The Transportation Program of the Stillaguamish Tribe of Indians

Presented to the Washington State

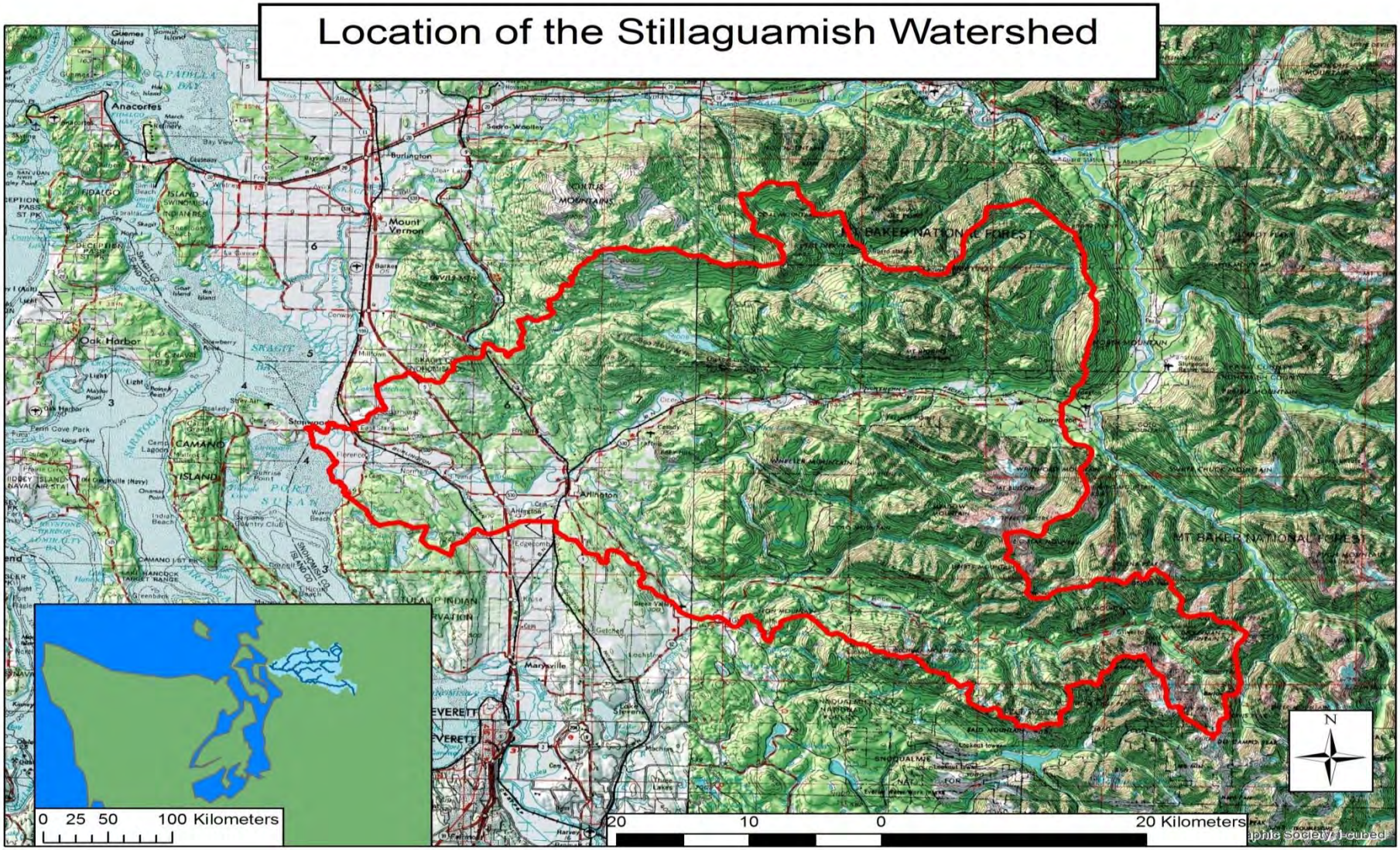
Transportation Commission

November 16, 2016

Marysville, Washington

Stillaguamish Tribal History

- 1855 – Signed the Port Elliot Treaty (20-25 Tribal villages at the time)
- Some members of the Tribe were moved to Holmes Harbor/South Whidbey Island and were to become members of the Tulalip Tribes. May, 1856 - Tribal members fled back to the Stillaguamish River. Federal Tribal recognition was lost at some point.
- 1920s to 1970s – Esther Ross works for Tribal recognition and a reservation
- 1976 – Formal Federal recognition
- 1986 – 30 HUD houses and a community center built and occupied by the Tribe in Arlington
- 2004 – Same HUD houses razed and Angel of the Winds Casino is built
- 1990s – Tribal population 170 # of employees 25
  # of vehicles approximately 10
- 2016 – Tribal population 300 # of employees 500+
  # of vehicles approximately 105
- 2014 – Reservation Designation - July, 2014



Usual and Accustomed Treaty Rights Fishing Area – Boldt Decision

Approximately 720 Square miles.

Improving Tribal Mobility by Participation in Coordinated Transportation 1999 - 2016

