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**From:** Karen Walter <KWalter@muckleshoot.nsn.us>  
**Sent:** Monday, September 23, 2013 12:56 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Lynnwood Link Extension DEIS

Lauren and Dan,  
We have reviewed the Draft EIS and the associated appendices for the proposed Lynnwood Link Extension project proposed by Sound Transit and the Federal Transit Administration. In general, it appears that many of our previous comments on the Ecosystem Section analyses have been incorporated into the DEIS and the Ecosystems Technical Report.

We do have a couple of comments on these documents as noted below:

- T-001-001** 1. It appears that Alternative C1 would have the fewest impacts upon Scriber Creek, a Swamp Creek tributary, associated wetlands and its associated floodplain based on the information in the DEIS. As a result, this sub-alternative would likely have the fewest impacts to salmon and their habitat and would be preferred.
- T-001-002** 2. In Section 4.8.2, Cumulative Impacts, there is a sentence indicating that Sound Transit would work with WSDOT to coordinate any design work that may impact WSDOT/WDFW culvert replacement projects. Please note that these state-owned culverts are likely subject to the recent Federal Court decisions regarding state-owned culverts and at a minimum would need to also include the Muckleshoot Indian Tribe Fisheries Division on these coordination discussions and design considerations.
- T-001-003** 3. As there are some unavoidable impacts to streams, floodplains, wetlands and buffers, we request the opportunity to work closely with Sound Transit and FTA as the project undergoes further design and mitigation plan development.
- T-001-004** 4. For any pollution generated surfaces that require stormwater water quality treatment methods, we recommend that enhanced treatment methods be used to maximize the removal of heavy metals and oils from stormwater that may otherwise adversely affect salmon in the receiving water bodies.

We appreciate the opportunity to review this proposal. Please let me know if you have any questions.

Thank you,  
Karen Walter  
Watersheds and Land Use Team Leader

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### **T-001-001**

Thank you for your comment stating a preference for Alternative C1 and the reasons for your preference.

### **T-001-002**

Sound Transit will coordinate with the Muckleshoot Indian Tribe Fisheries Division regarding final design work that may impact WSDOT/WDFW culvert replacement projects.

### **T-001-003**

Sound Transit will coordinate with the Muckleshoot Indian Tribe Fisheries Division during final design, and the tribe will be invited to participate in the permitting process.

### **T-001-004**

All Sound Transit projects must mitigate any unavoidable impacts to ensure that they do not reduce ecosystem function or acreage. (See Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit [2007]). In addition, all Sound Transit projects must consider low-impact development (LID) methods, which often include technologies that maximize the removal of heavy metals and oils from stormwater, as a first choice for stormwater treatment. The Lynnwood Link Extension design team will review the feasibility of LID strategies as the Preferred Alternative design advances and, if necessary, will use other methods to protect water quality.