



Washington State Ferries

# Fauntleroy Ferry Terminal Trestle And Transfer Span Replacement Project

Planning and Environmental Linkages  
Summary of Level 3 Alternatives

October 2023

DRAFT



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# 1. Introduction

The Fauntleroy ferry terminal in West Seattle serves more than three million riders per year, supporting Washington State Ferries' "Triangle" route between Fauntleroy, Southworth and Vashon Island. The Triangle route is part of State Route 160 and served on the east side by Fauntleroy Way SW, a City of Seattle street classified as a minor arterial. It is the only WSF terminal not served by a state route or major arterial.

The terminal faces several challenges, including the following:

- Aging, seismically vulnerable parts of the terminal that are overdue for replacement.
- Rising sea levels risk damage to the terminal structures from debris during future high tides.
- Vehicles backing up along Fauntleroy Way SW, with only one lane to serve two destinations.
- Small dock with capacity for about 84 cars serving three Issaquah Class ferries that hold 124 cars each.

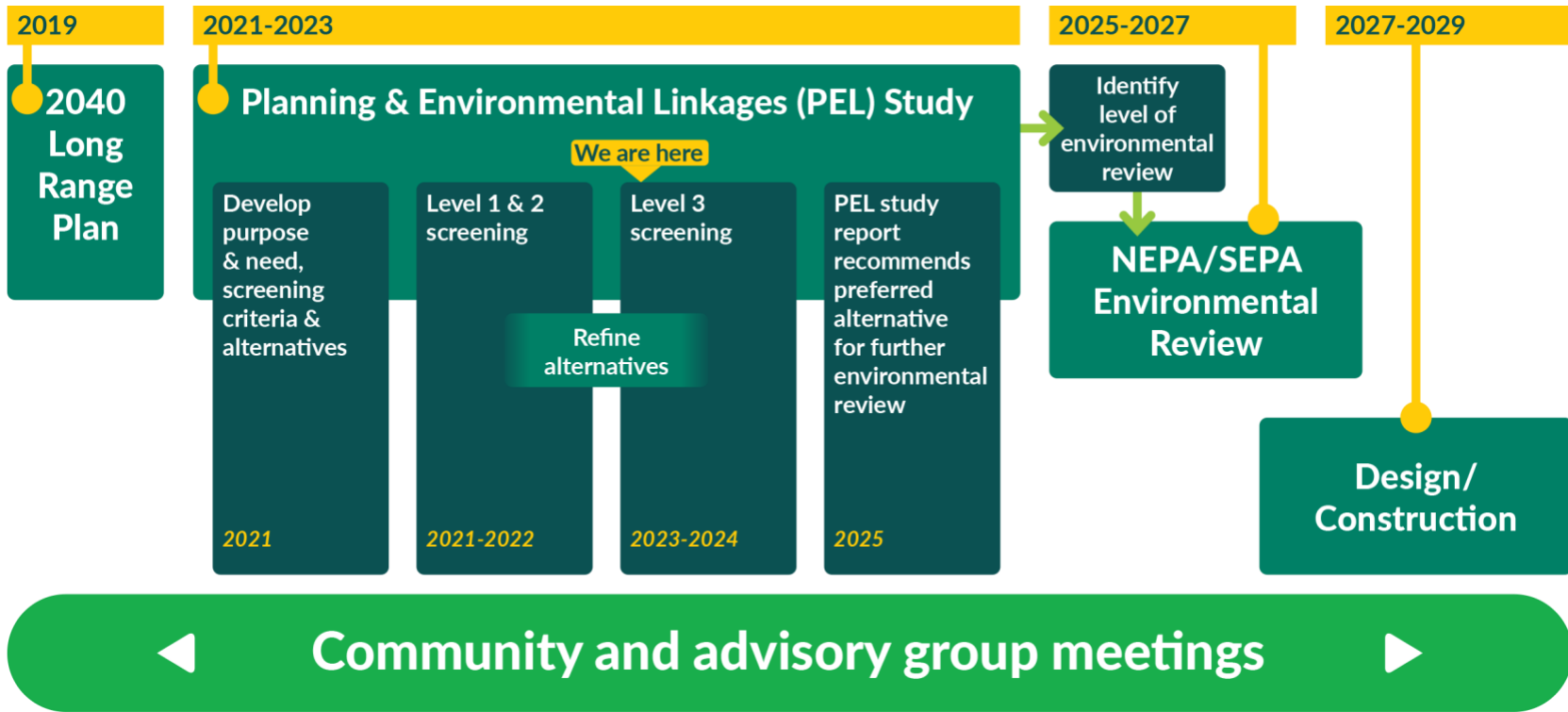
The purpose of WSF's SR 160 – Fauntleroy Ferry Terminal – Trestle and Transfer Span Replacement Project is to improve operations on the Triangle ferry route and preserve and upgrade the terminal facilities.

## 1.1. PEL process overview

WSF is conducting a Planning and Environmental Linkages (PEL) study in partnership with the Federal Highway Administration. The PEL study framework encourages early involvement with the public, tribes and agencies to help WSF identify transportation issues, environmental concerns, community values and economic goals early and more effectively in project planning. The following graphic summarizes project milestones and key activities.

### Community Engagement

WSF is engaging Triangle route communities, including three advisory groups, to help shape the new terminal. Since the start of the PEL study in March 2021, WSF has received over 700 comments and hosted four virtual community meetings, 17 advisory group meetings and one online open house. Comments and engagement from the community will continue to help the team refine the range of alternatives. WSF will keep community members informed of project updates and opportunities to share input as the team works to identify a preferred alternative.



After completing the PEL study, WSF and FHWA will determine the appropriate category of National and State Environmental Policy Act environmental review for the project. WSF will continue to engage Triangle route communities throughout the project. During NEPA/SEPA environmental review, this will include public meetings and comment periods to gather input on the scope of the project and the environmental analysis. WSF will continue to share information about community input opportunities as the project progresses.

## 2. Background

This document builds upon WSF's [Level 1 and Level 2 screening](#) processes to determine how well alternatives, or possible solutions, meet the project's purpose and need compared to current conditions.

The results of the Level 1 screening showed six alternatives did not meet several core elements of the project purpose and need. Moving the Fauntleroy ferry terminal either out of West Seattle to Downtown Seattle, to Southwest Elliott Bay, or to Burien or Des Moines would drastically increase sailing times and decrease frequency of sailings to continue serving the route with three ferries as planned in the 2040 Long Range Plan. WSF confirmed it would focus project alternatives on the existing Fauntleroy terminal location.

In Level 2 screening, the project team evaluated alternatives based on operations and customer experience; safety; multimodal connections; and traffic circulation. Based on the results of Level 2 screening, WSF identified two general alternatives to carry forward:

- **Replace existing terminal—at the same size and location as the existing facility.** The dock holds up to 80 vehicles and the shoulder holding lane accommodates an additional 106 vehicles, for a total of 186 vehicles. WSF will consider strategies to improve terminal operations, including *Good To Go!* and advance ticketing policies, and other operational changes like intersection improvements and features to make it easier to walk, bike, and roll onto the ferry.
- **Expand terminal to hold up to 186 vehicles.** WSF acknowledged the need to avoid or minimize permanent impacts to nearshore habitat and recreational areas, including Cove Park and said it would no longer consider widening the dock (as shown in Level 1) to accommodate 186 vehicles. This alternative would avoid or minimize permanent environmental impacts while providing on-dock holding for 124 to 186 vehicles.

Since completion of the Level 2 screening, WSF has refined these two general alternatives into a set of six detailed alternatives for further evaluation and screening. This document describes the refined Level 3 alternatives and WSF's Level 3 screening process.

### 3. Level 3 Screening Process

Following Level 2 screening, WSF refined the alternatives and screening process, with the goal of identifying a Preferred Alternative through Level 3 screening. WSF will continue working with the Community, Executive, and Technical Advisory Groups and other partners to identify one preferred alternative by:

- Considering and incorporating input from **community and tribal, and agency partners**.
- Confirming **regulatory and permitting requirements** and identifying potential **environmental impacts and benefits**.
- Analyzing future **traffic** conditions at the terminal and in the surrounding area.
- Developing **cost estimates** and **construction phasing** plans to better understand what it takes to build each option.
- Identifying improvements to make the **terminal work more efficiently** and make it **safer to walk, bike and roll** onto the ferry and **connect to transit**.
- Evaluating **operational strategies** like intersection improvements to address existing challenges.
- Understanding **policy risks and feasibility** of building a new terminal.
- Studying the feasibility of implementing **Good To Go!** or **advance ticketing**.

See Section 7 for the types of criteria WSF will use to screen the alternatives.

