Restoring Fish Passage at WSDOT Stream Crossings

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What makes a fish passage barrier?

- Velocity Barrier!
- This Pool's Too Shallow To Jump!
- Water Depth In Culvert Too Shallow!
- Jump's Too High!
- Hey! What About Us?
330 fish Barriers have been corrected so far

But nearly 2000 fish barriers on the highway system statewide
Medicine Creek Treaty (1854)

“The right of taking fish, at all usual and accustomed grounds and stations, is further secured to said Indians, in common with all citizens of the Territory”

1974: Boldt Decision, fishing rights articulated

2001: 21 tribes sue WA over culverts and habitat impacts

2007: 9th Circuit Judge Martinez: State has duty to not degrade habitat

2013: Injunction issued

2018: SCOTUS Affirms decision
WSDOT & the Federal “Culvert” Injunction

992 WSDOT injunction barriers

- 415 must be corrected by 2030
- Others must be corrected at the end of the structure’s life, or as part of transportation projects

Data from June 2018
SR 112 Nordstrom Creek

Before: 5 foot diameter pipe

During: 17’ x 10’ culvert being installed
Precast U shaped bottom with lid

$2.3M, 3 miles of stream
SR 900 Green Creek Culvert

Before: 4x4 box culvert

After: 16’x10’ stream simulation culvert

$1.7M, 1.2 Miles of stream habitat
I-5 Fisher Creek Bridge

Before: 8 foot culvert

After: 30 foot wide channel spanned by bridges

$8.7M, 17 miles of stream habitat
Gaining Efficiencies in Barrier Correction Delivery

- Specialized Fish Passage delivery teams in regions
- Extensive coordination with tribes and stakeholders
- Increased funding allows more flexibility to bundle projects
- Construction experience is producing efficiencies
- Using consultants and Design/Build to accelerate delivery
Where are we now?

66  Injunction Barriers corrected since 2013

314  miles of habitat with improved access

415  Barriers remaining to correct by 2030

$100M Current biennium program funding

$2.4B Estimated cost for those corrections
Questions?

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