The Snohomish County Transportation Coalition (SNOTRAC) has been in existence since 1999. SNOTRAC began from funding provided by the Washington State Legislature through ACCT (Agency Council on Coordinated Transportation). SNOTRAC members include a diverse group of public and private human service agencies, transit agencies, Tribes, advocacy groups, people with mobility needs, County leaders, system riders and others.

Two Critical Positions: 1.) Mobility Manager (organizes and facilitates) and 2.)Program Coordinator (works with end users). Funding challenges.

2016 - The Stillaguamish Tribe Transit Department

Four Main Programs:

Stillaguamish Tribe Transit Services (STTS). Provides Demand Response service transporting Tribal members, clients and others in the community for a variety of trip purposes.

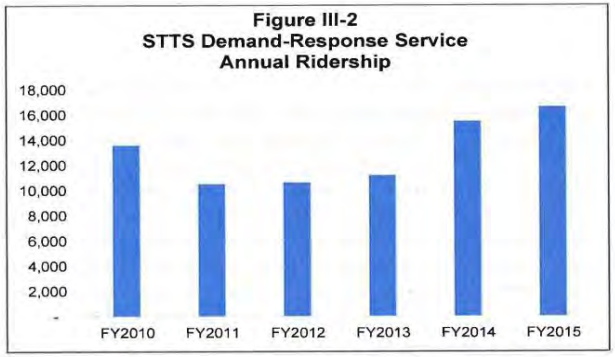
Vanpool/Rideshare Program. Offers employees a low cost, shared ride system to get to work.

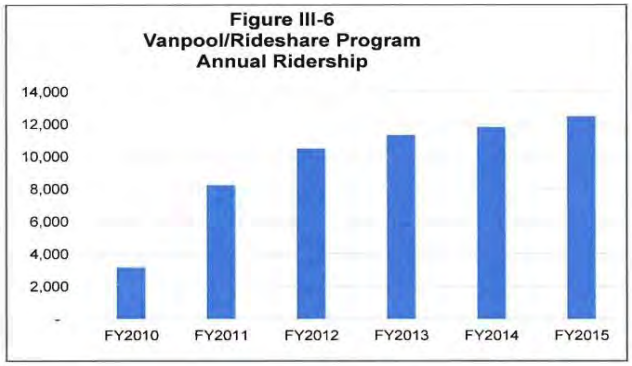
Note: Washington State Transportation Commissioner Philip Parker, circa 2012 – *"This is the most cost effective and efficient tool we can use for transportation in the State"*, at a Tribal Transportation Planning meeting.

Fleet Services. Tracks and maintains all Tribal vehicles, trailers and equipment. Centralizes all fleet management functions. The fleet consists of 105 vehicles.

