

Chapter 4 Public, Agency and Tribal Coordination

WSDOT will continue to meet with regulatory agencies and interested parties to resolve any environmental issues that may occur during project design and construction.

4.1 Consultation with the Public

Extensive consultation with the public and interest groups was conducted during the 2006 FEIS process. The information is available in Chapter 1 of the SR 167, Puyallup to SR 509 2006 Final EIS. WSDOT will provide this Draft Supplemental EIS to the public and agencies for their comments. The Draft Supplemental EIS will be available in Pierce County offices and libraries for review by the public and all interested parties.

WSDOT created a webpage for the PRBR project in November 2011 to provide current information about the project, and contact information for the design office. The project webpage was updated every month to highlight progress on the project.

WSDOT met with the Puyallup Valley Kiwanis in April 2012 to discuss the project with them. WSDOT will meet with any interested groups and provide project information.

During construction, WSDOT will coordinate with the Pierce County Sheriff, Washington State Patrol, and local emergency services.

4.2 Consultation with Tribes

WSDOT is committed to government-to-government consultation with interested tribes in the project area. The consultation process under Section 106 of the National Historic Preservation Act (16 USC 470f and 36 CFR 800) is continuing with the current PRBR project. WSDOT follows the Model Comprehensive Tribal Consultation Process for the National Environmental Policy Act (information available on the WSDOT Web site) when coordinating with tribes. This model provides a consistent method of tribal consultation and opens a channel of communication between WSDOT and tribes whose area of interest is within the project boundaries.

The Puyallup Tribe was interested and involved during the Tier II EIS process. At that time, a Section 106 MOA was developed in consultation with the Puyallup Tribe and with other consulting parties. In November 2011, WSDOT met with Brandon Reynon, Puyallup Tribe Archaeologist and Bill Sullivan, Puyallup Tribe Natural Resources Manager, as the PRBR project planning was beginning. Consultation with Muckleshoot Tribe, Squaxin Island Tribe, and Yakama Nation, was also reinitiated in the early stages. In January 2012, all interested area tribes were asked to review and comment on the APE that would be surveyed for archaeological and historic resources. In March 2012 Brandon Reynon, of the Puyallup Tribe of Indians, attended the initial Section 106 Consulting Parties meeting for this phase of work. The concerns of the Tribe presented at this meeting included: possible impacts to fish habitat or tribal fishing during construction and any impacts to native archaeological sites within the project's APE. WSDOT committed to scheduling further meetings for the consulting parties and to continuing communicating with the Tribe. The cultural resources survey report was sent to all four tribes on September 5, 2012 for their review and comments. WSDOT will also request each interested tribe to be involved in all revisions to the MOA that are developed as a mitigation measure for the adverse effect on the Meridian Street Bridge.

4.3 Consultation with Agencies

WSDOT coordinates with agencies that are responsible for issuing environmental permits and who have special expertise in project related environmental fields. This coordination is accomplished through e-mails, verbal contacts and official letters. In addition to coordination on the environmental analyses discussed in Chapter 3, the following agencies will be asked to provide comments on the Draft Supplementary EIS:

- Federal Highway Administration
- City of Puyallup
- King County
- Pierce County
- Washington State Patrol
- US Army Corps of Engineers
- United States Department of Interior
- Washington State Department of Fish & Wildlife
- Washington State Department of Ecology
- United States Environmental Protection Agency
- United States Fish & Wildlife Service
- National Oceanic and Atmospheric Administration-
National Marine Fisheries Service
- Washington State Department of Archaeology & Historic
Preservation

Extensive consultation was done with agencies during the 2006 Tier II EIS process. The coordination efforts with different agencies have been documented in Chapter 1 of the SR 167, Puyallup to SR 509 Tier II 2006 FEIS.

WSDOT met on December 2011 with the City Manager of Puyallup to discuss the preliminary design and the status of the PRBR project. In January 2012, the project details were presented to the Puyallup City Council. The Puyallup City Council was provided with a project update on September 4, 2012.

