January 26, 2026

Subject: SEPA Addendum

Description of Proposal: The Project is installation of large woody material (LWM) along approximately 300 linear feet of the northeast bank of the Sammamish River. Final design and permit requirements would determine the sizes and number of proposed LWM; at this time, the woody material to be installed is expected to consist of key pieces (25 feet long and 18 inches in diameter), some pieces approximately 20 feet long and 18 inches in diameter, and some pieces approximately 10 feet long and 18 inches in diameter. Installing LWM would require excavation of streambank material from below and above the ordinary high water mark. Project construction would temporarily detour a portion of the Sammamish River Trail. Access to the site is proposed from Redmond-Woodinville Road NE in Woodinville, along the Tolt Pipeline Trail owned by Seattle Public Utilities. This trail would not be closed or detoured during construction. All disturbed areas would be restored.

Description of Addendum: This addendum is issued consistent with the State Environmental Policy Act (Chapter 43.21C RCW) and Sound Transit's State Environmental Policy Act Rules (Sound Transit Resolution R2018-17). It provides additional information and analysis related to mitigation work required as a permit condition for the Downtown Redmond Link Extension (DRLE) project. This addendum adds to the environmental analysis contained in the 2011 East Link Final Environmental Impact Statement (EIS) and the 2018 SEPA DRLE Addendum to the Final EIS, which advanced the understanding of East Link project impacts, and led to the mitigation measures addressed by this addendum. The information provided by this addendum does not substantially change the analysis of significant impacts and alternatives in existing environmental documents. No additional impacts beyond the range and type of impacts evaluated within Sound Transit's prior environmental documents are expected to result from this Project, which is being conducted to implement permit-required mitigation work for East Link.

Proponent: Sound Transit (Central Puget Sound Regional Transit Authority)

Location of the Proposal: Within the City of Woodinville, along a portion of the Sammamish River Trail, in and adjacent to the Sammamish River

Lead Agency: Sound Transit (Central Puget Sound Regional Transit Authority)

Responsible official: Perry Weinberg

Position/title: Managing Legal Counsel, Sound Transit

Phone: (206) 920-7130

Address: Sound Transit

Legal Department
Union Station, 401 South Jackson St., Seattle, WA 98104-2826

Date: January 26, 2026 **Signature:** Perry Weinberg

Perry Weinberg

The SEPA Addendum for the DRLE Sammamish River Large Woody Material Mitigation Project, and reference materials for the Addendum, are available at https://www.soundtransit.org/sites/default/files/documents/SRLWMMP-SEPA-addendum.pdf.

For questions regarding the Addendum, contact Kathy Fendt, Environmental Corridor Manager, at kathy.fendt@soundtransit.org or 206-689-4896.

SEPA Addendum for the DRLE Sammamish River Large Woody Material Mitigation Project

Prepared pursuant to the Washington State Environmental Policy Act Chapter 43.21C RCW and WAC 197-11-625

January 2026

Prepared by

Central Puget Sound Regional Transit Authority
401 S. Jackson Street
Seattle, WA 98104

1 Introduction

This Addendum is issued consistent with the State Environmental Policy Act (Chapter 43.21C RCW) and Sound Transit's State Environmental Policy Act Rules (Sound Transit Resolution R2018-17). With this Addendum, Sound Transit is providing additional information and analysis of a mitigation component of Downtown Redmond Link Extension (DRLE), which is required by permit, and which is known as the *Sammamish River Large Woody Material Mitigation Project* (the Project). This addendum adds to the environmental analysis contained in the 2011 East Link Final Environmental Impact Statement (EIS) and the 2018 SEPA DRLE Addendum to the Final EIS, which advanced the understanding of East Link project impacts and led to the mitigation measures addressed herein.

The information provided by this addendum does not substantially change the analysis of significant impacts and alternatives in existing environmental documents. No additional impacts beyond the range and type of impacts evaluated within Sound Transit's prior environmental documents are expected to result from this Project, which would implement permit-required mitigation work for East Link.

1.1 Project Overview

In 2011, a Final Environmental Impact Statement (EIS) was issued for East Link (see Figure 1), complying with both the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA). That EIS evaluated approximately 18 miles of light rail, and the project alignment was divided into five segments for study. All five segments were not preliminarily funded for construction at the time the Final EIS was issued. Once funding for all segments was obtained, preliminary engineering to extend light rail from the Redmond Technology Center Station to downtown Redmond resumed (in 2016). At that time, the Segment E portion of East Link became known as the Downtown Redmond Link Extension (DRLE). A SEPA Addendum to the East Link Final EIS was issued in 2018 to address the advanced design concepts and project refinements developed for DRLE.

