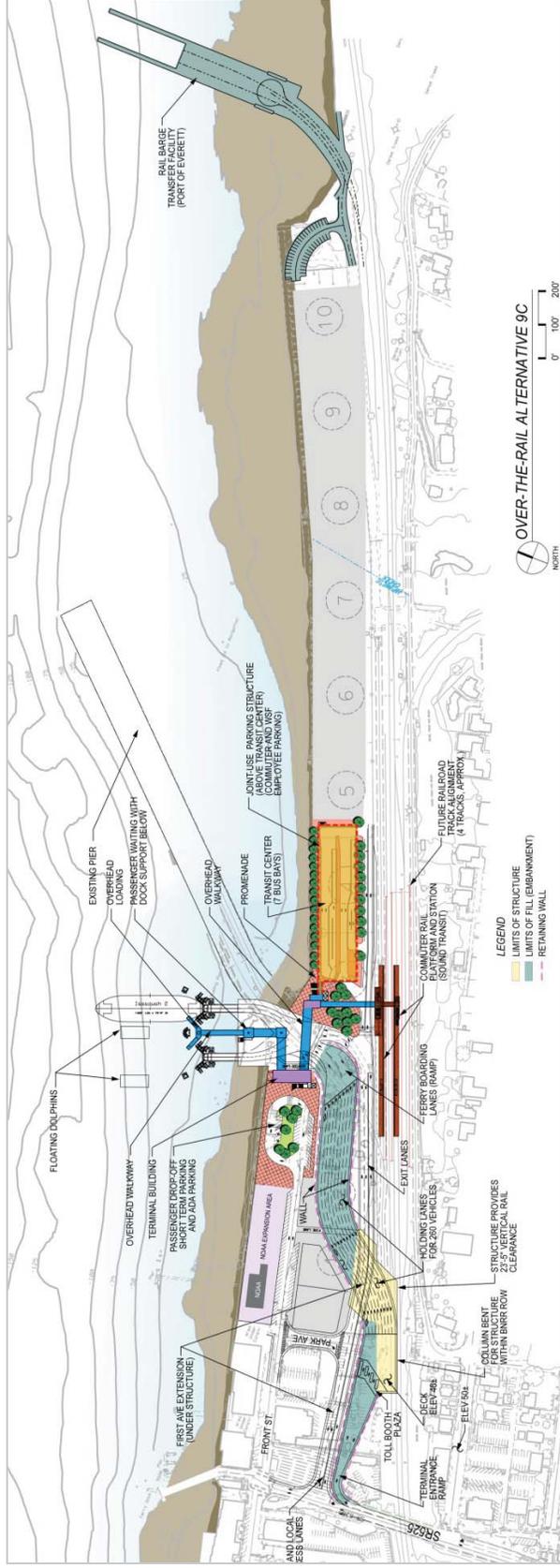
The vehicle holding lanes for this alternative were located on an elevated structure which brought ferry traffic from SR 525 to the dock (located east of the existing terminal). This alternative, most similar to the Improve the Existing Site alternative (Section 4.2.6), would require less over-water coverage and less upland land, but would not accommodate an overflow holding lane and created additional congestion downtown. It would also have required ROW access from BNRR (Exhibit 20).

Exhibit 19 Improve Existing Terminal Alternative



Source: WSF 2004a

Exhibit 20 Over Rail Alternative



Source: WSF 2004a

Table 4. Summary of Screening Criteria for FTA/WSF NEPA EA

Criteria	Bridge over Sound	Relocate to Everett	Relocate to Edmonds	Add Ferry to Edmonds	Add Ferries to Everett, Edmonds	Add Second Slip	Improve Existing Site	Over Rail
Meets purpose and need	☹️	☹️	☹️	☹️	☹️	☹️	☹️	☺️
Maintains SR-525 Corridor	☺️	☹️	☹️	☺️	☺️	☺️	☺️	☺️
Provides safe and efficient ferry operations	☺️	☹️	☹️	☹️	☹️	☹️	☺️	☺️
Provides multimodal access	☹️	☹️	☺️	☺️	☹️	☹️	☹️	☺️
Accommodates projected growth	☺️	☺️	☹️	☹️	☹️	☹️	☺️	☺️
Environmental impacts can be mitigated for	☺️	☺️	☺️	☺️	☺️	☺️	☺️	☺️
Is the concept feasible	☺️	☹️	☹️	☹️	☹️	☺️	☺️	☹️
Is the concept within budget	☹️	☺️	☺️	☺️	☺️	☺️	☺️	☹️
Adequate holding lanes							☺️	☺️
More, shorter holding lanes							☹️	☹️
Allows efficient multimodal access							☹️	☺️
Minimal over-water cover							☺️	☺️
Minimal nearshore effects							☺️	☺️
Accommodates daylighting Japanese Creek							☺️	☺️
Provides land for commercial development							☹️	☺️
Provides land for open space east of terminal							☺️	☺️
Avoids crossing traffic at ferry entrance/egress							☹️	☹️
Avoids ferry traffic along Front Street							☹️	☹️
Allows access along Paine Field Blvd. Ext.							☹️	☹️
Allows promenade connections?							☹️	☹️
Decision	Rejected	Rejected	Rejected	Rejected	Rejected	Rejected	Rejected	Rejected due to BNRR ROW issues, uncertain feasibility, downtown impacts

