

SSB 5975 - H AMD TO H AMD (H-2876.1/22) **1261**

By Representative Fey

ADOPTED 03/01/2022

1 On page 6, line 3 of the striking amendment, after "limitations:"
2 insert the following:

3 "(1)"
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5 On page 6, after line 7 of the striking amendment, insert the
6 following:

7 "(2) (a) Appropriations made in LEAP Transportation Document 2022
8 NL-1 as developed February 8, 2022 for the Fish Passage Barrier
9 Removal project (0BI4001) with the intent of fully complying with the
10 federal *U.S. v. Washington* court injunction by 2030 may be used to
11 jointly leverage state and local funds for match requirements in
12 applying for competitive federal aid grants provided in the
13 infrastructure investment and jobs act for removals of fish passage
14 barriers under the national culvert removal, replacement, and
15 restoration program. State funds used for the purpose described in
16 this subsection must not compromise fully complying with the court
17 injunction by 2030.

18 (b) The department shall coordinate with the Brian Abbott fish
19 passage barrier removal board and local governments to use a watershed
20 approach by replacing both state and local culverts guided by the
21 principle of providing the greatest fish habitat gain at the earliest
22 time. The department shall deliver high habitat value fish passage
23 barrier corrections that it has identified, guided by the following
24 factors: Opportunity to bundle projects, tribal priorities, ability to
25 leverage investments by others, presence of other barriers, project
26 readiness, culvert conditions, other transportation projects in the
27 area, and transportation impacts."

EFFECT: Allows the Washington State Department of Transportation (WSDOT) to use the appropriations provided for the Fish Passage Barrier Removal project to jointly leverage state and local funds for match requirements in applying for fish passage barrier federal aid grants. Directs the WSDOT to coordinate with the Brian Abbot Fish Passage Barrier Removal Board and local governments to use a watershed approach to replace both state and local culverts.

FISCAL IMPACT: No net change to appropriated levels.

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