

PROTECT Fiscal Year 2024 FBRB Request for Proposals:

On September 15, 2022, the Washington State Legislature's Joint Transportation Committee (JTC) decided to allocate \$75m of federal-aid highway funding to local fish passage projects over four years. The Brian Abbott Fish Barrier Removal Board (FBRB) is tasked with facilitating the project selection process and working with Washington Department of Transportation's (WSDOT) Local Programs to ensure that project selection criteria is consistent with the federal requirements. FY23 was the first year of this funding opportunity and projects were derived from the FBRB's 2023-25 ranked and approved project list. This current Request for Proposals (RFP) is the next step to obligating the remainder of the available funding (~\$50M). The JTC letter is attached as a reference.

There are some advantages to applying for the PROTECT funding. The PROTECT funding is on-hand and ready to obligate now, as soon as requirements are met. The match requirement for this funding is 20% but toll credits can cover the match, resulting in no match needed by the local government sponsor. This funding source could likely entertain project cost increases during the life of the project. If PROTECT funding is obligated to your project, you will work directly with WSDOT's Local Programs for project coordination and reimbursement.

PROTECT Program Purpose

The Bipartisan Infrastructure Law (BIL) establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

ELIGIBILITY:

All proposed projects must meet the following eligibility criteria of the FBRB, see [Manual 22](#) for details:

- The goal of the FBRB is to identify and expedite the removal of barriers to anadromous fish that are the result of state and local roads and highways.
- All projects must correct a fish passage barrier on a salmon-bearing (anadromous) stream and be a barrier to fish as defined by WDFW's [2019 Fish Passage Barrier and Surface Water Diversion Screening Assessment and Prioritization Manual](#). Partial or total fish passage barriers are both eligible; however, total barriers will receive a higher score.
- Projects must meet the required fish passage design criteria in Washington Administrative Code 220-660, the recommendations of the Water Crossing Design Guidelines (2013), and the expectations of the FBRB grant program.
- If there is a total barrier (0% passable) downstream of the project, there must be a documented commitment provided for it to be corrected within five years.
- There must be documented current or historic anadromous species use at the project location.

In addition, in order to be eligible for PROTECT funding the following eligibility criteria must be met or significant progress made towards the following requirements by September 2024:

- a. Certified sponsor, in this case a city or a county government;
- b. Crossing must be city- or county-owned (privately owned crossings are ineligible);
- c. Have completed or will complete the National Environmental Policy Act (NEPA) process;
- d. Right-Of-Way (ROW) certification prior to funding obligation; and
- e. Have a construction project with funding request of \$2M or greater.

TO APPLY:

Please provide the following:

For the Sponsors who are Interested in Pursuing PROTECT

- If you plan to apply for this funding, please quickly send a brief email indicating your intent to apply to the FBRB email (FBRB@dfw.wa.gov) by **Date TBD**, prior to final proposal submittal to help support planning.
 - **TIMELINE**
- Sponsor will their final proposal to the FBRB email (FBRB@dfw.wa.gov), NLT **Date TBD**.
- Final proposal should include the following:
 - Title and brief scope of the project
 - Confirmation the project(s) is/are federally eligible
 - The project’s construction timeline
 - Date the sponsor anticipates they will be ready to have the funding obligated to their project (NEPA Complete & Right of Way Certified)
 - Include project sponsor point of contact
 - Complete the evaluation questions below
 - Include completed table below - Project Cost, Amount, and Requested Funding

Phase	Cost of entire phase	Amount FHWA funds being requested
Preliminary Engineering (PE)	\$	\$
Right-of-Way (RW)	\$	\$
Construction (includes construction administration) (CN)	\$	\$
Total	\$	\$

Round all numbers to the nearest \$1,000.

Project Evaluation Questions:

1. Is the site currently listed as a barrier in the [Fish Passage map app](#) (Fish Passage and Diversion Screening Inventory database) and what is the WDFW Site ID?

- a. What is the barrier status, as indicated in the [Fish Passage map app](#) (Fish Passage and Diversion Screening Inventory database)? If the barrier status is currently listed as not a barrier (100% passable) or unknown, this project is not eligible for this current opportunity.
- b. What is the passability of the barrier site, as indicated in the [Fish Passage map app](#) (Fish Passage and Diversion Screening Inventory database)?
- c. What is the WDFW Fish Barrier database Site ID?