After issuance of the 2018 Addendum, final design work progressed and local, state, and federal permits were obtained for construction of DRLE. Army Corps of Engineers (Corps) Individual Section 404 Permit number NWS-2018-173 was issued for DRLE, which required Sound Transit to provide large woody material mitigation in compensation for the temporal loss of large woody debris recruitment, and shade impacts resulting from the unavoidable loss of 69 trees in the riparian buffer of the Sammamish River. In 2025, the Corps, the Muckleshoot Indian Tribe, King County, and the City of Woodinville agreed upon the scope and location of mitigation for the in-water work required for DRLE.

Among other things, the prior environmental documents (East Link EIS and 2018 Addendum) evaluated in-river construction work above and below the Ordinary High Water Mark (OHWM) in the Sammamish River, at a location approximately 5 miles upstream of the current Project site. The environmental analysis found that all impacts from in-water work would be adequately addressed by mitigation or conditions required by the Corps, Washington Department of Fish and Wildlife, King County, and City of Redmond. The impacts were the same types of impacts that would be expected with the current Project, with the state and federal permit requirements including limits on duration of in-water work and water quality protections. The only other types of potential impacts identified for this Project (parks/recreation and cultural resources) were also addressed by the prior (2011) Final EIS and the 2018 Addendum.

2 Project Scope

The major elements of the Project are:

- excavation above and below the OHWM of the Sammamish River
- installation of 300 linear feet of large woody material (LWM)
- construction of a temporary Sammamish River Trail (SRT) detour and construction access route
- Repaving of the SRT area disturbed during construction and removal of temporary SRT detour and construction access route and
- site restoration activities.

Construction is proposed to occur in a single season, starting in June 2026 if all permits are received and, if not, work would start in June 2027. The work would last for four to five months, with in-water work limited by permits (In-water work would likely start in July). As noted above, the Project is approximately 5 miles downstream of the specific in-water location evaluated in prior environmental documents.

The Project would involve the installation of LWM along approximately 300 linear feet of the right (northeast) bank of the Sammamish River. Although final design may change the sizes and number of proposed LWM, the work area would not change; at this time, woody material (logs) is expected to consist of key pieces (25 feet long and 18 inches in diameter), some pieces approximately 20 feet long and 18 inches in diameter, and a number of pieces approximately 10 feet long and 18 inches in diameter. Final design would determine specific numbers of types of material. The Project location and footprint are shown in Figures 2 and 3. Figure 4 shows the conceptual plan for the Project.

Installing LWM would require the excavation of streambank material from below and above the OHWM in order to offset encroachment of wood placement into the floodplain and comply with King-County zero-rise flood requirements. Equipment necessary to install the LWM includes excavators, loaders, and a small crane to maneuver LWM pieces into place.

