Fish Passage Barrier Removal

A County Perspective

Washington State Joint Transportation Committee

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Eric Johnson
Executive Director
(360) 489-3013
ejohnson@wsac.org
A Few County Road System Facts

• 39 Counties

• 39,170 Miles of Roads
  – 138 Miles in Wahkiakum County
  – 2,527 Miles in Spokane County

• 3,325 Bridges

• $1.4 Billion Annually on County Road System (2018)
  – 35% ($488 million) from Property Tax
What We Know

• County fish passage barriers are both downstream and upstream of state owned fish passage barriers.

• For every WSDOT barrier, on average, there are 2 other (non-WSDOT barriers) downstream and 5 upstream.

   -July 2012 WDFW Study
Culverts: Our Current Understanding*

- # of inventoried county-owned culverts statewide: 3,987
  Of those inventoried that block a significant reach: 2,800

  Inventory is understated and changes daily
  Could be as many as 6,000 County Culverts Statewide

- # of inventoried county-owned culverts in case area: 3,146
  Of those inventoried that block a significant reach: 2,149

  Individual counties are replacing 2-5 culverts a year on average

* Changes Daily!!!
Costs: Our Current Understanding*

- 2019-2021 County Owned Fish Passage Barrier Removal Project Cost Estimates:
  - $185,000 for Planning
  - $1,035,000 for Restoration/Replacement/Construction
  - TOTAL AVERAGE PROJECT COST $1,250,000

* Changes Daily!!!
Inventories and Assessments

• 2005 Limiting Factors Analysis Report –
  – Found – Eleven WRIAs insufficient data
  – Most WRIAS still need additional data to develop a complete barrier database or need further analysis to prioritize the data that exists.

• 2018 – 2019
  – Initiated an analysis to determine the status of each county’s Fish Passage Barrier Inventory and Assessment
  – WSAC providing funding to several counties to update inventories
  – Intent is to garner consistent “Level A and/or B Assessments” for all county owned culverts
2019 – 21 Biennium County Study Funding*

- Complete the analysis to determine the status of each county’s Fish Passage Barrier Inventory and Assessment
- Provide Funding to complete/update Fish Passage Barrier Inventories within the “Case Area” (14 Counties)
- Develop, where possible, preliminary cost estimates, with priority given to barriers that share the same stream system as state-owned fish passage barriers.
- Provide recommendations on the following:
  - How to prioritize county owned barriers within the same stream systems of state-owned barriers within the current 6 year construction plan; and
  - How future state six year construction plans should incorporate county owned barriers.
- Identify potential matching/funding sources

* RCW 46.68.120(3)
Closing Thoughts

• **No Barrier Left Behind** – A comprehensive strategy, program and funding mechanism to replace transportation system fish passage barriers – regardless of ownership;

• **Do not “Strand” Investments** - County fish passage barriers need to be systematically and strategically replaced in coordination with the states fish passage barrier replacements;

• **Adequate state funding and revenue generating authority** to remove fish passage barriers for all jurisdictions across the state, not just respond to the state’s obligations under the ruling;

• **Reduce or eliminate project match** requirements that inhibit achieving environmental outcomes and salmon recovery;

• Include funding for **monitoring and maintenance** of fish passable culverts and continued efforts to identify and inventory new barriers;

• Develop and implement activities to **streamline project permitting** to more efficiently plan and deliver projects; and

• Provide tools that **expedite project delivery**.
Questions?