## 4. Environmental context

In developing and evaluating each alternative, WSF must consider important environmental resources and features in the vicinity of the terminal, including:

- **Intertidal and nearshore habitats**, including eelgrass and macroalgae near the dock provide valuable habitat for salmon and other marine wildlife. WSF recently conducted an underwater video survey to identify the presence and distribution of eelgrass and macroalgae near the terminal. The survey confirmed eelgrass beds located north and south of the trestle. There is no eelgrass in the area around the end of the dock where propeller wash from vessels creates a scour hole. The vessel accelerating and decelerating erodes a deeper area and creates a raised berm around the end of the trestle, preventing macroalgae growth. WSF found the highest concentration of kelp west of the ferry slip.
- **Fauntleroy Creek**, which flows under Fauntleroy Way SW, south of the dock, under the dock to the north, and then into Puget Sound. Fauntleroy Creek provides spawning habitat for coho salmon and coastal cutthroat trout.
- The aging dock is supported by about 430 **creosote-treated timber piles** and contains more than 1,000 tons of toxic creosote-treated timber—a known water pollutant. The density of timber piles also influences the flow of Puget Sound tidal waters and Fauntleroy Creek near the trestle, causing debris and driftwood to snag and collect under the trestle and on the shore. This makes it difficult for fish to pass to and from Fauntleroy Creek.
- **Cove Park** offers public waterfront access and a narrow sandy beach next to the dock.
- **Captain's Park** provides a public green space with bench seating across Fauntleroy Way SW from the terminal entrance.





*View from Cove Park, next to the Fautleroy terminal.*



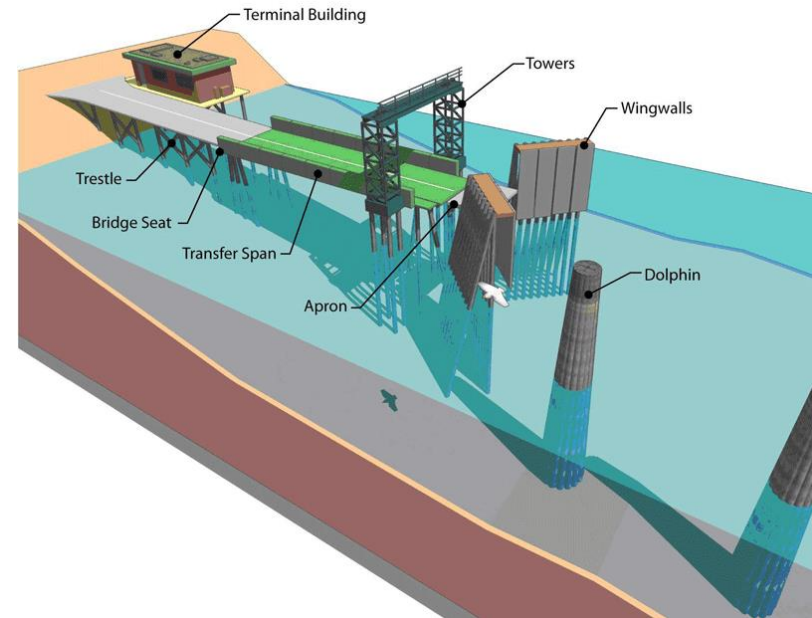
## 5. Alternatives

### 5.1. Features of all terminal alternatives

WSF refined the alternatives based on Level 2 screening results, public and advisory group input, and engineering, operational and environmental analysis. WSF developed concepts that replace the terminal at about the same size as the existing terminal (Alternatives A, A-1, A-2 and A-3) and concepts that expand the terminal to provide more on-dock vehicle holding capacity (Alternatives B, B-1, B-2, B-3 and C-1).

All dock concepts follow WSF's Terminal Design Manual and include these elements:

- Replacing the dock at the same location as the existing facility.
- Accommodate a total of 186 vehicles (one-and-a-half times the capacity of the Issaquah class ferries that serve the Fautleroy/Vashon/Southworth route) in a combination of on-dock and Fautleroy Way SW shoulder holding.
- Meeting current seismic design standards to make sure the new terminal can withstand a major earthquake and raising the dock to accommodate rising sea level.
- Space for a semitrailer truck (WB-62 truck<sup>1</sup>) to safely navigate through the terminal using designated holding lanes.
- Wider lanes for vehicles and dedicated lanes for people walking, rolling, biking and driving motorcycles onto the ferry.
- Space for terminal operations, including storing materials, mechanical and electrical equipment, trash and recycling containers and parking for terminal supervisors.
- A new terminal building.
- At least two dedicated parking spaces to drop-off and pick-up passengers with disabilities.
- A larger toll plaza with two toll booths, a traffic attendant booth and staff restrooms.
- Minimal dock widening near the shoreline to minimize impacts to Cove Park and environmentally sensitive areas.



<sup>1</sup> The WB-62 truck is the representative truck size used in WSF terminal design. It is a semitrailer truck that is about 13.5 feet high, 8.5 feet wide, and 68.5 feet long.

## 5.2. Overwater coverage

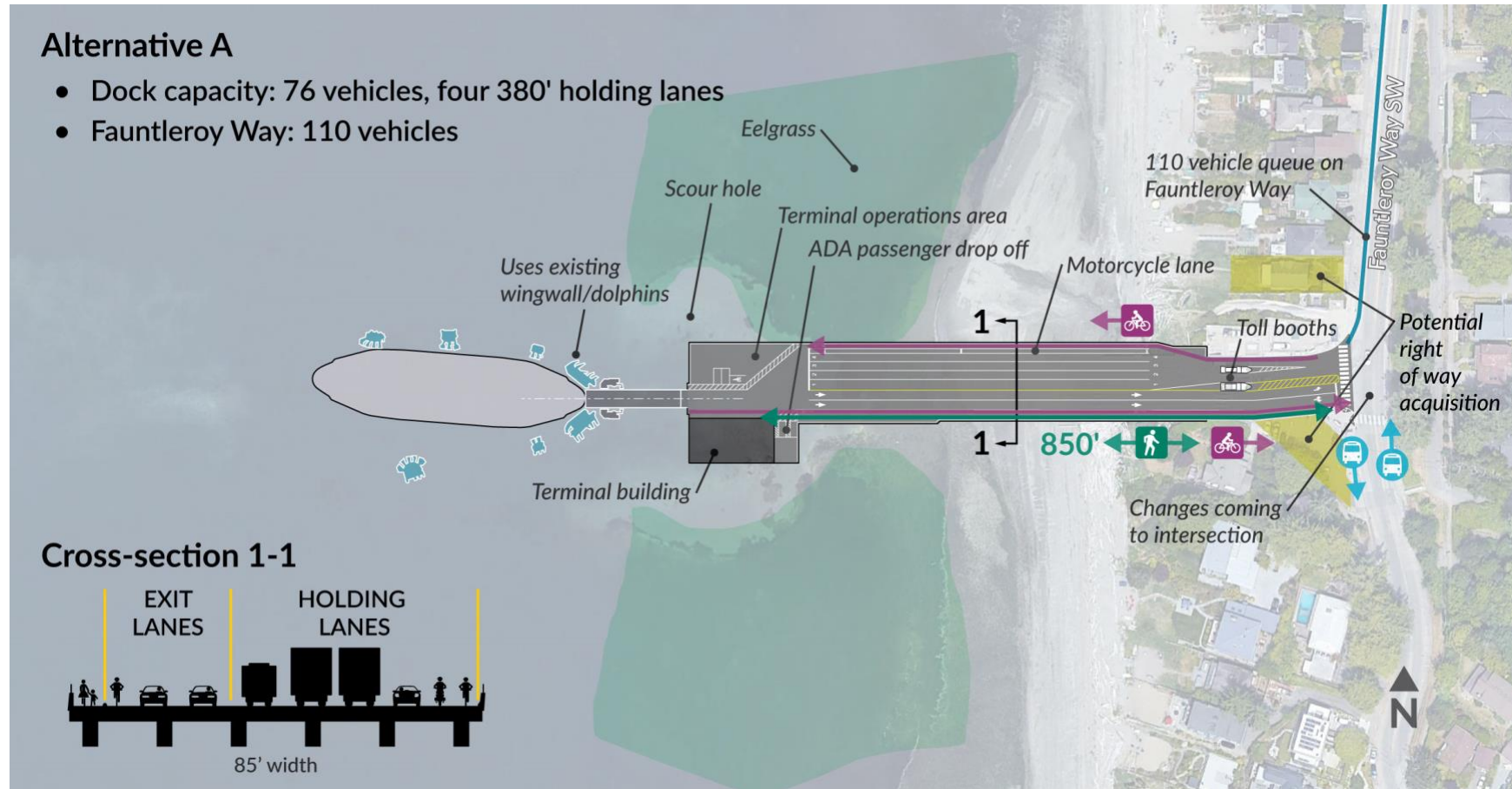
WSF developed options to avoid and minimize environmental impacts by tapering and lengthening the dock to avoid areas of eelgrass and minimize effects of ferry operations in the nearshore area. WSF will compare the alternatives to each other and with the existing dock (also referred to as “no build”) as part of Level 3 screening. The table shows approximate total overwater coverage of the different alternatives, including conditions of the existing dock.

Alternative	Existing dock (No Build)	Alternative A	Alternatives A-1, A-2, A-3	Alternative B	Alternative B-1	Alternative B-2	Alternative B-3	Alternative C
<b>Approximate total overwater coverage (in square feet)</b>	40,500	54,500	59,000	77,100	84,200	86,100	75,900	92,000
<b>Approximate increase in overwater coverage (in square feet)</b>	N/A	13,900	18,500	36,600	43,700	45,600	35,400	51,500

The following section outlines the refined Level 3 alternatives.