Table 5. FTA/WSF NEPA EA Scoping Process Alternatives

Advantages	Disadvantages
Bridge Across Puget Sound (Screened Out)	
<ul style="list-style-type: none"> • Would require fewer staff to maintain and run operations • No waiting required for users 	<ul style="list-style-type: none"> • Would not meet the overall project purpose and need, as it did not accommodate the future growth of a wider range of transportation modes (i.e. did not promote access to bus and rail options) • Abandoning the existing terminal would require an act by legislation to change the highway system • Significant marine navigational and Tribal fishing impacts • Significant impacts to aquatic resources • It would have significant cost implications (2004 estimate at between \$1 billion and \$2 billion – at least ten times the cost of the two terminal alternatives)
Abandon Existing Ferry Terminal in Mukilteo and Relocate the Clinton Route to Everett (Screened Out)	
	<ul style="list-style-type: none"> • Would require building a new ferry terminal in Everett, where site for new ferry terminal was unknown • Would not maintain intrastate mobility on SR 525 • Transportation and other community improvements to accommodate ferry traffic through Everett would depend on the specific site chosen in Everett • Abandoning the existing terminal would require an act by legislation to change the highway system • Would be twice the length of the Mukilteo to Clinton route • Service to Everett would require one additional boat (three boats total) and a 50-percent increase in the capital investment in boats to offer the same level of service as the existing Mukilteo to Clinton route. In the future, when three boats would operate between Mukilteo and Clinton, five boats would be necessary in Everett if the service was relocated to a terminal there • Service to Everett would require one and a half times more vessel operation costs than the existing Mukilteo to Clinton route • A new terminal in downtown Everett would require buying waterfront property and could displace historic businesses and community assets • Would be a very involved and expensive environmental process associated with a new terminal • The Sound Transit commuter rail station in Everett is not located on the waterfront and therefore there would not be the desired multimodal aspect
Abandon Existing Ferry Terminal in Mukilteo and Relocate the Clinton Route to Edmonds (Screened Out)	
<ul style="list-style-type: none"> • Would take advantage of an existing terminal and would not require construction of a new terminal 	<ul style="list-style-type: none"> • Abandoning existing terminal would require an act by legislation to change highway system • The route would be four times the length of the existing Mukilteo to Clinton route • Service to Edmonds would require twice the number of boats (four total) and twice the capital investment in as compared to the existing Mukilteo to Clinton route • Service to Edmonds would require approx. twice the vessel operation costs of the existing Mukilteo to Clinton route in order to provide service equal to what is currently provided • Edmonds Ferry Terminal would be serving two destinations and would have to be expanded and redesigned to provide separate vehicle staging for the two routes. This would be timely, costly and would require renegotiation with Tribal governments • Impacts to downtown traffic at Edmonds would be significant • Impacts on other waterfront sites would be likely
Split Clinton Ferry Traffic between Edmonds and Mukilteo (Screened Out)	
<ul style="list-style-type: none"> • Would take advantage of existing terminals 	<ul style="list-style-type: none"> • Same reasons as stated above under the “Abandon the Existing Ferry Terminal in Mukilteo and Relocate the Clinton Route to Edmonds” alternative and the “Split Clinton Ferry Traffic between Edmonds and Mukilteo” alternative
Split Clinton Ferry Traffic between Everett, Edmonds, and Mukilteo (Screened Out)	
	<ul style="list-style-type: none"> • Would require construction of a new terminal in Everett in order to accommodate this new route • Same reasons as stated above under the “Abandon the Existing Ferry Terminal in Mukilteo and Relocate the Clinton Route to Everett” alternative, the “Abandon the Existing Ferry Terminal in Mukilteo and Relocate the Clinton Route to Edmonds” alternative, and the “Split Clinton Ferry Traffic between Edmonds and Mukilteo” alternative
Improve Existing Terminal Alternative (Screened Out)	
<ul style="list-style-type: none"> • Less over-water cover (compared to Compact Terminal Alternative) • Did not require relocation of the existing ferry terminal 	<ul style="list-style-type: none"> • Was not consistent with the City’s 1995 SEPA EIS Preferred Alternative or the City’s Comprehensive Plan • Consumed the entire downtown area • Required more acquisition of private property • Would not be conveniently located to the Mukilteo Commuter Rail Station • Provided a minimal overflow holding lane along the access road • Created traffic congestion in the downtown area • Created inconvenient access for local traffic • Requires use of park and private property, and replacement of SR 525 Bridge
Over Rail Alternative (Screened Out)	
<ul style="list-style-type: none"> • Less over-water cover (compared to Compact Terminal Alternative) • Consumed a smaller amount of upland property 	<ul style="list-style-type: none"> • WSF and FTA had (and continue to have) no statutory authority for property over the BNSF rail line • Inconsistent with the City’s Shoreline Master Plan and Comprehensive Plan by precluding future access from Japanese Gulch • There was no overflow holding lane along the access road • It created traffic congestion in the downtown area • The long and narrow holding lane configuration created operational inefficiencies¹ • It resulted in the greatest visual exposure of the holding area to the shoreline • There were logistical difficulties associated with construction and maintenance over the BNSF rail line

¹ A larger number of shorter holding lanes is more efficient than a smaller number of longer holding lanes. With a larger number of shorter holding lanes, transit vehicles, HOVs, trucks, and other vehicles can be sorted into separate lanes without leaving a large part of the vehicle holding area empty.

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