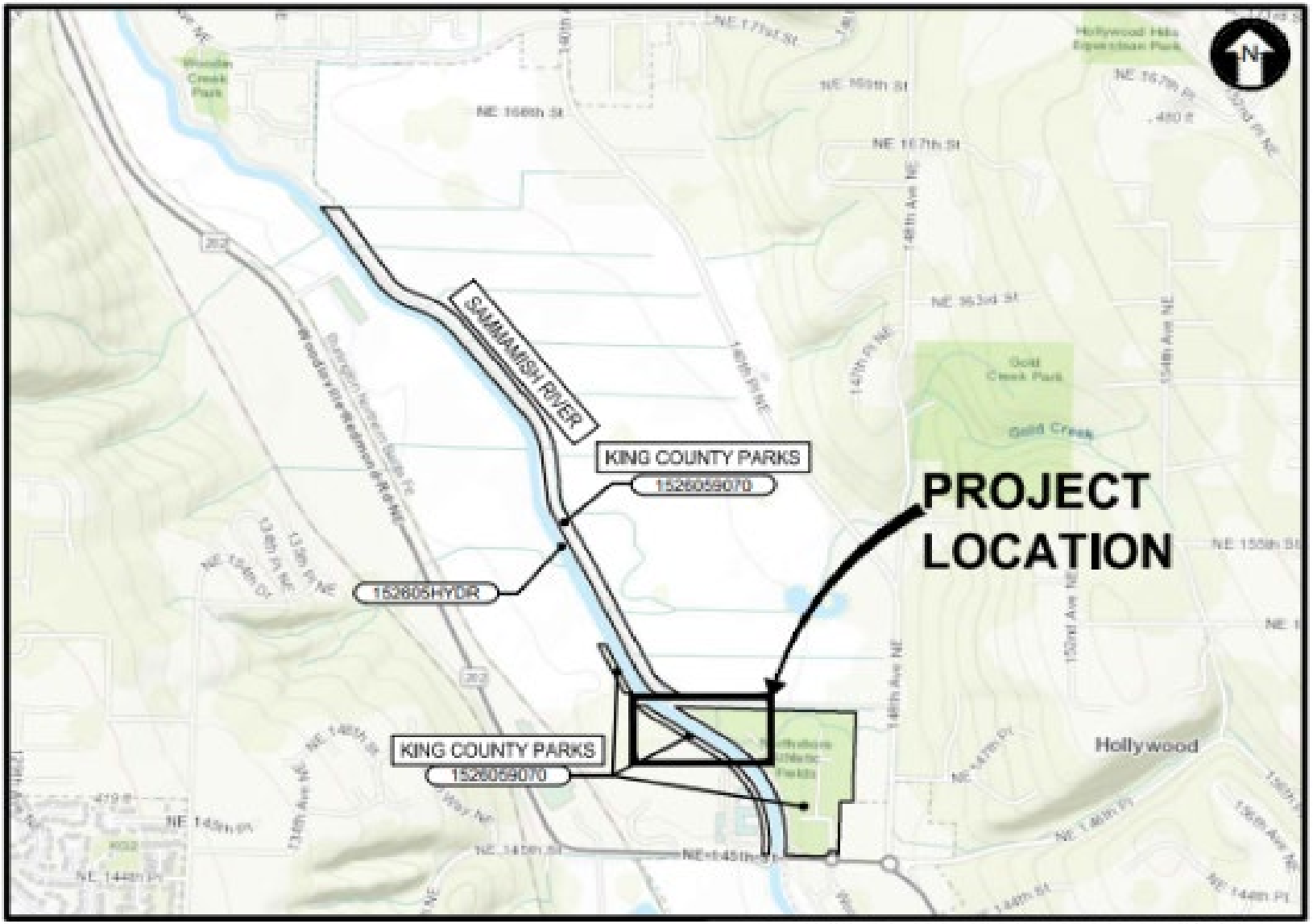
A trench would be excavated on the landward side of the proposed logs, where rock anchors would be installed and attached to the logs with steel cables. Native streambank material would be used to backfill the anchor trenches for the logs below the OHWM elevation. Structural fill would be imported and used to reconstruct the streambank above the OHWM (fine grading) and topsoil would be added to accommodate restoration plantings. Streambed gravels may be interspersed in the LWM installation area below the OHWM to create microhabitat. Spaces between logs would be filled with brush/slash material. Installation of the LWM would involve use of equipment such as excavators, loaders, and a small crane to maneuver LWM pieces into place.

The Project would detour a portion of the Sammamish River Trail (SRT) in order to create a staging and construction work area adjacent to the Sammamish River. That detour would remain in place with no change to public usage during construction. Sound Transit continues close coordination with King County regarding public access to and usage of the SRT during construction. Sound Transit would acquire a Special Use Permit for the portion of the Project affecting King County Park property.