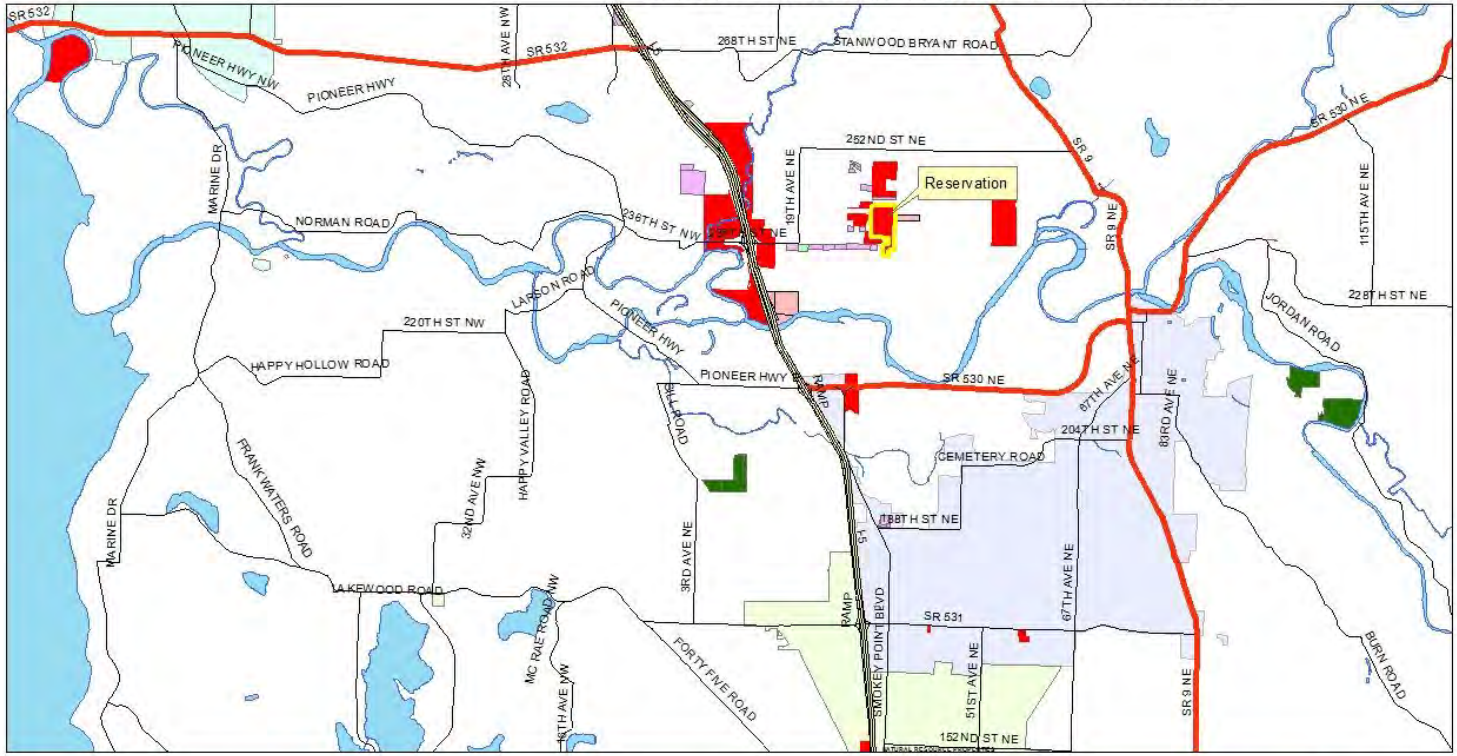
Stillaguamish Tribe Auto Repair. (STAR) is a full service repair shop that provides maintenance and repair for the Tribe's fleet.

Since 2011, ridership has increased each year to 16,668 riders during FY2015.





STILLAGUAMISH TRIBAL PROPERTIES



Legend

Stillaguamish Tribal Properties

Type

- Fee
- NR
- PSA
- Pending
- Reservation
- Trust

Cities

NAME

- ARLINGTON
- DARRINGTON
- GRANITE FALLS
- MARYSVILLE
- STANWOOD

236th ROW Improvement Project

56 Acres Road 1998 – 2006 (Funded 2003)

Benefits Tribal Natural Resources Department - Equipment storage, buildings, trees and logs for engineered log jams. Some cultural events with Stillaguamish River access.

Harvey Creek Hatchery Access 2010 – 2012

Some Obama “Stimulus” funding. Conflict with water trucks carrying fish and school bus stop. Abbreviated Road Safety Audit – “85% of all vehicles exceed the speed limit”. Shoreline permit required – one year project delay. River is 1,600 feet away

Alpaca Road 2010 - 2012

Access to Tribal plant nursery, vehicle repair shop, court. Road improvement is over a fish bearing stream

13th Avenue 2012 - 2013

Improvement for Tribal convenience store at I-5 exit.
A four jurisdiction project.