### 5.3. Alternative A – Similar dock size and maintain existing terminal berthing structures

Alternative A replaces the dock at about the same size as the current dock and maintains the existing wing walls and dolphins, the in-water structures that help guide the ferry into place and protect the dock. The trestle is 18-feet wider than the current dock, and about 8-feet shorter than the current dock. This dock option holds 76 vehicles, fewer than the existing dock, which holds 84 vehicles. Alternative A does not improve the scour hole caused by propeller wash at the end of the trestle.

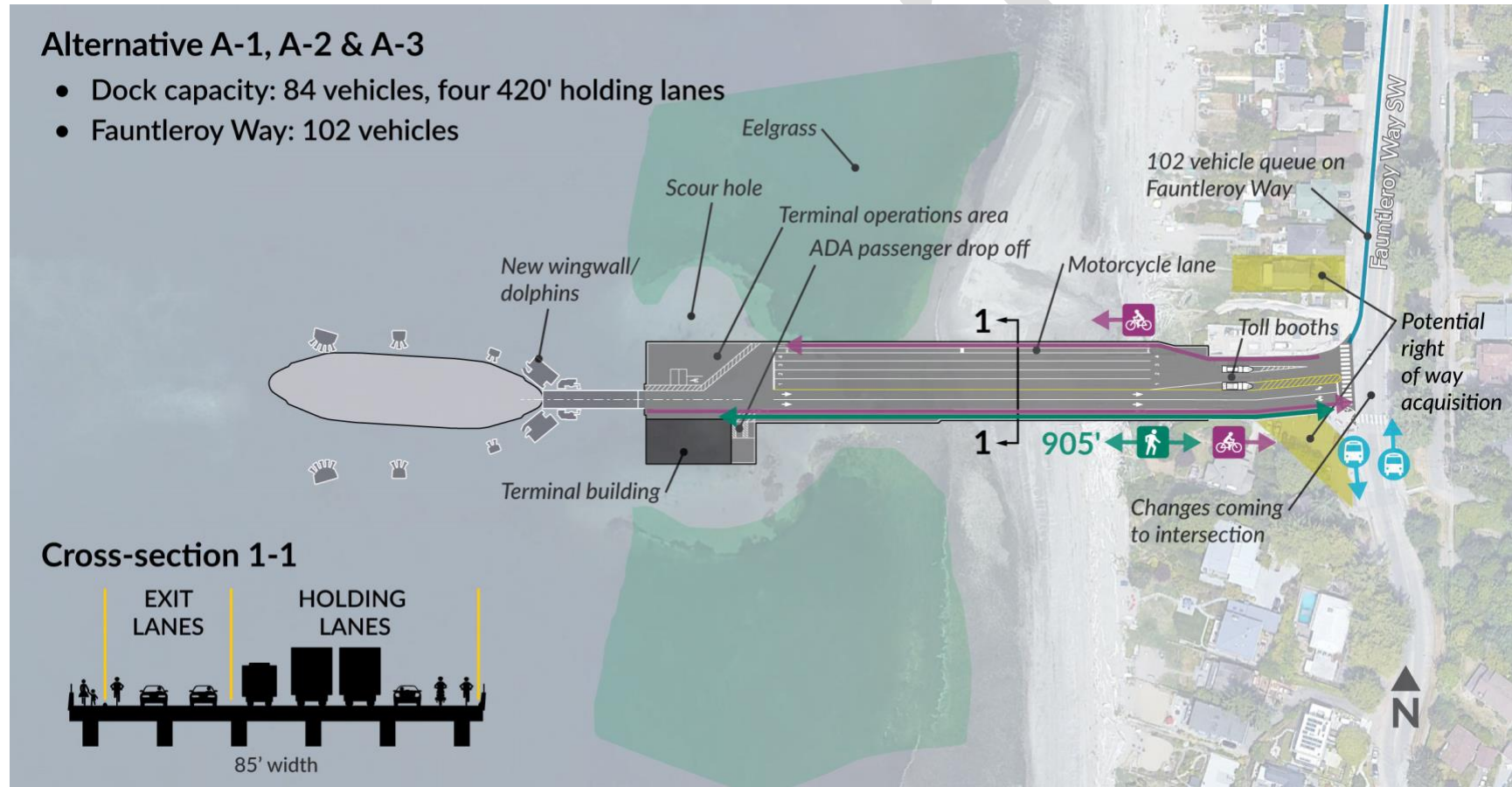




*Rendering of Alternative A*

#### 5.4. Alternative A-1 – Similar dock size and new terminal berthing structures

Alternative A-1 replaces the dock using current design standards and builds new wing walls and dolphins. The trestle is 18-feet wider to provide space for a large truck to turn onto the dock, and 41-feet longer than the current dock. This option holds 84 vehicles on the dock, the same capacity as the current dock. Alternative A-1 may slightly change the scour hole caused by propeller wash at the end of the trestle.



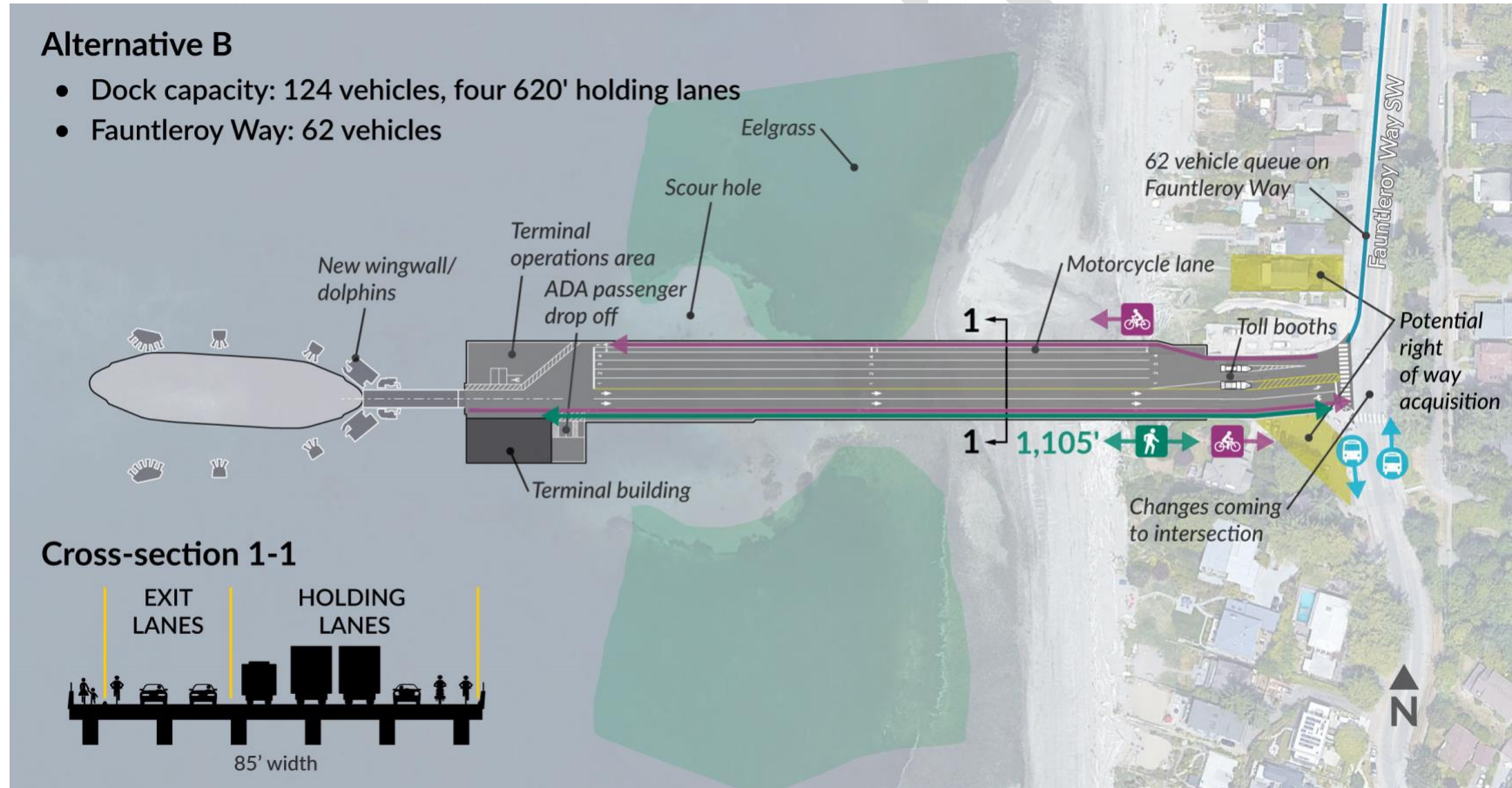
Alternatives A-2 and A-3 are variations of Alternative A-1 that have the same layout as A-1 and include *Good To Go!* and advance ticketing (A-2), or only advanced ticketing technology (A-3). WSF is studying these ticketing strategies separately to better refine these alternative concepts.