Figure 1 East Link Project

Figure 1-1
East Link Project

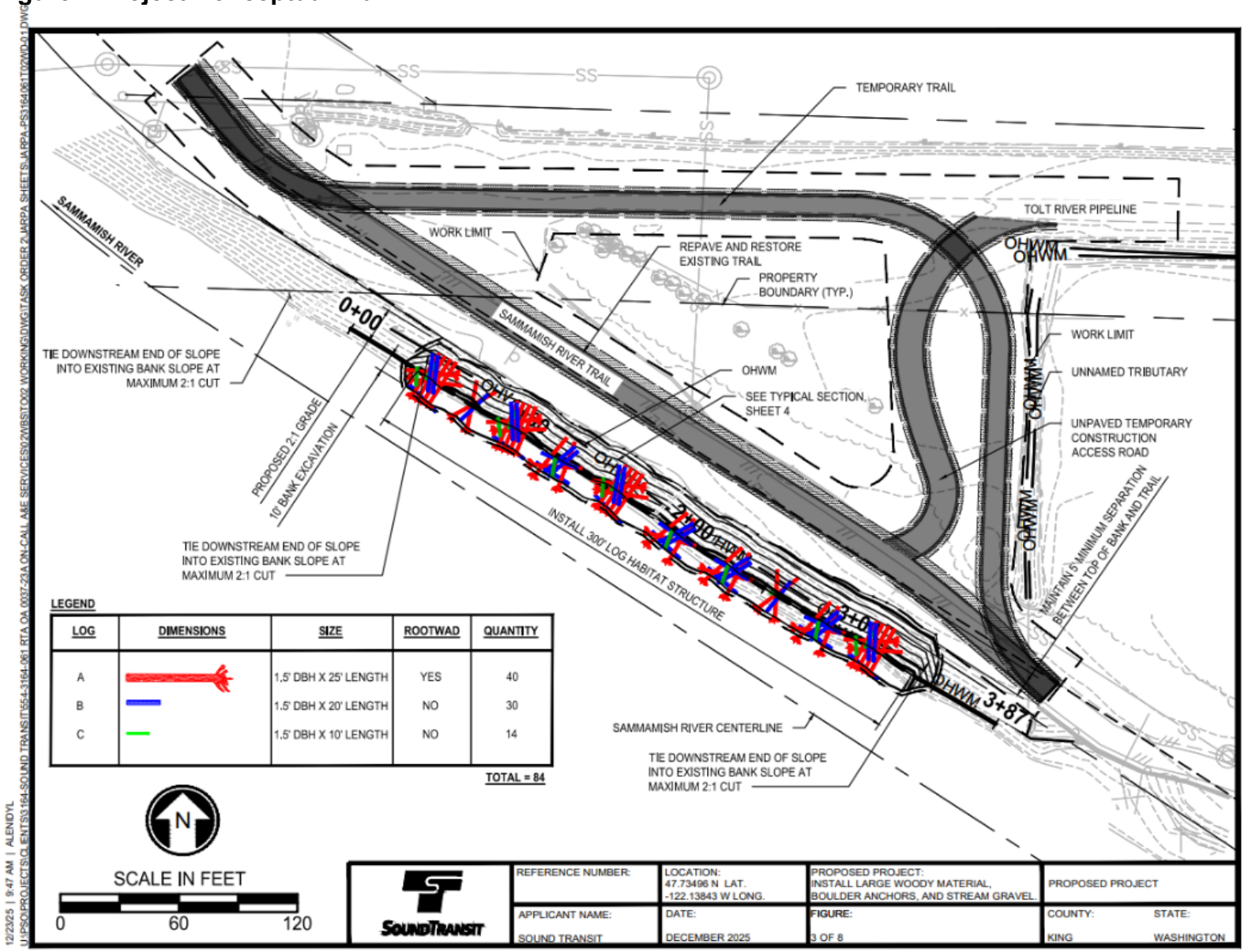
Figure 2 Project Location and Footprint



SE 1/4 SEC. 09, T. 25 N., R. 06 E., W.M.

Figure 3 Project Area Detail

Figure 4 Project Conceptual Plan



Following installation of LWM, the Project area would be restored. The temporary SRT detour would be completely removed. The SRT would be reconstructed through the Project area. Disturbed clear zones along either side of the trail would be replanted with grass to match the pre-construction condition. Areas along the riverbank would be planted with native shrubs. Other disturbed areas would be restored as required by King County Parks, which owns and maintains the Project area. All restoration for temporary impacts would be in accordance with the respective local critical area regulations and those of other state and federal agencies. No compensatory mitigation is required. Dump trucks and rollers would be the primary equipment used to install the asphalt surface material of the SRT detour route and to resurface the final, permanent trail. Excavators, loaders, and dump trucks would be used to demolish the detour route once taken out of service.

Access to the construction site is proposed from Redmond-Woodinville Road, NE in Woodinville, westward toward the Sammamish River, along the Tolt Pipeline Trail shown in Figure 1. The Tolt Pipeline Trail, owned by Seattle Public Utilities, would not be closed or detoured during construction. Sound Transit expects to receive approval for use of this area via permits to be issued. Per the terms of the permits obtained for use of the Tolt Pipeline Trail, that trail area would be protected as required and returned to existing or better condition than before start of work.

2.1 Anticipated Project Permits

The following is the list of permits anticipated to be required for the Project.

- Section 404 Nationwide Dredge and Fill Permit - Army Corps of Engineers (Corps)
- Section 408 approval - Corps
- Section 401 Permit approval - WA Department of Ecology
- Hydraulic Project Approval - WA Department of Fish and Wildlife
- NPDES Construction General Permit - WA Department of Ecology
- Shoreline Substantial Development Permit or Exemption - City of Woodinville
- Flood Development Permit - City of Woodinville
- Design Review - City of Woodinville
- Shoreline Substantial Development Permit or Exemption - King County
- Flood Hazard Certification - King County
- Critical Areas Alteration Exemption - King County
- Grading Permit - King County
- Special Use Permit – King County
- Permit Agreement – Seattle (Seattle Public Utilities)

2.2 Project Activities and Impacts

The following describes likely Project impacts and how they compare to the impacts identified for the East Link project evaluated by the 2011 Final EIS and the 2018 SEPA Addendum.