Community Center/Future Housing Site

2013 - 2014

Excellent pit run material on site. Drains well.

New Community Center and Access Road

New housing subdivision currently in design to left of photo. Culvert replacement under study right side of photo.

35th Avenue/Casino access 2014

Two lanes becomes three lanes with curb, gutter, sidewalk and bike lane.
Utilities moved underground.

236th Street 2014 -2016

Access to new Tribal Administration Building and Casino

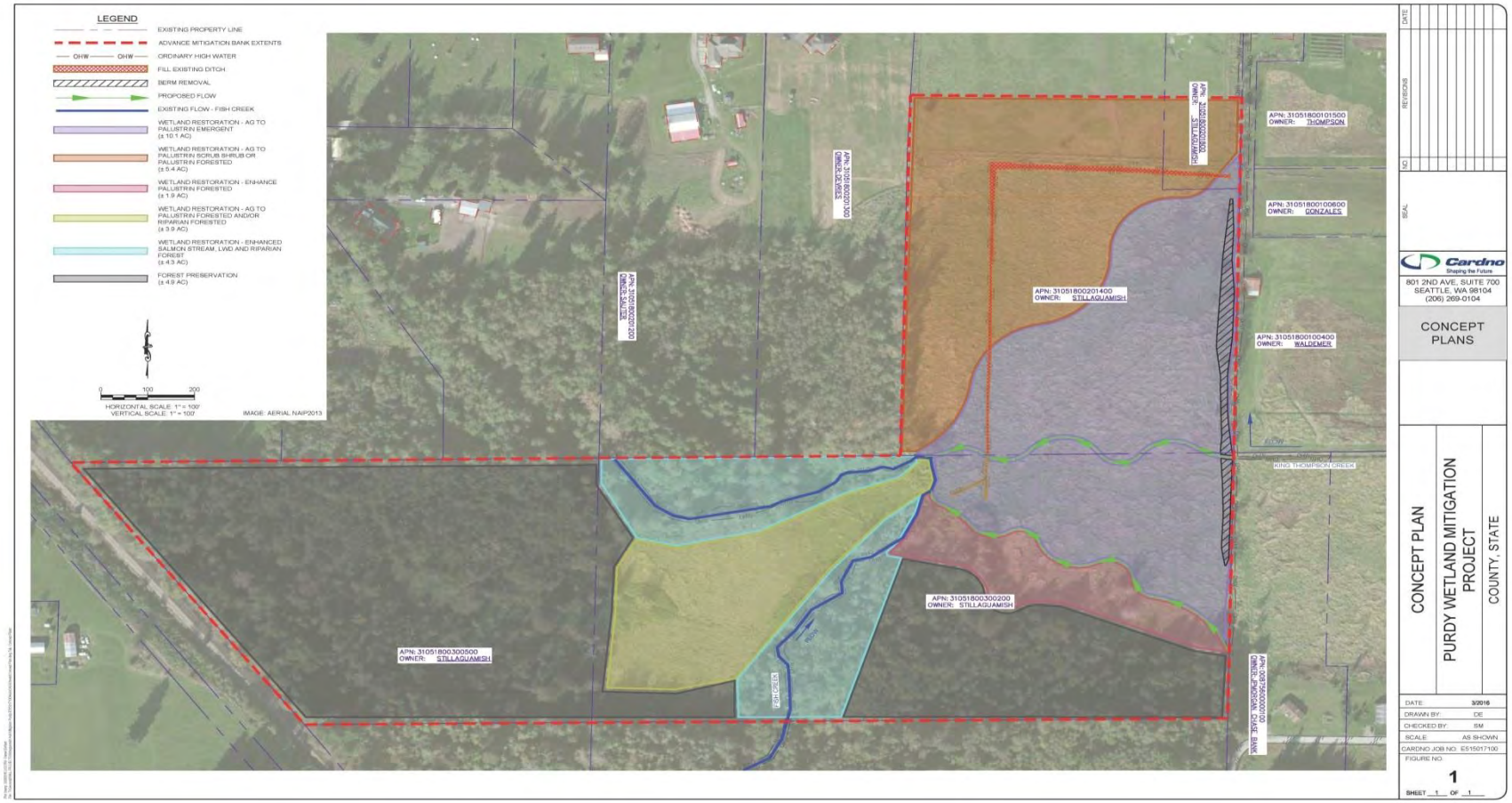
Direct Access Ramps/Flyer Stops would be a welcome addition at exit 210 to facilitate expanded transit use of I-5. This was recommended in 2016 Transit Plan. Many discussions at SNOTRAC. HOV use Study was conducted by Tribe.