*Rendering of Alternative A-1*

### 5.5. Alternative B – Longer, larger dock

Alternative B builds a longer and slightly wider (18-feet) dock that provides more space for large trucks to turn onto the dock. Lengthening the dock by 240-feet moves the ferry slip to deeper water which may allow eelgrass and macroalgae to regrow in and around the scour hole. Moving the ferry slip to deeper water also helps prevent ferries from creating a new scour hole. This dock concept holds 124 vehicles, or one full Issaquah Class ferry.



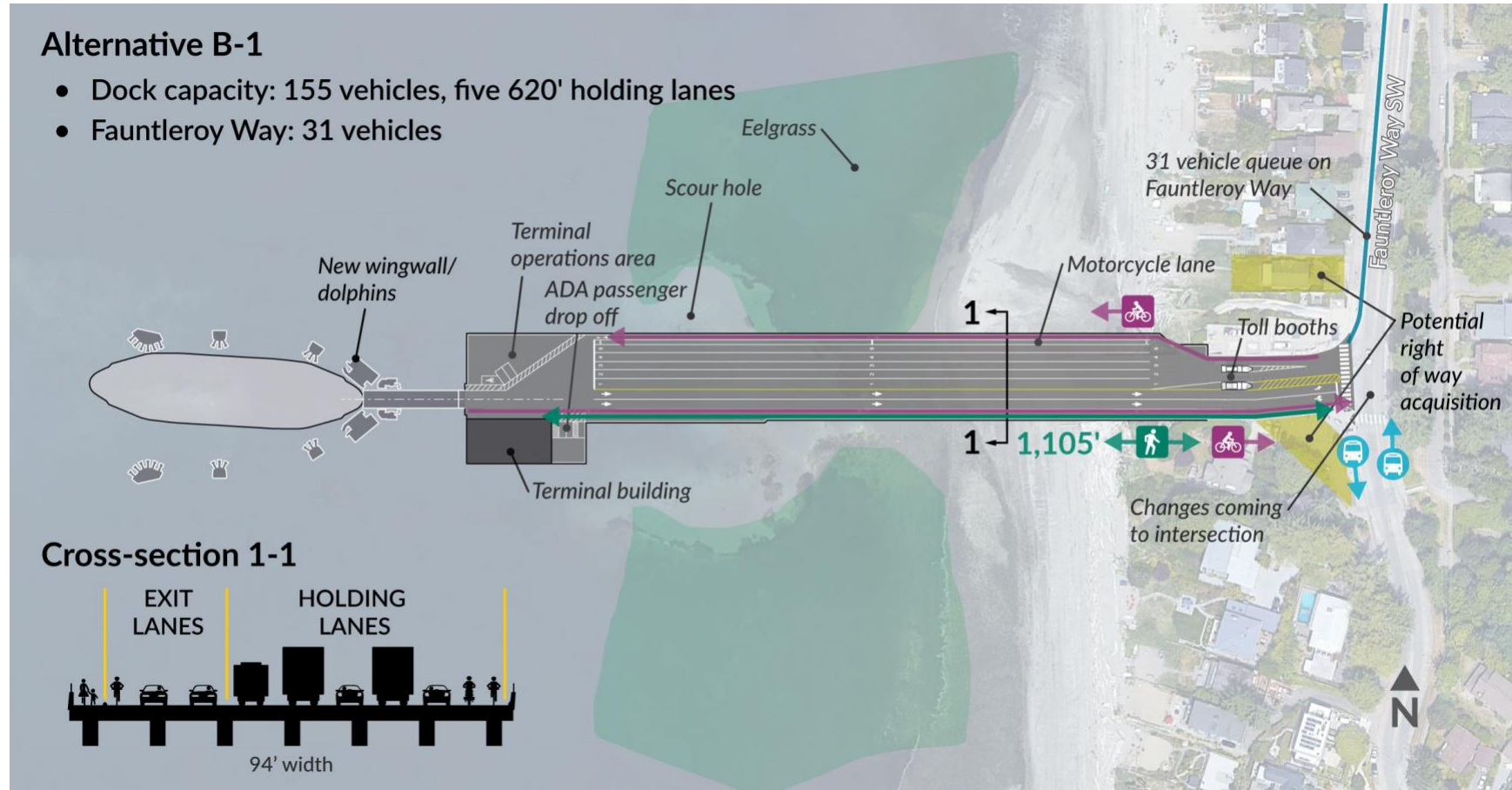


*Rendering of Alternative B*



## 5.6. Alternative B-1 – Longer, larger dock with extra holding lane

For Alternative B-1, the dock is the same length as Alternative B (240-feet) and 27-feet wider than the current dock. One extra holding lane is located over deeper water on the north side of the dock to minimize impacts to Cove Park and environmentally sensitive areas closer to shore. This alternative holds 155 vehicles on the dock.