Construction is anticipated to occur in 2026 (and 2027 if needed) and within regulatory timeframes established by permits. Sound Transit would meet all regulatory requirements, and

would implement construction measures and conditions required by permits. All such measures would minimize short-term impacts that are unavoidable with short-term construction and installation of in-water mitigation projects.

No changes are anticipated to the range and type of construction impacts evaluated in the prior environmental documents. The SEPA elements of the environment listed below were evaluated to assess any change in impacts from prior environmental review. No other resource areas were considered likely to experience changes in impacts from those previously identified. All of the mitigation measures identified in prior environmental analysis for short-term noise, construction light and glare that may occur with this Project, remain the same as those identified within the prior environmental documents.

Detailed information on potential changes in impacts to ecosystems, water resources, ESA-listed animal species, recreation, and historic/cultural preservation is provided below, demonstrating that no change to range or type of impacts would occur beyond those previously identified.

Since, over the long term, the Project is expected to benefit aquatic species, including ESA-listed species and no negative impacts would occur after Project construction, this document does not include detailed discussion of Project operations.

2.2.1 Ecosystems, Water Resources, and ESA-Listed Animal Species

Affected Environment

The affected environment at the Project site is similar to what was described along the Sammamish River in the prior environmental documents.

Sammamish River

The Sammamish River is 13.8 miles long and extends from the outlet of Lake Sammamish in Redmond to the inlet of Lake Washington in Kenmore. The river is an inventoried shoreline of the state. The basin drains 240 square miles. Before the European settlement of the region, the Sammamish River was twice as long as it is now and had a complex, highly sinuous, meandering channel with abundant associated forested wetlands. The area was logged from the 1870s through the early twentieth century. When Lake Washington was lowered by 10 feet in 1916, the overall gradient in the Sammamish River increased accordingly and many wetland areas were drained. As agriculture expanded in the Sammamish Valley, more wetlands were drained and converted to farmed fields. Farmers began to straighten the channel around 1911. In 1962, the Corps deepened and channelized the river to its present location.

ESA-Listed Species

The listed species within the ESA action area are Puget Sound Steelhead Trout, Puget Sound Chinook Salmon, and Coastal Puget Sound Bull Trout. These species were also present within the study area for the East Link Final EIS and the 2018 Addendum.

Floodplain

The Project would occur within the 100-year floodplain of the Sammamish River, but would not have any negative effect to flood stages or to floodplain storage.

Shoreline Riparian Vegetation

Except where restoration projects have been conducted along the river, riparian vegetation along most of the Sammamish River is severely degraded, consisting almost entirely of non-native shrubs and herbs, predominantly Himalayan blackberry and reed canary grass.

Essentially no off-channel habitat exists, and the river has very little capacity to form any such habitat due to its gradient, the deepened channel, and bank armoring. All former oxbows and sloughs have either been filled in or cut off from the river by modifications to the water level.

Aquatic Substrate and Vegetation

At present, habitat in the Sammamish River is highly degraded. Glides make up more than 98 percent of the river's length. The reach in which the LWM installation is proposed consists entirely of glide habitat, with no pool or riffle habitat. When the river was dredged and neighboring lands were cleared, all LWM was removed from the river, as were riparian trees. The only LWM present today is in new installations in a few locations, including at the confluence of Derby Creek and the Sammamish River. Aquatic vegetation, most notably Eurasian water milfoil (M*yriophyllum spicatum*) and elodea (*Elodea canadensis*) are present and grow extensively in some areas.

Water Quality

The Sammamish River is on the current 303(d) list of impaired waterbodies, based on violations of standards for dissolved oxygen, fecal coliform, and water temperature. Elevated water temperatures in the Sammamish River from July through September have been identified as a significant factor limiting production of Chinook salmon and other anadromous salmonid species during their spawning migration to Issaquah Creek, the Issaquah Creek Hatchery, Bear Creek, and other. Daily maximum temperatures in the river frequently exceed 20°C near Lake Sammamish during the summer months and have exceeded 26.6°C. Water quality monitoring data from King County indicate an increasing trend in Sammamish River water temperatures between 1979 and 2007.

Impervious Surface

The footprint of the Project contains approximately 25,280 square feet of non-pollution-generating impervious surface (NPGIS) in the form of the existing Sammamish River Trail.

