

**Fish Passage Barrier Removal Board – Meeting Notes**

**Date: April 16, 2019**

**Place: Association of Washington Cities, Olympia, Washington**

**Summary: Agenda items with formal action**

Item	Formal Action
Meeting notes from March 2019	Approved

**Summary: Follow-up actions**

Item	Follow-up
Results of budget adoption from Legislature	Devote some time at May meeting to reviewing direction from Legislature
Proposed signage for projects	Moved to May meeting. Paul will discuss with DOT sign shop. Staff will look at example of “salmon superhighway” signs in Tillamook, OR
Follow-up from presentation by Steve Moddemeyer on smart culverts/modular bridges	Consider ways to partner on tests of the technology, taking into consideration the prohibition on using funds for studies
Reaching out to Office of Chehalis Basin	Contact the office to discuss overlapping interests
Board policy on partial barriers	Consider whether it is timely to review the Board policy

**Board Members/Alternates Present:**

Carl Schroeder, AWC	Dave Price, NOAA
Jon Brand, WSAC	Justin Zweifel, WDFW
John Foltz, COR	Paul Wagner, DOT
Tom Jameson, Chair, WDFW	

**Others present at meeting:**

Neil Aaland, Facilitator	Steve Moddemeyer, Collins Woerman
Cheryl Baumann, No Olympic LE	Erik Schwartz, Mason County
Wendy Clark-Getzin, Jefferson County	Wendy Brown, RCO
Dave Collins, WDFW	Aaron Peterson, Regional Fisheries Coalition
Josh Lambert, RCO	Cade Roler, WDFW
Matt Miskovic, KPFF	Megan Potter, WDFW
Alison Hart, WDFW	Pat Klavas, WDFW
Steve Helvey, GeoEngineers	Padraic Smith, WDFW
Gina Piazza, WDFW (phone)	

**Welcome/Introductions/Agenda Review:** Meeting started at 9:00. Facilitator Neil Aaland reviewed the agenda. Tom Jameson noted that Justin Zweifel is leaving WDFW and going to WSDOT. His last day is April 30<sup>th</sup>, 2019.

**Public Comment:** Wendy Clark-Getzin thanked Justin for his help and noted that the Jefferson County Commissioners approved the Thorndike Creek culvert project.

**Old Business**

*Meeting notes:* The meeting notes for the March meeting were unanimously approved as submitted.

*Signage:* This will be moved to the May meeting.

## Legislative Update

Justin explained the current budget status.

FBRB: Gov's Capital Budget - \$25,082,000 to RCO to fund the top 50 ½ projects on the FBRB's project list. It provides RCO with 4.12% for admin (\$1,033,400), and zero dollars for WDFW admin.

House Transportation Budget - \$25,082,000 is provided to RCO to fund the top 50 ½ projects on the FBRB's project list. The proviso says that "the board may retain a portion of the funding for its office for admin, not to exceed 3%" and "WDFW may retain up to 4.12% for technical assistance in developing projects for consideration". The associated LEAP List clarifies that the House is referring to RCO as "the board" and they will receive \$702,000 for admin, and WDFW receives \$965,000 for admin.

Senate Capital Budget - \$30,588,000 to RCO. This amount funds all 66 projects (\$28.75M). The proviso also states, "the board may retain up to 3% for admin" and "the office may retain up to 2% for admin". In this version, 'the board' = WDFW and the 'office' = RCO (according to Wendy Brown).

FFFPP - Governor's Capital Budget - \$6,000,000 to RCO for FFFPP. The House and Senate Capital Budgets - \$5,000,000 to RCO for FFFPP.

AWC - House and Senate Transportation Budgets - \$350,000 is provided to WDFW for 'Fish Passage City Study'. Funding is for inventory of fish barriers associated with city roads in WRIAs 1-23, with the initial goal of finalizing inventory. Any remaining funds to be used for downstream access checks. Report due July 1, 2020.

Nothing in Governor's budgets.

WSAC - House and Senate Transportation Budget - \$1,142,000 to Washington State Association of Counties for "County Study Funds". A portion of this money is used to identify and prioritize county-owned fish barriers on the same streams as state-owned barriers and provide (where possible) preliminary cost estimates for each correction. Also, must provide recommendations on how to prioritize county barriers that are on the same stream as state barriers that are on a state six-year plan and how future state six-year plans should incorporate county-owned barriers. A portion of the 1.1M\$ will also be used by WSAC to update the Local Agency Guidelines Manual, and to study the current state of county transportation funding. The proportion of the 1.1M\$ that will be used for fish passage is unknown.

Nothing in Gov's budgets.

State Parks: Governor, Senate, and House Capital Budgets - \$1,600,000 to State Parks for Statewide Fish Barrier Removal (this will be used for Tolmie and Millersylvania).

Tom then summarized the proviso from the House. Carl, Jane, and Paul have been involved in discussions. They met with Sen. King; House has not yet approached Senate. The general components of proviso direct the Board to develop a new statewide remediation plan to fully address the culverts case; address city/county/tribal barriers (right now we're already doing work on culverts case and Orca tasks force). Dave Price wondered if this could be interpreted to be beyond culverts; to increase fisheries. Paul thinks it is just about culverts.

