
Section 2.0: Tribal Comments and Responses

Sound Transit Long-Range Plan Update - RECORD #455 DETAIL**Submission Date :** 7/28/2014**First Name :** Karen**Last Name :** Walter**Submission Content :** Karin,

We have reviewed the Draft Supplement Environmental Impact Statement (DSEIS) for Sound Transit's Long Range Plan Update. We provided comments to the scoping notice to this DSEIS which were generally addressed. However, we would like to make a comment regarding statements for stream crossings that may be needed for the Current Plan Alternative and Potential Plan Modifications Alternative. It is our expectation that any new or modified stream crossing will be made fish passable for adult and juvenile salmon where there are current fish passage problems and available fish habitat upstream. The DSEIS indicates that "culvert additions or modifications would be required to adhere to state design standards for stream crossings". Please note that not all state design standards are equal as there are currently three standards allowed by WDFW. We recommend that any culvert modification project where there are existing fish passage barriers (even partial barriers) be either removed (if the crossing is not needed) or replaced with a bridge or stream simulation-designed culvert to best ensure passage of adult and juvenile salmon and to ensure that tribal treaty rights as they relate to fish passage are protected.

Further, where the plan is proposing to cross streams but will not need to modify the existing stream crossing and there is an existing fish passage barrier, then the Sound Transit project needs to ensure that it does not preclude the replacement of these fish passage barriers as part of design.

We support Sound Transit's efforts to work directly with us on projects and actions that may affect the Tribe's treaty-protected fisheries resources and look forward to continued coordination as this plan is refined, approved, and project specific actions are proposed.

Please let me know if you have any questions.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116

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Section 4.5.5 of the Final SEIS has been modified to clarify that mitigation measures could include design of fish-passable structures could include "bridges or stream simulation-designed culverts". Mitigation measures would be implemented on a project-by-project basis during project-level reviews and would be determined in consultation with tribes and agencies.

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In response to this comment, Section 4.5.5 of the Final SEIS has been modified to indicate that the design of structures over existing fish passage barriers will be completed in a manner that does not preclude the replacement of such barriers in the future. Project-specific fish-passage issues will be addressed during the design and environmental review of individual projects, for those projects that are implemented as part of a future system plan.



Nisqually Indian Tribe
4820 She-Nah-Num Dr. S.E.
Olympia, WA 98513
(360) 456-5221

July 2, 2014

Karin Ertl
Central Puget Sound Regional Transit Authority
401 S. Jackson St.
Seattle, WA 98104-2826

Dear Ms. Ertl,

The Nisqually Indian Tribe thanks you for the opportunity to comment on:

Re: Sound Transit Draft Supplemental Environmental Impact Statement

The Nisqually Indian Tribe has reviewed the report you provided for the above-named project. The Nisqually Tribe has no further information or concerns at this time. The Nisqually Indian Tribe requests there be and Inadvertent Discovery Plan in place for this project. Please keep me informed if there are any Inadvertent Discoveries of Archaeological Resources/Human Burials.

Sincerely,

Jackie Wall
THPO
Nisqually Indian Tribe
(360)456-5221 Ext. 2180
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As Sound Transit performs project-level review for individual projects that are ultimately implemented as part of a future system plan, the Nisqually Indian Tribe will continue to be contacted regarding cultural resources for any projects in areas of significance to the tribe. Inadvertent discovery plans will be developed for the individual projects at that time as appropriate.

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Karin Ertl
Sound Transit
401 South Jackson Street
Seattle, WA 98104

June 26, 2014

RE: Draft Supplemental Environmental Impact Statement to Sound Transit's Regional Transit Long Range Plan Update

Dear Mrs. Ertl,

The Puyallup Tribe of Indians has been carefully following the development of Sound Transit's *Regional Transit Long Range Plan Update*. The *Draft Supplemental Environmental Impact Statement* "DSEIS" will study transit corridors that will help determine future transit investments in the Puget Sound area under the Current & Potential Plan Modifications Alternatives. The Puyallup Tribe would like to provide comment in support the following corridors for study as part of the DSEIS.

Under the Current Plan Alternative the Tribe would like to support completing the Tacoma to Federal Way light rail segment, also known as part of the "Central Spine," that will eventually connect Seattle to Tacoma. The Puyallup Tribe is one of the largest employers in Pierce County. A vibrant and interconnected transit system will be critical to the Tribe's future economic development. A corridor north and west of I-5 near SR 99 will link into job centers and preexisting transit to help support the ridership of this corridor. Notwithstanding, this corridor will require government to government consultation to carefully analyze the impacts to water quality, environmental & cultural resources, tribal lands, and a Puyallup River crossing.

Regarding the Potential Plan Modifications Alternative, the Tribe would like to support a light rail transit corridor connecting the Puyallup Tribal Campus with the Tacoma Dome Station along Portland Avenue. The Tribe has identified in its master planning process plans to expand commercial/retail, gaming, tribal housing, and governmental facilities in this area. Additionally, this location is the regional service area for Federal Indian Health Services for Native Americans residing in the South Puget Sound Region. Although this corridor was not identified in the Potential Plan Modifications scoping process originally last year, having this corridor included is important in reflecting the Tribe's recent planning & economic development efforts to have this area continue to be a regional destination.

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In response to comments on the Draft SEIS, a new high-capacity transit corridor has been added to the Potential Plan Modifications Alternative that could connect the Puyallup Tribal Campus with the Tacoma Dome Station (corridor 22 - Downtown Tacoma to Parkland). All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." Specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are advanced as part of a system plan, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.

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The Puyallup Tribe has identified regional transit as one of the critical elements to planning for the future of the Puyallup Reservation. As Sound Transit continues to move forward on the Long Range Plan Update the Puyallup Tribe of Indians will continue to be involved and provide input to deliver safe and effective regional transit.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bill Sterud".

Chairman Bill Sterud,
Puyallup Tribe of Indians

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