Best Management Practices and Measures to Avoid Construction Impacts

Work Below the OHWM of the Sammamish River

Work below the OHWM would be conducted in the dry, separated from the river by silt fencing installed at the water's edge. The potential effects on ESA-listed species would largely be avoided by conducting work below the OHWM during the approved in-water work window (IWWW), which encompasses a period when juvenile Chinook salmon and all life stages of steelhead and bull trout are least likely to be present in the action area. There would be no potential for adverse effects on juvenile Chinook salmon or steelhead because juvenile outmigration periods for both species are complete by July 15, and the Sammamish River in the Project area does not provide suitable rearing habitat for either species because of high stream temperatures.

Water Quality Protection During Construction

- The construction contractor would develop a spill prevention control and countermeasures (SPCC) plan before beginning construction, identifying the appropriate spill containment measures to be used throughout construction.
- The construction contractor would develop and implement a TESC plan for all aspects of construction requiring clearing, vegetation removal, grading, ditching, filling, embankment compaction, demolition, and/or excavation. Best management practices

(BMPs) defined in the plan would be used to control sediments from all vegetation removal or ground-disturbing activities.

- The construction contractor would adhere to water quality standards as stated in the 401 Water Quality Certificate and National Pollutant Discharge Elimination System (NPDES) permit issued for the Project as applicable.
- BMPs included in the TESC and SPCC plans and NPDES permit conditions would include, but not be limited to, the following:
  - Erosion control devices (e.g., silt fences) would be installed, as needed, to protect surface waters and other critical areas.
  - Erosion control blankets, or an equally effective BMP would be installed, as needed, on steep slopes that are susceptible to erosion and where ground-disturbing activities have occurred. This would prevent erosion and assist with establishment of native vegetation.
  - Material that may be temporarily stored for use in construction activities would be covered with plastic or other impervious material during rain events to prevent sediments from being washed from the storage area to surface waters.
  - All temporary and permanent erosion and sedimentation control measures would be inspected on a regular basis, maintained, and repaired to ensure continued performance of their intended function.
  - Silt fences would be inspected after each rainfall and at least daily during prolonged rainfall. Turbid water would be prevented from discharging to streams and wetlands. Turbid wastewater may be routed to temporary or permanent detention facilities, or to upland areas that would provide adequate infiltration.
  - All equipment to be used for construction activities would be cleaned and inspected before arriving at the Project site to ensure that no potentially hazardous materials are exposed, no leaks are present, and the equipment is functioning properly.
  - Construction equipment and vehicles would be maintained to prevent them from leaking fuel or lubricants.
  - While concrete use is not anticipated, if it were used uncured concrete and/or concrete byproducts would be prevented from coming in contact with streams or water conveyed directly to streams. As asphalt pavement is being placed, temporary best management practices would also be in place to prevent interaction with area surface waters and prevent potential water quality impacts.

General Best Management Practices for Construction

- Sound Transit would ensure compliance with all local, state, and federal permits received for the Project.
- The construction contractor delineates the boundaries of ground disturbance to prevent unintended effects on riparian vegetation, wetlands, and other sensitive sites, both inside and outside of the construction limits. The construction limits would be clearly marked with high-visibility construction fencing before any ground-disturbing or construction related activities, and no work in sensitive areas would occur outside of the construction limits.
- The construction contractor implements measures to prevent erosion from soil or rock stockpiles, excavated materials, and excess soil materials into sensitive habitats, including water channels, wetlands, and riparian areas outside of the construction limits as a result of stormwater runoff.

Regulatory Controls

- In-water work would occur only during the authorized IWWW, as determined by agencies with regulatory authority. The IWWW for the Sammamish River is typically between July 15 and August 31.
- Project construction would be performed in compliance with Washington State water quality rules (Washington Administrative Code 173 201A 200), including requirements for work stoppage if turbidity levels or other relevant parameters exceed allowable levels.
- Areas disturbed during construction would be restored with suitable vegetation, consistent with approved revegetation plans and critical area reports. Critical areas and riparian zones would be restored with native woody species adapted to those conditions.
- Unavoidable impacts on wetlands and streams and associated buffers would be mitigated by using guidance in Woodinville Municipal Code 21.51.120 and King County Code 21A.24.
- Construction activities would include soil disturbance on the right bank of the Sammamish River. There would be no in-water work; however, to be conservative and account for potential effects associated with sedimentation and turbidity, Sound Transit has included the Sammamish River extending from 50 feet upstream of the Project to 300 feet downstream, and the Sammamish River Ditch extending from 50 upstream of ground disturbing activities to 100 feet downstream of its discharge point in the Sammamish River, as the aquatic portion of the action area.

ESA Consultation and Protection

Sound Transit is coordinating with the Corps under the conditions of Nationwide Permit 27, for Endangered Species Act (ESA) consultation, and compliance with the Magnusen Stevens Act. ESA Consultation will address the three fish species in the Project's action area noted above. To initiate the consultation process, Sound Transit is preparing a Biological Evaluation for consideration by federal fisheries agencies.