Tribal Strategic Safety Plan Developed June 2015 using grant from FHWA

New Safety Project: 236th Street, 1.4 miles, designed and built in the 1920s. Dangerous road for pedestrians. No shoulders. Project identified in the Safety Plan.

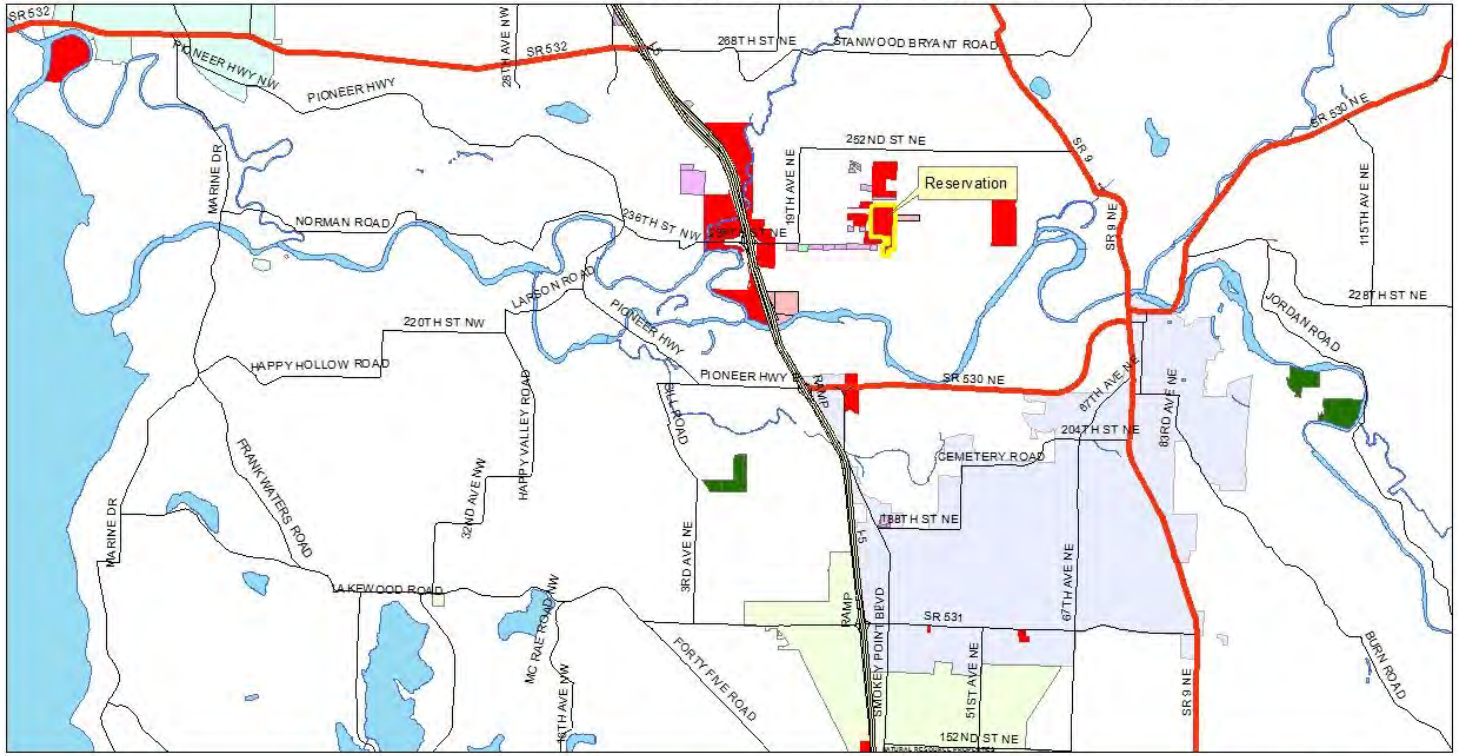
ROW acquisition and design taking place now. Site distance and wetland issues.