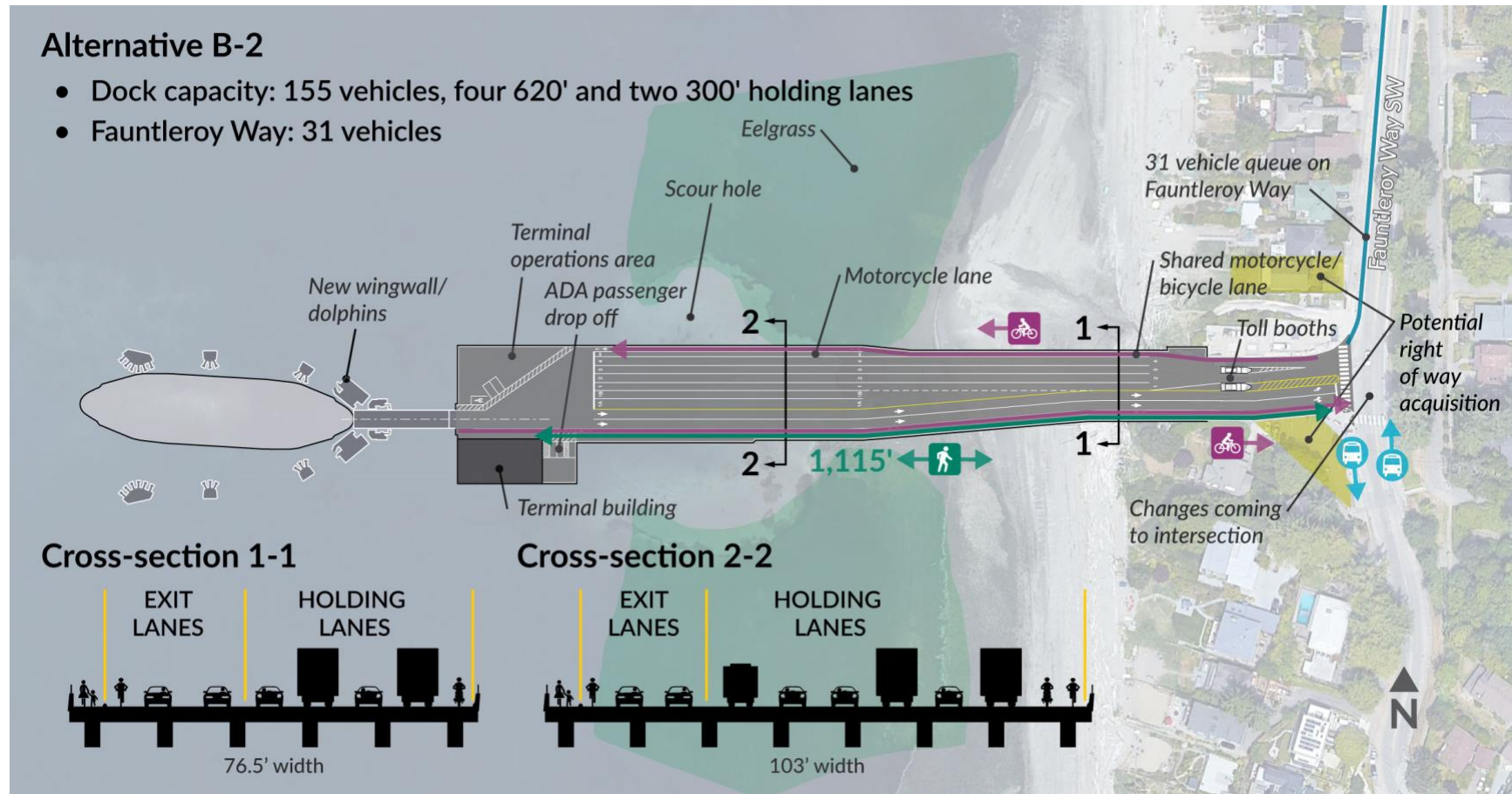


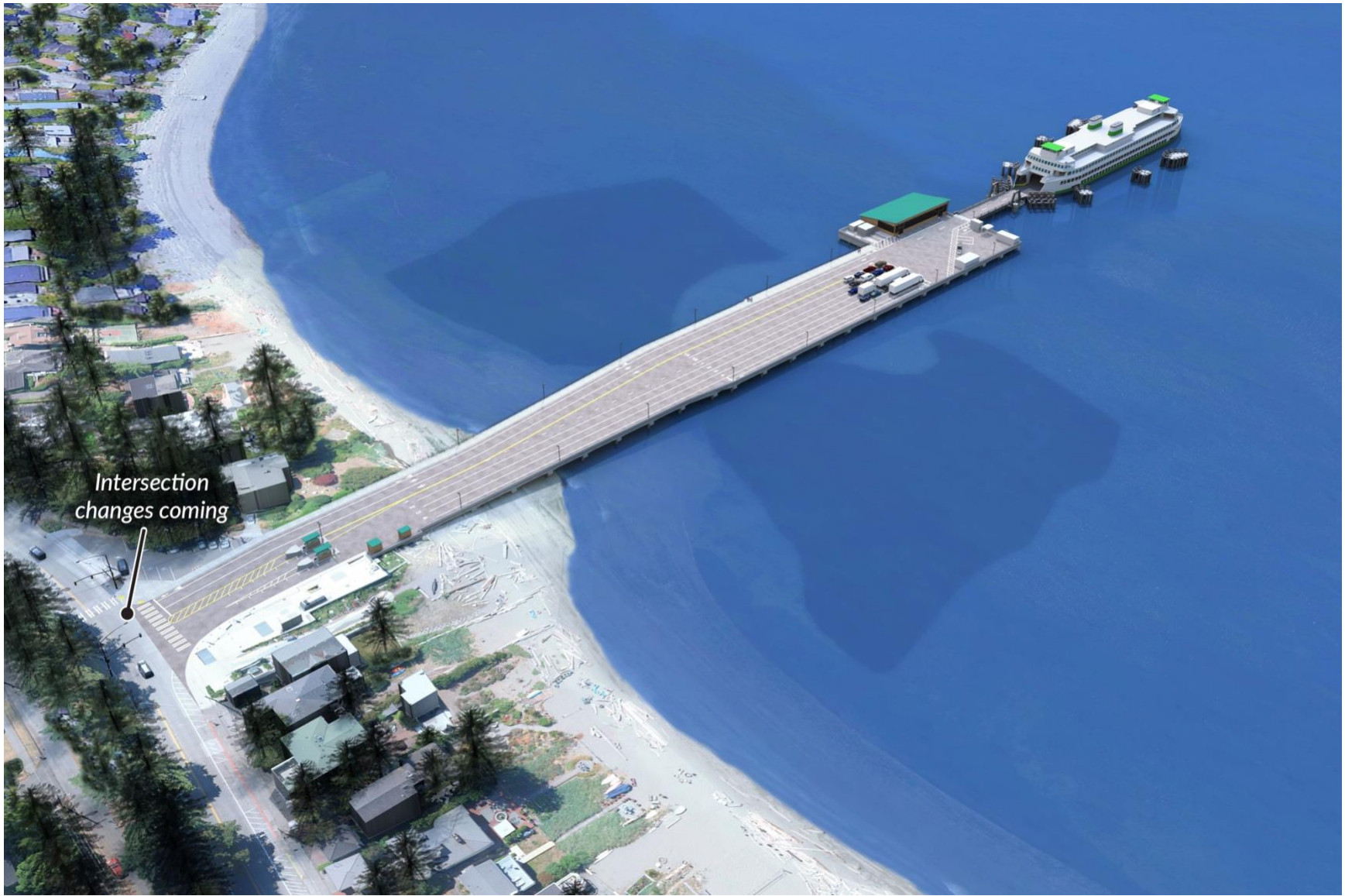


*Rendering of Alternative B-1*

### 5.7. Alternative B-2 – Longer, larger dock with the addition of two shorter holding lanes

Alternative B-2 is 250-feet longer and 36-feet wider than the current dock, adding two shorter holding lanes for priority vehicles, motorcycles and bicycles. To minimize impacts to environmentally sensitive areas and Cove Park, this tapered dock design is narrower near the shoreline, or 10-feet wider than the current dock. To accommodate the two new lanes, the ferry slip shifts to the south. This dock concept holds 155 vehicles on the dock.