Direct Effects

Direct effects from the proposed action on listed aquatic species are largely related to the potential for degraded water quality via the introduction of sediment to the stream channel from ground disturbing activities adjacent to streams that support ESA-listed species as well as other surface water conveyances that discharge to streams known to support ESA-listed aquatic species. Heavy equipment working in proximity to surface waters also has the potential to introduce construction related contaminants (fuel/oil/grease/hydraulic fluid) to surface waters if appropriate BMPs and other conservation measures are not in place to minimize the potential for their accidental release.

Indirect Effects

The analysis for these types of effects addressed those that might result from changes in the amount of impervious surface in the action area, potential changes to predator/prey relationships, habitat enhancement (i.e., LWM installation), and impacts to riparian and wetland habitat.

ESA Findings

In summary the findings related were as follows.

- Changes in Amount of Impervious surface

  The overall post-construction area of non-pollutant generating impervious surface (NPGIS) would be larger than existing, with a net increase from the existing condition (25,280 square feet) to 31,200 square feet. This would be a net gain of approximately 6,000 square feet, due to the need to reconstruct the SRT to meet current King County Parks standards. The proposed replacement trail through the Project footprint would be widened to 14 feet with a 2-foot-wide gravel shoulder on one side and another 5-foot-wide gravel shoulder on the other side. Because the Sammamish River is flow-exempt, and because the proposed action will not be adding any pollution-generating impervious surface area (PGIS), stormwater treatment would not be required.

  The proposed action would not add any PGIS to the action area and would only add a small amount of NPGIS, and because there are no flow control requirements for discharges to the Sammamish River, and stormwater would sheet flow into vegetated areas adjacent to the pedestrian trail, stormwater effects resulting from the proposed action on listed aquatic species are anticipated to be discountable.

- Altered Predator/Prey Relationships

  The proposed action would install LWM below the OHWM of the Sammamish River. Listed fish species use the Sammamish River as a migration corridor during their seaward migrations. Several species of fish that are documented predators of juvenile salmonids also occupy habitats in the Sammamish River. Placement of LWM into the channel has the potential to attract out-migrating juvenile Chinook and steelhead smolts as well as provide cover for predators of juvenile salmon. The Project has chosen an elevation for the LWM installation that would place the material in a location accessible to juvenile salmonids during peak outmigration and in a location that will be dry when stream temperatures rise, and predators move into the Sammamish River. Therefore, the potential effects on predator/prey relationships associated with installation of LWM are considered discountable.

- Stream Habitat Enhancement

  The proposed action would add approximately 300 linear feet of LWM structures along the right bank of the Sammamish River, which over time would improve in-stream habitat complexity and restore natural processes, such as sediment sorting and pool formation in and around the structures. These effects are considered beneficial and would therefore be insignificant over the long term.

- Riparian Impacts

  The proposed action would result in temporary stream buffer impacts. The proposed action would restore this area in accordance with local critical area regulations.

Effects on Essential Fish Habitat for Pacific Salmon

The proposed action would include excavation and grading activities immediately adjacent to the Sammamish River, which is necessary to allow for installation of LWM and which has the potential to introduce sediment to the stream reach in and immediately downstream (i.e., within 300 feet) of the Project limits. Introduction of sediment also has the potential to negatively impact food web interactions by altering habitat for macroinvertebrates, a source of prey for juvenile salmonids.

Vegetation removal would be largely limited to invasive species such as reed canary grass and Himalayan blackberry. No trees would be removed. The proposed action would detour an existing pedestrian path around the work area to maintain this well used non-motorized trail while construction is underway. The detour would be asphalt paved and removed upon Project completion, and the existing trail alignment would be restored. The existing trail within the Project footprint would be widened and gravel shoulders added to meet current design standards resulting in 6,000 square feet of new non-pollution generating impervious surface area.

EFH Findings

The Project impacts are expected to be very minor for the following reasons:

- Construction related disturbance of sediment will be minimized by adherence to a TESC plan and installation and monitoring of appropriate BMPs during construction.
- A pollution prevention and countermeasures plan will be required to minimize potential for accidental release of construction related contaminants (fuels/oil/grease/hydraulic fluids).
- All equipment working below the OHWM will be required to use vegetable-oil based hydraulic fluids.
- Earthwork will be limited to only those areas necessary.
- Disturbed areas will be stabilized shortly after work is completed.
- The action will adhere to an approved IWWW.
- All new impervious surface area will be non-motorized and will not require treatment for quantity or quality.