Advance Wetland Mitigation Site for Road and Land Use Improvements



Originally intended for 236th Street but other Tribal departments can use and reimburse road funds. Mitigation Banks and Advance Mitigation Sites are generally preferred over on-site mitigation. Will aid in Coho recovery.

STILLAGUAMISH TRIBAL PROPERTIES



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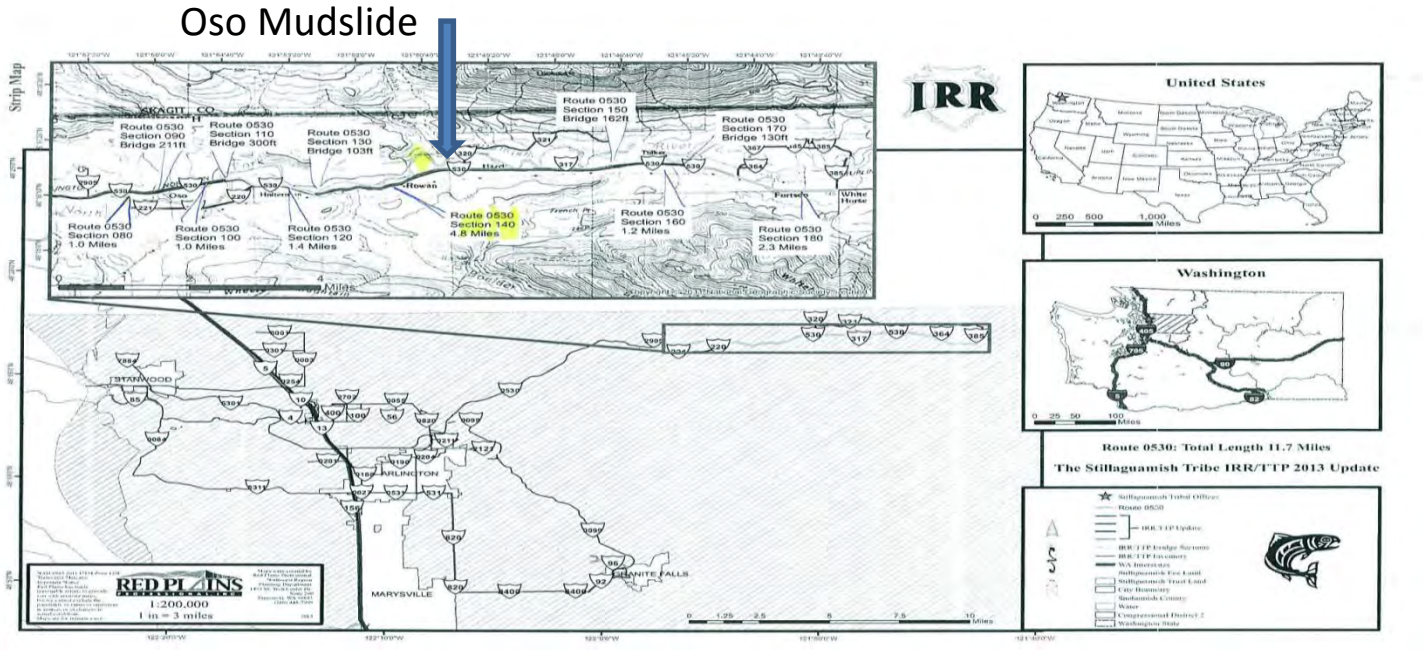
Oso Mudslide

2013 – Stillaguamish Tribe adds SR 530 to the Indian Reservation Road (IRR) Inventory

2014 – Oso Mudslide occurs. Because SR 530 is on the Tribe's IRR Inventory - the Federal Government paid 100% of the costs to rebuild SR 530, not 86%. Therefore, Washington State and Snohomish County were NOT required to pay the normal 14% cost match for design/construction – a savings of approximately $3 million to the State and County . **Note**: Skagit River Bridge is not on the IRR Inventory.