5975-S AMH FEYJ THOC 130

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

By Representative Fey

**ADOPTED 03/01/2022**

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

"(1)"

On page 6, after line 7 of the striking amendment, insert the following:

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

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

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|  | 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. |

**--- END ---**