10 points possible

- 0% passability 10 points
- 33% passability 7 points
- 67% and unknown passability 3 points

2. Using the online WDFW [Fish Passage map app](#) (Fish Passage and Diversion Screening Inventory database), field confirmations using the barrier assessment protocols found in the [WDFW's 2019 Fish Passage Inventory, Assessment, and Prioritization Manual](#), and other methods, have you confirmed there are no 0% passable culverts located downstream? How many partial barriers are located downstream?
 - a. Are there any 0% passable culverts located downstream?
 - b. How many partial barriers are located downstream?

10 points possible

- No downstream barriers 10 points
- Single downstream partial barrier (67% or 33% passability) 5 points
- More than 1 downstream partial barrier (67% or 33% passability) 0 points

3. How many miles of anadromous salmonid habitat will be made accessible upstream of the targeted fish passage barrier?

15 points possible (Calculated as upstream miles to first barrier (partial or full))

- 0.00-0.24 miles 1 point
- 0.25-0.49 miles 2 points
- 0.50-0.74 miles 3 points
- 0.75-0.99 miles 4 points
- 1.00-1.24 miles 5 points
- 1.24-1.49 miles 6 points
- 1.50-1.74 miles 7 points
- 1.74-1.99 miles 8 points
- 2.00-2.99 miles 9 points
- 3.00-3.99 miles 10 points
- 4.00-4.99 miles 11 points
- 5.00-5.99 miles 12 points
- 6.00-7.99 miles 13 points

- 8.00-10.99 miles 14 points
 - ≥ 11.00 miles 15 points
4. Please provide information on the quality of the habitat that will be made accessible once the barrier is corrected. Briefly provide information on the following topics:
- a. Describe existing in-stream and riparian habitat conditions at the site, upstream, and downstream of the project (4 points).
 - b. Describe the location and condition of spawning habitat/gravels? If the habitat is rearing dominant, state that and describe further, below.
 - c. Describe the rearing habitat that will be made accessible (e.g. food source, refuge/cover habitat, water temperature, low flow channel).
 - d. What is the surrounding land use? Is water quality a concern for the site, and if so, are improvements anticipated and/or planned (e.g. stormwater filtration, riparian plantings, sediment and material transport)?
 - e. Describe how this project will improve the habitat and overall stream structure and function post-construction. Describe any additional barrier corrections or restoration activities that have occurred or are planned upstream and/or downstream of the project site.

20 points possible 0-20 points (up to 4 points for each bullet)

5. Provide targeted salmon or steelhead species identified to benefit from this project, is presence documented or presumed? (Please identify source of information, e.g. Fish Distribution Layer on [Fish Passage map app](#), spawner survey data or other field observations). These species may include Chinook, Sockeye, Pink, Coho, Steelhead, or Chum. Chinook receive more points due to their importance to Southern Resident killer whales.

7 points possible

- Chinook - 2 points
 - Sockeye - 1 point
 - Pink - 1 point
 - Coho - 1 point
 - Steelhead - 1 point
 - Chum - 1 point
6. What is your proposed barrier correction method? See the WDFW [Water Crossing Design Guidelines](#) and the [Washington Administrative Code 220-660](#) for Hydraulic Code Rules.
- a. Provide information on any constraints that have been identified for the proposed site and any information that will help the reviewer to understand the site.
 - b. Indicate whether you plan to abandon the crossing, construct a bridge at the crossing, or install a stream simulation culvert at the crossing? If no, then you are planning an alternative design, please answer the next bullet.

- c. If you are planning an alternative design, please provide a description of what is planned, including justification for why one of the above correction methods could not be attained and why the proposed design is the best alternative.
- d. Please provide:
 - i. The bankfull width; and
 - ii. the minimum opening through the structure, or for abandonment, discuss bed and bank restoration goals through the road prism.

20 points possible

- Full abandonment, based on supporting information 20 points
- Bridge or Stream simulation design, based on supporting information 15 points
- Alternative design, based on supporting information 0-5 points

7. Describe how the project addresses the anticipated effects of climate change by answering the following:
 - a. Using the WDFW [Culverts and Climate Change web app](#), was there a projected increase in bankfull width?
 - b. Was the structure size increased as the result of that projected bankfull width, if so, by how much?
 - c. If another method for addressing climate change was used, please explain.

5 points possible

- Described how project addresses future climate change and adaptability 0-5 points