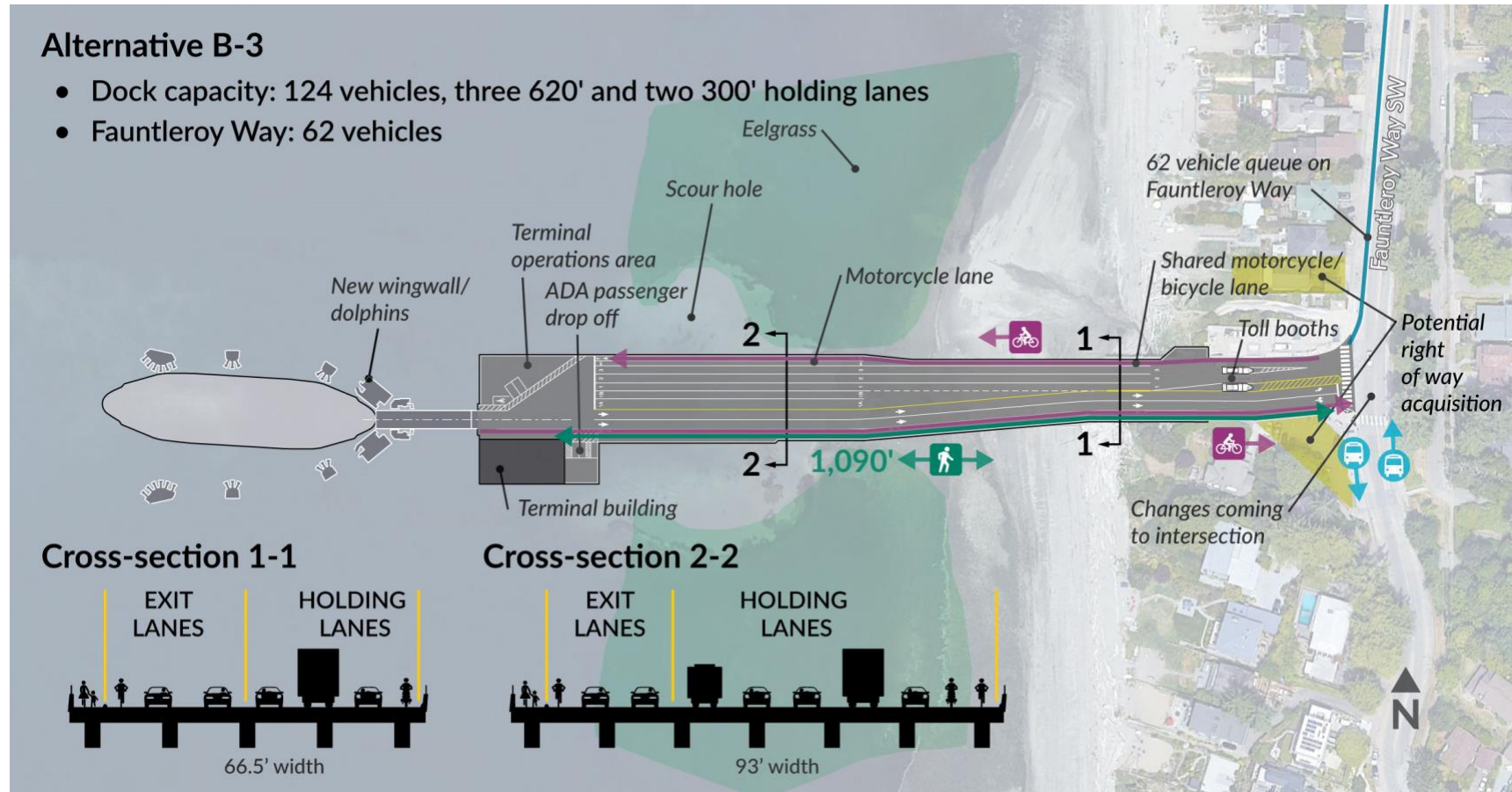


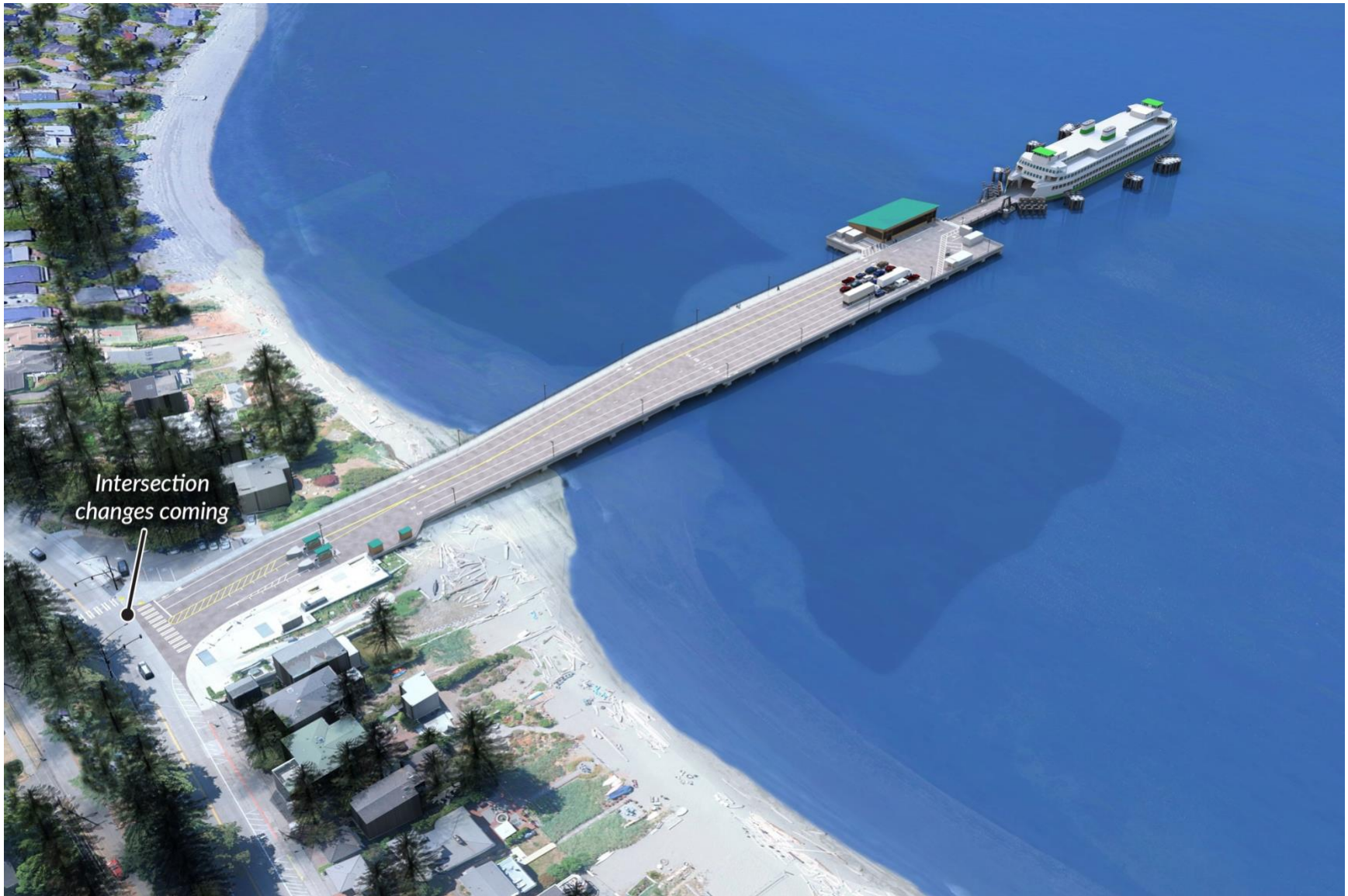


*Rendering of Alternative B-2*

### 5.8. Alternative B-3 – Longer, larger dock with two shorter holding lanes

Alternative B-3 is slightly shorter than B-2 and includes one less holding lane. This option is 226-feet longer than the current dock. The rest of the design features are the same as Alternative B-2, including widening the dock to build two shorter holding lanes for priority vehicles, motorcycles and bicycles. The dock is narrower near the shoreline to minimize impacts to environmentally sensitive areas and Cove Park. To accommodate the two new lanes, the ferry slip shifts to the south. This dock option holds 124 vehicles on the dock.