Effects are anticipated to be short in duration and are not anticipated to persist following construction.

Essential Fish Habitat Conservation Measures

In addition to conservation measures and BMPs for construction activities, the Project includes habitat improvement elements that will have beneficial effects on EFH for Pacific salmon in freshwater habitats.

Following construction, all temporarily disturbed areas would be restored with appropriate native vegetation, consistent with permit requirements.

2.2.2 Recreation

Two park facilities are involved with the Project.

- Access to the construction site is proposed from Redmond-Woodinville Road, NE in Woodinville, westward toward the Sammamish River, along the Tolt Pipeline Trail (shown in Figure 1). The Tolt Pipeline Trail, owned by Seattle Public Utilities, would not be closed or detoured during construction. Sound Transit expects to receive approval for use of this area via permits to be issued.
- The Project would detour a portion of the Sammamish River Trail (SRT) in order to create a staging and construction work area adjacent to the Sammamish River. That detour would remain in place with no change to public usage during construction. Sound Transit continues close coordination with King County regarding public access to and

usage of the SRT during construction. Sound Transit would acquire a Special Use Permit for the portion of the Project affecting King County Park property, which is expected to address any impacts or issues of concern.

After construction, the SRT would be returned to existing or better condition than before. Per the terms of the permits obtained for use of the Tolt Pipeline Trail, that trail area will be protected as required and also returned to existing or better condition than before.

2.2.3 Historic/Cultural Preservation

Sound Transit is coordinating with the Corps under the conditions of Nationwide permit 27 on Section 106 consultation. Under the terms of that permit, an Area of Potential Effect will be identified, fieldwork will occur as needed, a report will be generated with a recommendation regarding likely effects and any abatement actions, and consultation letters will go out to affected parties with a 30-day comment period. Sound Transit will coordinate with affected Tribes during construction. Sound Transit anticipates conducting archaeological monitoring of ground disturbing activities and will develop a monitoring and inadvertent discovery plan to partially satisfy requirements of Section 106, as well as in anticipation of requirements from King County for a Special Use Permit.

3 POTENTIAL MITIGATION MEASURES

As discussed in the existing environmental documents, Sound Transit would meet all regulatory requirements and comply with all permits issued for the Project. No mitigation measures are required for the Project.

4 CONCLUSIONS

Sound Transit has determined that an addendum to the existing environmental documents is appropriate due to the following:

- The Project is mitigation, being conducted as required by federal permit. The range of probable impacts of the Project were fully addressed by the East Link FEIS and the 2018 SEPA Addendum/NEPA Re-Evaluation.
- Federal, state, and local permitting will address any impacts it may generate during construction, and the Project will have beneficial effects in the long-term.
- Technical analyses conducted to date for Project permitting demonstrates that no different type of impacts would be expected at the proposed location beyond any impacts identified in prior environmental documents.
- The short-term impacts of the Project, which would occur entirely within one summer construction period, are expected to be fully addressed and mitigated by the Corps permit process and by local permitting or easements. No long-term adverse effects to area trails, the river, or habitat or species are anticipated.
- The Project will not result in any long-term adverse modifications to waters or substrates that support spawning, migration, or rearing by Chinook or coho salmon in the action area. Therefore, construction and operation will have no direct, indirect, or cumulative adverse effects on EFH for any species within the action area.
- The Project is conducting fieldwork to identify potential to encounter in-situ cultural resources or other resources of concern during construction and will be conducted with

an Inadvertent Discovery Plan in place, and in coordination with interested Tribes and King County. The Section 106 process led by the Corps of Engineers will determine appropriate process steps and any other mitigation measures for cultural resources.

- The Corps and Muckleshoot Indian Tribe are in agreement about the need, location, and scope of the project, understanding the short-term effects that are likely and the long-term beneficial effects of this mitigation project.
- The Project area is entirely on publicly owned property, and would not require acquisition that would result in displacements or relocation of residents or businesses.

The Project details, its specific location, and its potential impacts do not substantially change the analysis of significant impacts and alternatives evaluated in the existing environmental documents (East Link Final EIS and the 2018 DRLE Addendum). No new probable significant adverse environmental impacts would arise, and no additional mitigation measures are warranted for the Project.

5 References

1. East Link Extension Draft EIS, Sound Transit, December 2008
2. East Link Extension Final EIS, Sound Transit, June 2011
3. Downtown Redmond Link Extension SEPA Addendum (to the East Link Final EIS)/NEPA Re-Evaluation, Sound Transit, August 2018
4. Army Corps of Engineers Nationwide Permit 27
5. DRLE Section 404 Permit number NWS-2018-173, Army Corps of Engineers