Tom said the priorities within the plan include:

- Stocks listed as threatened or endangered
- Orcas
- Critical stocks of anadromous fish

- Weak stocks

Paul said Senator King has concerns about the time and cost for implementing projects. He thinks permitting is an issue.

Tom said the Board needs to develop a new strategy by December 2019; they're trying to get this pushed to December 2020. Carl asked about additional funding for this; there is no change in the funding for the upcoming biennium. Wendy Brown said it is significant that the Senate fully funded the project list. Making the argument for projects has not been hard.

Paul said DOT is making sure they can meet the injunction requirements. The Senate has \$274 million for them, the House budget has \$214 million. This is progress but the dollar amount will need to increase in following biennia. He noted that tribes have been contacted and asked about this; they want the state to work on the injunction (rather than pulling back to do a wholistic watershed approach). The transportation budget has limitations on funding private projects which will pose some issues for the Board.

Carl said the legislature is very positive around this Board.

We will further discuss this topic and the resulting budget at the May meeting.

### **Smart Culverts and Modular Bridges**

Evan Lewis from King County introduced Steve Moddemeyer, a consultant with Collins Woerman. Steve showed a powerpoint presentation (this will be available on the FBRB website). They have been working on remote sensors that can be installed cheaply in culverts. He mentioned a couple of workshops he held with King County last year. They addressed how climate change affects restoration. Questions and comments from the Board:

- Carl asked what happens when the remote sensor shows some issues? [Someone can go out and inspect, if necessary]
- WDFW does a lot of monitoring, something like this could be useful. WDFW installs lots of fishways and have to send out staff to monitor. There are 70-80 WDFW fishways
- King County has not yet installed these sensors, they are developing the program

Steve noted that these are changes from a time-based monitoring program to a situation-based program. This needs to be tried but they are not yet installed. The project needs that next step of investment/trial. He proposes that 1% of funding going to culverts can perfect this idea. Tom thought that Granite Falls installation would be a good test case. It has very extensive structure that needs monitoring.

Steve then discussed modular bridges. He showed some pictures of several bridges. Evan noted that King County is working to develop this concept. Steve thinks a package of bridges can be reviewed all at once. Jon Brand said modular bridges are really efficient and cost-effective. Paul thinks they are probably already doing some of this. DOT is requiring a 75 year life for culverts. He is also thinking about monitoring via instruments, existing structures might be able to be used.

Dave Price thinks culverts are a more complex case. Study would be good. It's more about maintenance issues for functional culverts. John Foltz thinks it would be good to partner on one or two projects and see how this works. Carl agrees with John, it's worth it to investigate ways to reduce costs.

### **2019 Fish Passage Inventory, Assessment, and Prioritization Manual**

Justin showed a PowerPoint presentation. This is replacing the 2009 manual; will be downloadable on the website. Reasons for the update include lessons learned by WDFW staff and updates to the software

being used. They don't yet have guidance for juvenile salmonid use. The barrier criteria remain unchanged. The new manual is consistent with terms of the injunction.

Tom said some treaty tribes have pushed back on publishing this. WDFW consulted with their legal counsel and think it's okay to publish. The issue is adult vs. juvenile passage. In recent feedback from tribes, they want stream sim or full-span bridges for all barriers.

WDFW is considering making Rapid Habitat Assessment more available for use.

**A lunch break was taken from 12 to 12:30.**

#### **Watershed Presentation: Hoko watershed**

Cheryl Baumann with the North Olympic Lead Entity presented this topic. She reviewed the status of projects within the watershed and noted that Lead Entities are prepared to help the Board with its work. She reviewed the inventory work they are doing. There are more than 40 culverts needing repair in the Hoko watershed, so they will continue to do work there.

#### **Workplan Tasks**

We are continuing to review tasks in the workplan. We first discussed the second item under Goal 3 regarding information sharing. Tom noted the proviso currently being considered will require others to coordinate with FBRB. Paul thinks we need to look at the workplan in its entirety after the session. For example, look at the match issue – figure out if that is why some people are not applying for funding. He's interested in permitting issues.

Tom reminded the Board that he and Dave Price have met with federal agencies on permitting. He also recently learned that utilities required to relocate out of the road right of way have to get their own permit. Is there a way to bundle those requests? And when there are multiple owners, each owner might need their own permit. Perhaps we could consider having WDFW serve as applicant.

Paul also wonders if there needs to be a longer conversation about fish passage. Perhaps the Board could host a workshop where people talk about their fish passage work.

John said permitting is an issue everywhere. SRFB has a good programmatic agreement with NOAA. Capacity is an issue. And going back to the first item on information sharing, he noted that RCO has their database (habitat work schedule), might be a linkage there.

Additional remarks:

- Tom said that tribes sometimes are concerned about what they perceive as “short-cutting” federal permits
- John thinks it's time now to reach out to the Chehalis Basin office; some of their funding went to passage projects
- Justin mentioned the fish passage session at the Salmon Recovery conference
- Regarding a review of the Board policy on partial barriers, it's always good to re-check our assumptions
- There was some interest in Steve Moddemeyer's suggestion earlier in the meeting to earmark 1% for research; Tom reminded the Board that the statute does not allow us to fund studies

**The meeting adjourned at approximately 1:50 pm.**

**Next meeting: Tuesday, May 21, 2019 – Rainier Room, Association of Washington Cities**