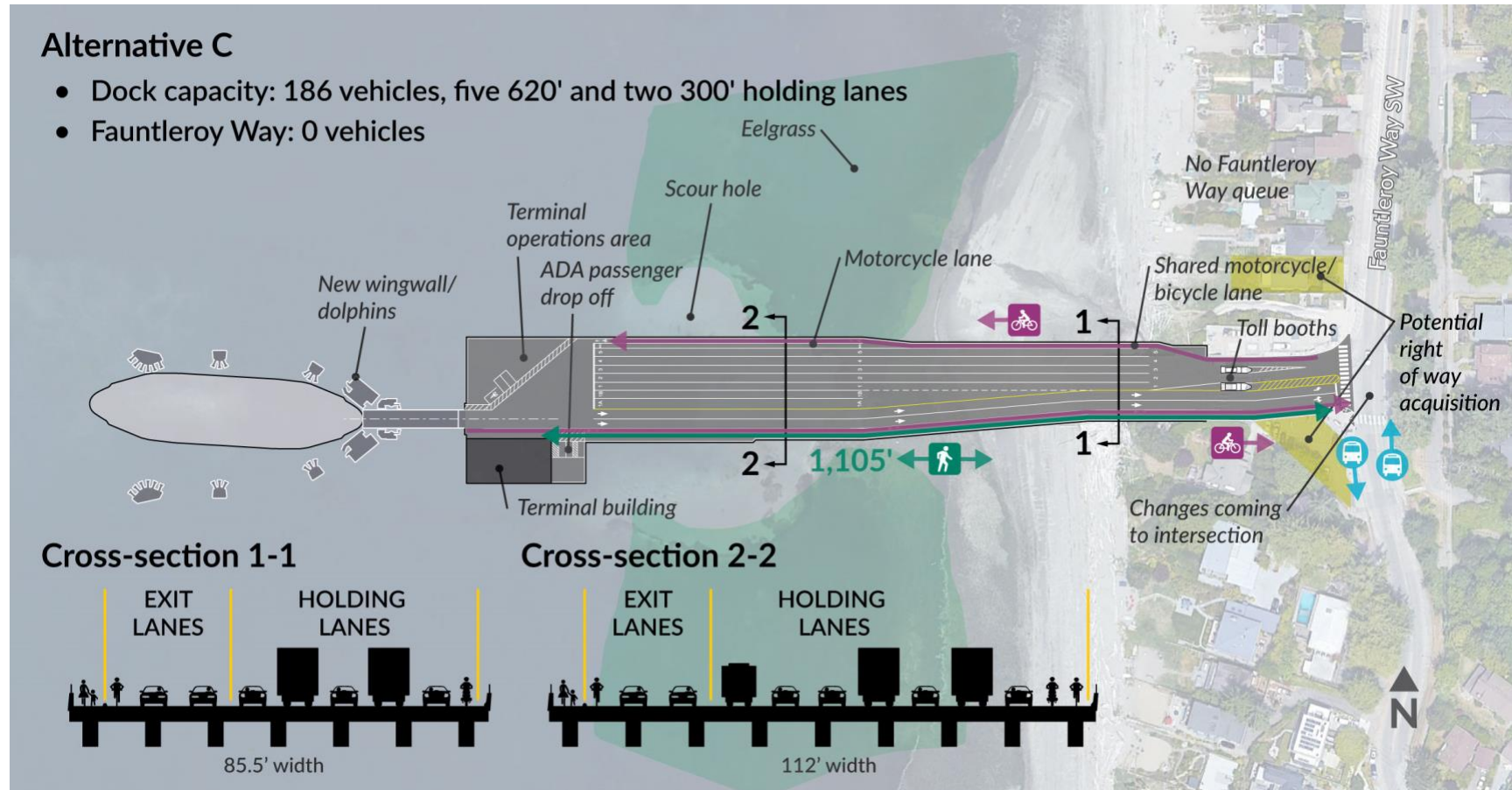


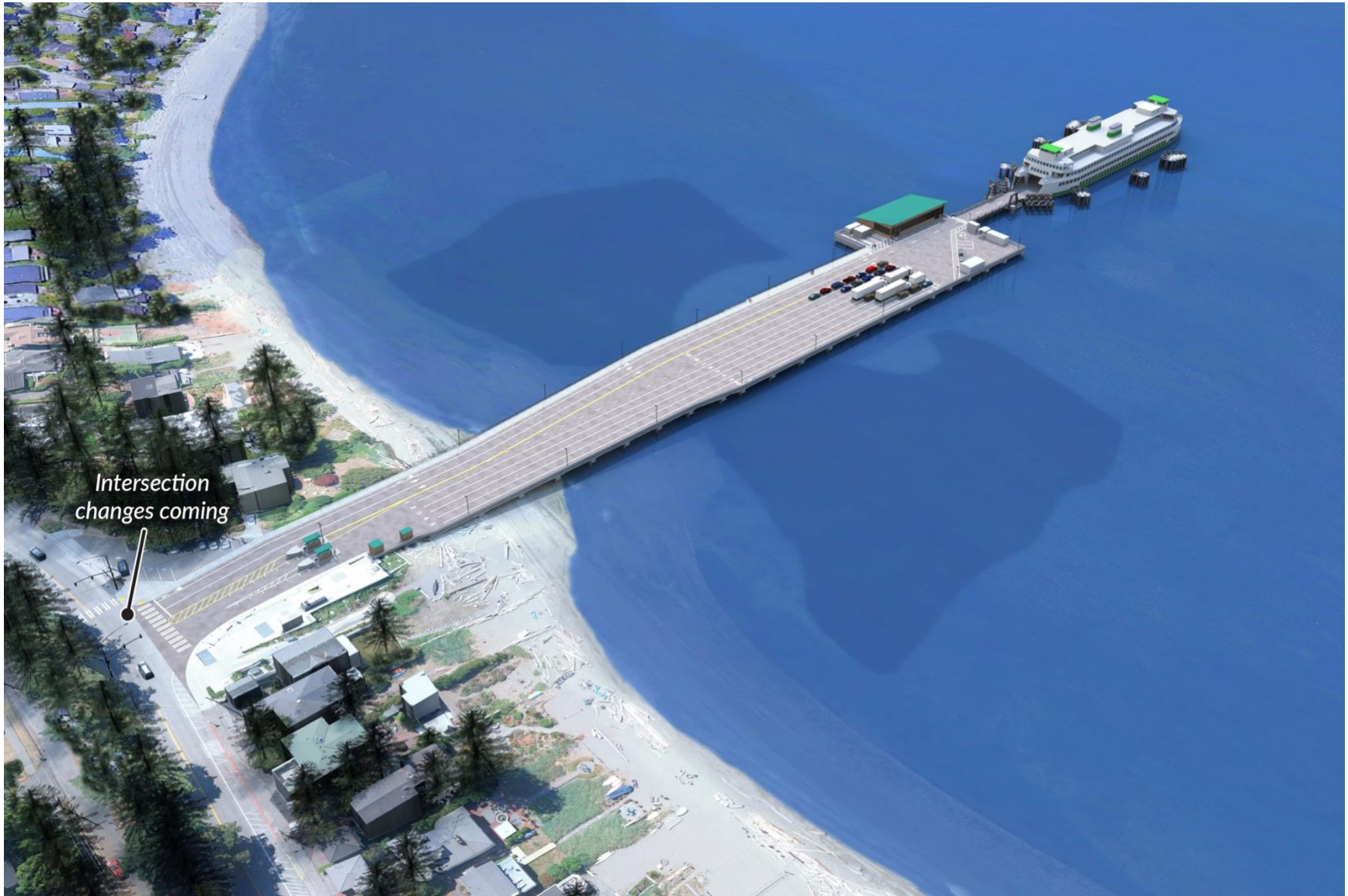


*Rendering of Alternative B-3*

### 5.9. Alternative C – Longer, larger dock with extra full-length holding lane and two shorter holding lanes

Alternative C adds a full-length holding lane on the north side of the dock. This dock concept is 240-feet longer and 45-feet wider (over deeper water) than the current dock. To minimize impacts to Cove Park and environmentally sensitive areas, the dock is narrower near the shoreline (18-feet wider than the current dock), and includes two shorter holding lanes for priority vehicles, motorcycles and bicycles. This dock option can hold 186 vehicles, or the capacity of one and a half the capacity of 124-car Issaquah Class ferries. This option removes the vehicle queue on Fauntleroy Way SW.





*Rendering of Alternative C*



## 6. Additional Project Elements

During Level 3 screening WSF will continue evaluating project elements that may improve operational efficiency and safety, including:

- Implementing *Good To Go!* or requirements for increased use of WSF's Wave2Go advanced ticketing options to reduce vehicle processing time and improve customer experience. This includes identifying potential policy changes.
- Improvements to the configuration and control of the terminal intersection with Fauntleroy Way SW to make it easier and safer for vehicles and pedestrians and improve operational efficiency.
- Overhead loading for passengers to safely walk and roll onto the ferry. This accessible path could improve operational efficiency by allowing vehicles and passengers to load and unload at the same time.

These additional elements are not included in the current project budget. WSF will continue studying them separately to determine their potential benefits before incorporating the elements into the project alternatives.

## 7. Level 3 Screening Criteria

WSF refined the Level 2 screening criteria to reflect community input, environmental conditions and operational and engineering factors. WSF will apply these criteria to the Level 3 alternatives to assess the benefits and trade-offs of each option. To assess how the alternatives meet the criteria, the team used high-medium-low categories. Where a performance factor poses a “yes or no” question, the alternative receives a high (yes) or low (no) rating. If a factor poses a question about how an alternative meets a specific or quantifiable consideration, the alternative receives a high, medium or low rating. The following table outlines screening criteria and how WSF plans to evaluate and apply Level 3 criteria to identify a preferred alternative.

**Table 1. Draft Level 3 Screening Criteria and Factors**

Level 3 criteria	Performance factors for Level 3 screening	<input type="radio"/> Low <input checked="" type="radio"/> Medium <input type="radio"/> High
<b>Ability to meet the requirements for structural reliability.</b>	<b>Factor:</b> Does the alternative meet design codes and requirements for structural reliability?	<input checked="" type="checkbox"/> Meets applicable requirements
		<input type="checkbox"/> Does not meet applicable criteria
<b>Ability to accommodate projected sea level rise (resilience).</b>	<b>Factor:</b> Does the alternative accommodate projected sea level rise?	<input checked="" type="checkbox"/> Meets projected sea level rise
		<input type="checkbox"/> Does not meet projected sea level rise
<b>Ability to improve operational efficiency (i.e., minimize dwell time, process vehicles more efficiently, maintain on-time performance).</b>	<b>Factor:</b> How does the alternative maintain or improve ferry schedule reliability (timely and reliable loading and unloading)?	<input checked="" type="checkbox"/> Lower modeled loading/unloading time (in minutes) over/under relative to No Build
		<input type="checkbox"/> Moderate modeled loading/unloading time (in minutes) over/under relative to No Build
		<input type="checkbox"/> Higher modeled loading/unloading time (in minutes) over/under relative to No Build
	<b>Factor:</b> Does the alternative improve WSF's ability to stage and handle the mix of arriving volumes based on destination (Southworth or Vashon), truck traffic and transit?	<input checked="" type="checkbox"/> Improves ability for staging and handling the mix of arriving volumes compared to No Build
		<input type="checkbox"/> Does not improve the ability for staging and handling the mix of arriving volumes compared to No Build
	<b>Factor:</b> Does the alternative provide space to sort and accommodate Americans with Disabilities Act, emergency vehicles, medical requests and other preferential loading categories?	<input checked="" type="checkbox"/> Provides space to sort and accommodate ADA, emergency vehicles, medical requests and other preferential loading categories
<input type="checkbox"/> Does not provide space to sort and accommodate ADA, emergency vehicles, medical requests and other preferential loading categories		

Level 3 criteria	Performance factors for Level 3 screening	Low	Medium	High
<p><b>Ability to reduce the number of conflict points between traffic modes (safety of vehicles, bicyclists and pedestrians).</b></p>	<p><b>Factor:</b> Does the alternative reduce conflicts between people walking, biking, rolling and driving at the intersection of the terminal and Fautleroy Way?</p>	<input checked="" type="checkbox"/>	<p>Reduces conflicts between people walking, biking, rolling and driving at the intersection of the terminal and Fautleroy Way compared to No Build</p>	
	<p><b>Factor:</b> Does the alternative reduce or eliminate conflict(s) between people walking, biking, rolling and driving across the trestle during ferry loading and offloading?</p>	<input type="checkbox"/>	<p>Does not reduce conflicts between people walking, biking, rolling and driving at the intersection of the terminal and Fautleroy Way compared to No Build</p>	
	<p><b>Factor:</b> Does the alternative minimize conflicts between people driving on Fautleroy Way and vehicles exiting the ferry terminal onto Fautleroy Way?</p>	<input checked="" type="checkbox"/>	<p>Reduces or eliminates conflicts by improving pedestrian walkway and bicycle access, holding and exit lanes on the trestle compared to No Build</p>	
	<p><b>Ability to meet operational requirements (186 vehicles on the dock or in upland holding, access and maneuverability for an Issaquah Class vessel, connection to a minor arterial).</b></p>	<input type="checkbox"/>	<p>Does not reduce or eliminate conflict(s) between people walking, biking, rolling and driving across the trestle during ferry loading and offloading compared to No Build</p>	
		<input checked="" type="checkbox"/>	<p>Reduces conflicts between people driving on Fautleroy Way and vehicles exiting the ferry terminal onto Fautleroy Way compared to No Build</p>	
		<input type="checkbox"/>	<p>Does not reduce conflicts between people driving on Fautleroy Way and vehicles exiting the ferry terminal onto Fautleroy Way compared to No Build</p>	
<p>All alternatives provide a combined on-dock and upland holding (on Fautleroy Way SW) of 186 vehicles.</p>				
<p>All alternatives connect to Fautleroy Way SW, which is classified as a minor arterial.</p>				
	<input checked="" type="checkbox"/>	<p>Ferry captains and operation staff confirm that alternative allows access</p>		