WSDOT coordinated with the King County Capital Project Manager to discuss the project and potential re-use of the steel truss structure as a pedestrian bridge for the Foothill Trail. WSDOT is also coordinating the project with the Pierce County Civil Engineer.

WSDOT also met with the Pierce County public television station to produce a video feature that discussed the project. The story was aired in April 2012 on 'Rainier Country.'

An update to the biological assessment (BA) for NMFS and USFWS was developed under guidance of Section 7 of the Endangered Species Act. The BAs consider how the project will affect species listed on or eligible for listing on the federal Endangered Species List. The BA updates were sent to the services for their concurrence or further consultation on July 25, 2012.

Section 106 Consultations

The SR 167 corridor extension project underwent National Environmental Policy Act (NEPA) and Section 106 review between 1991 and 2006. The resulting NEPA review documented Section 106 consultation culminating in execution of an MOA. While the corridor extension project had always proposed replacement of the Meridian Street Bridge, it was not deemed eligible for the NRHP at the time of the 2006 FEIS and Section 106 consultation. Funding for an interim phase of the corridor extension project was dedicated by the 2011 legislature to address structural deficiency found to exist with the Meridian Street Bridge. Through a December 20, 2011 letter, WSDOT initiated ongoing consultation on a slightly refined APE for this funded phase of the SR 167 Extension project. WSDOT also determined the Meridian Street Bridge to be eligible for the NRHP at that time.

Archaeological fieldwork for this phase of work was performed between March and May and the cultural resources discipline report was finalized on August 2, 2012. On August 28, 2012, the cultural resources discipline report was provided to DAHP for review and SHPO concurrence with the determination of Adverse Effect for the project, due to the anticipated effects to the Meridian Street Bridge. SHPO concurred with the determination of Adverse Effect on October 8, 2012.

To date, WSDOT and FHWA have convened four meetings (March 26, June 20, October 9, and November 27, 2012) with consulting parties to resolve adverse effects to the Meridian Street Bridge.

- **3/26/12 Initial Section 106 Consultation Meeting** – Project description and background were presented along with a preservation strategy for the historic Meridian Street Bridge that would have it moved and re-erected on the Foothills Trail. WSDOT agreed to share the engineering estimate of cost and feasibility of moving the bridge for use on the Foothills Trail, with the consulting parties once it is complete. WSDOT also agreed to maintain regular communications with the consulting parties, including scheduling another meeting and to continue exploring preservation strategies for the bridge.
- **6/20/12 Section 106 Consultation Meeting** – Consulting parties met again to discuss the project. The completed engineering estimate to move the bridge and re-erect it for use on the Foothills Trail was presented. Representatives from King and Pierce Counties presented details of possible funding opportunities to fund the Foothills Trail preservation option.
- **10/9/12 Section 106 Consultation Meeting** – Status of Foothills Trail preservation option was discussed. King County, Pierce County, City of Buckley and City of Enumclaw are all committed to seeking funding to use the Meridian Street Bridge to complete the Foothills Trail. SHPO concurrence of Adverse Effect was discussed as well as items that should be covered by an MOA resolving adverse effects to the Meridian Street Bridge. Draft MOA was distributed. Consulting parties agreed that the best option for saving the bridge is moving it from its current location onto dry land as part of the SR 167 Puyallup River Bridge Replacement project and seeking funding to reuse the bridge on the Foothills Trail.
- **11/27/12 Section 106 Consultation Meeting** – The second draft MOA and Meridian Street Bridge Treatment Plan were discussed, and the consulting parties provided comments and suggestions for improvement of the MOA and Treatment Plan.

WSDOT and FHWA will continue Section 106 consultation to resolve these adverse effects. Per the existing project MOA, which is being amended to resolve adverse effects to the Meridian Street Bridge, and per standard operating procedures, WSDOT will, on behalf of FHWA, review the SR 167 corridor APE as future phases begin final design in order to take into account their effects on historic properties.