Level 3 criteria	Performance factors for Level 3 screening	<input type="radio"/> Low <input checked="" type="radio"/> Medium <input type="radio"/> High	
	<b>Factor:</b> Does the alternative provide sufficient access and maneuverability for Issaquah Class vessels?	<input type="checkbox"/> and maneuverability for an Issaquah Class vessel <input type="checkbox"/> Ferry captains and operation staff confirm that alternative does not allow access and maneuverability for an Issaquah Class vessel	
<b>Ability to keep current sailing schedule (number of peak departures and crossing times).</b>	See “Ability to improve operational efficiency” above.		
<b>Ability to enhance multimodal connections, connect to transit and/or allow for growth in walk-ons, people biking and vanpools.</b>	<b>Factor:</b> What distance does the alternative provide for people to walk, bike and roll from Fautleroy Way onto the ferry?	<input checked="" type="checkbox"/> Shortest distance (in feet) from the start to end of the trestle compared to No Build <input type="checkbox"/> Median distance (in feet) from the start to end of the trestle compared to No Build <input type="checkbox"/> Longest distance (in feet) from the start to end of the trestle compared to No Build	
	<b>Factor:</b> Does the alternative improve connections for people biking, walking or rolling?	<input checked="" type="checkbox"/> Alternative improves conditions for people biking, walking or rolling compared to No Build <input type="checkbox"/> Alternative does not improve conditions for people biking, walking or rolling compared to No Build	
	<b>Factor:</b> Does the alternative improve connections to transit (intersection improvements and/or crosswalks to provide safer, easier access to and from transit)?	<input checked="" type="checkbox"/> Alternative improves connections to transit compared to No Build <input type="checkbox"/> Alternative does not improve connections to transit compared to No Build	
	<b>Ability to avoid changes to parks and recreational areas (Section 4(f)/6(f), Recreation and Conservation Office-funded projects).</b>	<b>Factor:</b> What encroachment will the alternative have on Cove Park during construction?	<input checked="" type="checkbox"/> Lowest construction encroachment (in square feet) on Cove Park compared to No Build
			<input type="checkbox"/> Medium construction encroachment (in square feet) on Cove Park compared to No Build

Level 3 criteria	Performance factors for Level 3 screening	<input type="radio"/> Low <input checked="" type="radio"/> Medium <input type="radio"/> High	
		<input type="checkbox"/> Greatest construction encroachment (in square feet) on Cove Park compared to No Build	
	<b>Factor:</b> What permanent encroachment will the alternative have on Cove Park?	<input checked="" type="checkbox"/> Lowest permanent encroachment (in square feet) on Cove Park compared to No Build	
		<input checked="" type="checkbox"/> Medium permanent encroachment (in square feet) on Cove Park compared to No Build	
		<input type="checkbox"/> Greatest permanent encroachment (in square feet) on Cove Park compared to No Build	
	<b>Factor:</b> What encroachment will the alternative have on Captain's Park during construction?	<input checked="" type="checkbox"/> Lowest construction encroachment (in square feet) on Captain's Park compared to No Build	
		<input checked="" type="checkbox"/> Medium construction encroachment (in square feet) on Captain's Park compared to No Build	
		<input type="checkbox"/> Most construction encroachment (in square feet) on Captain's Park compared to No Build	
	<b>Factor:</b> What permanent encroachment will the alternative have on Captain's Park?	<input checked="" type="checkbox"/> Lowest permanent encroachment (in square feet) on Captain's Park compared to No Build	
		<input checked="" type="checkbox"/> Medium permanent encroachment (in square feet) on Captain's Park compared to No Build	
		<input type="checkbox"/> Greatest permanent encroachment (in square feet) on Captain's Park compared to No Build	
	<b>Requires changes to traffic circulation on local streets in ferry terminal area.</b>	<b>Factor:</b> Does the alternative require changes to access or circulation patterns on local streets?	<input checked="" type="checkbox"/> Alternative does not require permanent change to traffic circulation patterns on local streets

Level 3 criteria	Performance factors for Level 3 screening	<input type="radio"/> Low <input checked="" type="radio"/> Medium <input type="radio"/> High
		<input type="checkbox"/> Alternative would require permanent change to traffic circulation patterns on local streets
<b>Project cost (design, planning, right of way, risk, construction) alignment with funding.</b>	<b>Factor:</b> What is the alternative's estimated program cost <sup>2</sup> compared to available funding?	<input checked="" type="checkbox"/> Estimated program cost (in dollars) aligns closest with available funding (requires no, or the least amount of, additional funding)
		<input type="checkbox"/> Estimated program cost (in dollars) requires median amount of additional funding
		<input type="checkbox"/> Estimated program cost (in dollars) requires the greatest amount of additional funding
	<b>Factor:</b> What is the alternative's estimated cost of temporary facilities and operational needs during construction to maintain ferry service?	<input checked="" type="checkbox"/> Lowest estimated cost of temporary facilities and ferry service (in dollars)
		<input type="checkbox"/> Medium estimated cost of temporary facilities and ferry service (in dollars)
		<input type="checkbox"/> Highest estimated cost of temporary facilities and ferry service (in dollars)
<b>Alignment with current project schedule.</b>	<b>Factor:</b> What is the timeline to construct the alternative?	<input checked="" type="checkbox"/> Shortest estimated duration of construction (in months)
		<input type="checkbox"/> Medium estimated duration of construction (in months)
		<input type="checkbox"/> Longest estimated duration of construction (in months)
<b>Project feasibility—amount of additional right of way needed beyond existing terminal footprint (for expanded footprint, utilities or construction).</b>	<b>Factor:</b> What additional right-of-way does this alternative require?	<input checked="" type="checkbox"/> Least amount of additional right-of-way required (in square feet)
		<input type="checkbox"/> Medium amount of additional right-of-way required (in square feet)
		<input type="checkbox"/> Greatest amount of additional right-of-way required (in square feet)

<sup>2</sup> Estimates include costs associated with the design, right of way and construction of the project.

Level 3 criteria	Performance factors for Level 3 screening	<input type="radio"/> Low <input checked="" type="radio"/> Medium <input type="radio"/> High
<b>Permitting and coordination (level of coordination with external partners, permitting complexity, tribal coordination).</b>	<b>Factor:</b> What potential cultural resource impacts does this alternative pose?	<input checked="" type="checkbox"/> Least area of ground disturbance in the intertidal zone and upland areas, as indicator of potential cultural resources impacts compared to No Build
		<input type="checkbox"/> Medium area of ground disturbance in the intertidal zone and upland areas, as indicator of potential cultural resources impacts compared to No Build
		<input type="checkbox"/> Greatest area of ground disturbance in the intertidal zone and upland areas, as indicator of potential cultural resources impacts compared to No Build
	<b>Factor:</b> How does the alternative impact treaty fishing rights, based on early engagement with the tribes <sup>3</sup> and their feedback on potential treaty fishing impacts?	<input checked="" type="checkbox"/> Alternative(s) with the fewest potential impacts compared to No Build
		<input type="checkbox"/> Alternative(s) with medium potential impacts compared to No Build
		<input type="checkbox"/> Alternative(s) with the most potential impacts compared to No Build
	<b>Factor:</b> How much does the alternative increase overwater coverage?	<input checked="" type="checkbox"/> Least area of additional overwater coverage compared to No Build
		<input type="checkbox"/> Medium area of area of additional overwater coverage compared to No Build
		<input type="checkbox"/> Greatest area of area of additional overwater coverage compared to No Build
	<b>Factor:</b> What is the alternative's required environmental mitigation cost?	<input checked="" type="checkbox"/> Lowest estimated environmental mitigation cost compared to No Build
		<input type="checkbox"/> Medium estimated environmental mitigation cost compared to No Build
		<input type="checkbox"/> Greatest estimated environmental mitigation cost compared to No Build

<sup>3</sup> Government-to-government consultation will further inform treaty impacts and mitigation requirements.



Level 3 criteria	Performance factors for Level 3 screening	<input type="radio"/> Low <input checked="" type="radio"/> Medium <input type="radio"/> High
	<b>Factor:</b> How much does the alternative impact and/or provide opportunities to restore macroalgae and eelgrass?	<input checked="" type="checkbox"/> Lowest net eelgrass/macroalgae impact as indicated by square feet recolonization area subtracted from square feet of additional coverage <input type="checkbox"/> Medium net eelgrass/macroalgae impact as indicated by square feet recolonization area subtracted from square feet of additional coverage <input type="checkbox"/> Greatest net eelgrass/macroalgae impact as indicated by square feet recolonization area subtracted from square feet of additional coverage
<b>Policy risk.</b>	<b>Factor:</b> Based on existing policies <sup>4</sup> , does the alternative present risk for substantial project delay?	<input checked="" type="checkbox"/> Alternative presents risk for substantial project delay <input type="checkbox"/> Alternative does not present risk for substantial project delay

<sup>4</sup> WSF continues to evaluate the benefits, impacts and requirements of implementing *Good To Go!* or advanced ticketing systems, including alignment with City of Seattle policies. This factor considers the potential for policy requirements to stop or substantially delay an alternative.

## 8. Next Steps

WSF's next steps for the Level 3 screening process and completion of the Planning and Environmental Linkages Study include:

- Share and gather input on Level 3 alternatives and screening criteria.
- Apply Level 3 screening criteria to evaluate and compare project alternatives.
- Share Level 3 screening results and preliminary Preferred Alternative for community input.
- Select Preferred Alternative and complete Level 3 Screening Report.
- Develop PEL Report and work with FHWA to determine the appropriate NEPA/SEPA<sup>5</sup> category for environmental review.
- Complete PEL and begin NEPA/SEPA environmental review process.

<sup>5</sup> NEPA/SEPA phase will provide detailed environmental review of the proposed action and additional opportunity for public input as a basis of WSF's final decision on the selected alternative to design and construct.