

An aerial photograph showing a river on the left with a bridge, and a residential area with houses and a school on the right. The scene is framed by a blue wavy border at the bottom.

# MOVE SKAGIT

A wide river with a wooden railing in the foreground. The river is surrounded by lush green trees and vegetation. The sky is overcast with grey clouds. The scene is framed by a blue wavy border at the bottom.

## Move Skagit 2050 Appendix D: Fish Passages

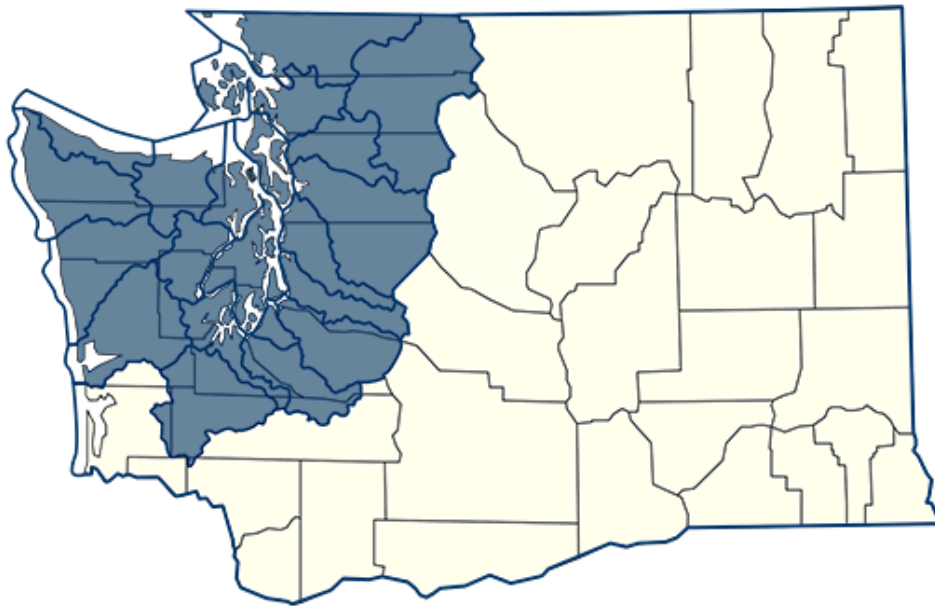
# Fish Passages

Barriers to fish passage are numerous in the Skagit region and are being corrected in accord with a federal injunction applying to much of western Washington state. The federal injunction requires that the Washington State Department of Transportation correct barriers to fish passage in the Skagit region, along Interstate 5 and state routes that provide the backbone of the regional transportation system. The correction of fish passages is an area of emphasis in the Move Skagit 2050 Regional Transportation Plan.

The federal court injunction, issued in March 2013, requires WSDOT to correct fish-passage barriers that block habitat to salmon and steelhead by 2030. In addition to WSDOT, the injunction affects the departments of natural resources, fish and wildlife, and the parks and recreation commission.

Based on the latest available information from WSDOT, as of June 2025, there are 974 culverts this injunction applies to across the injunction area and 774 of these have the highest potential for significant habitat gain.

The affected geographic area for the federal fish passage injunction is shaded on the following map. The map also displays political boundaries for Washington’s 39 counties, and Water Resource Inventory Areas for the state.



*Source: Washington State Department of Transportation*

## Examples of Fish Passage Barrier Correction

Following are before-and-after pictures from fish barrier corrections in the Skagit region. One is from State Route 20 near Rockport (Skagit River), and the other is east of Rockport, along State Route 20 (Olson Creek).

### Tributary to Skagit River

Before



After



### Olson Creek

Before



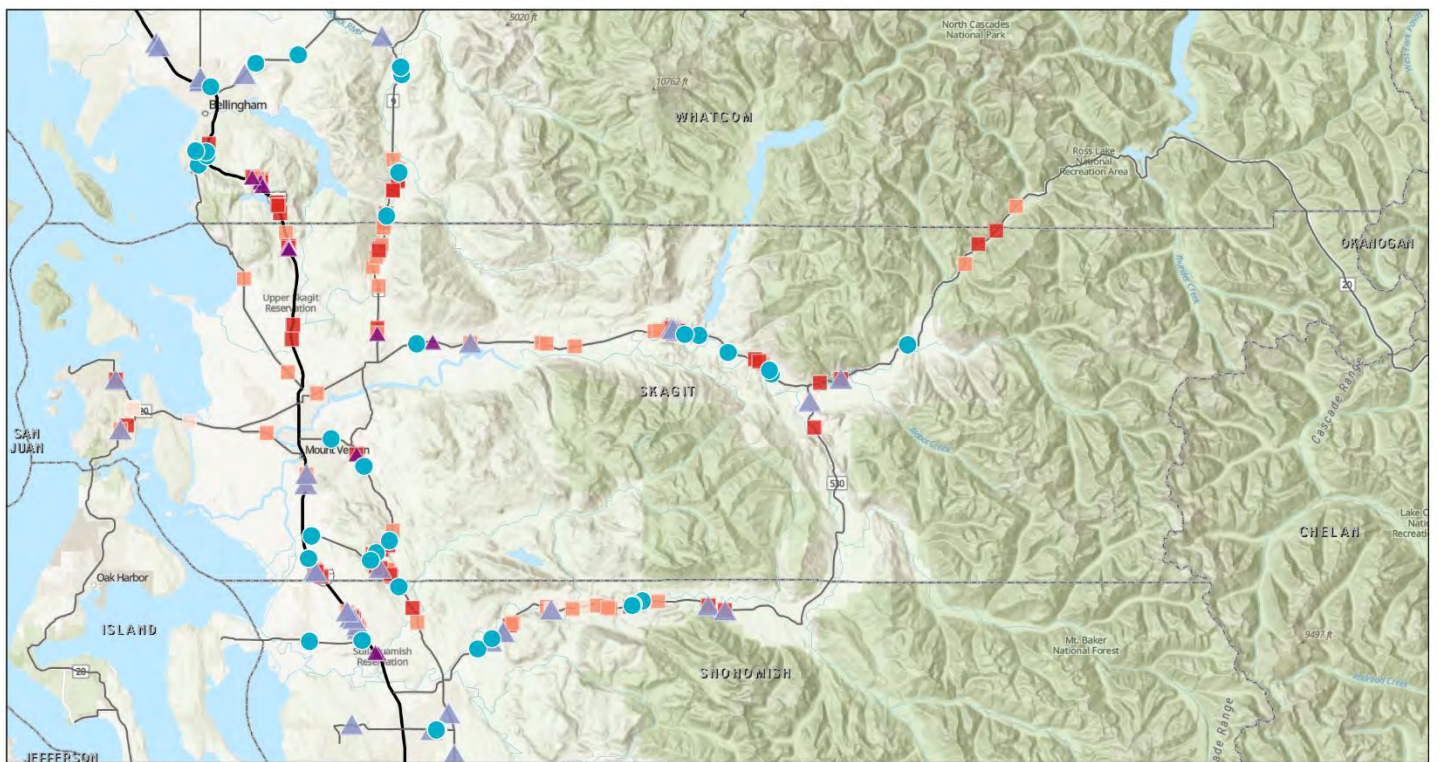
After



Source: Washington State Department of Transportation

# Fish Passages in the Skagit Region

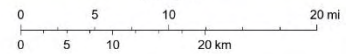
Fish-passage barriers subject to the federal injunction are included on the following map. In the Skagit region, 15 of these injunction barriers have been corrected. Correction of the remaining barriers should open approximately 90% of habitat blocked by fish-passage barriers, consistent with the federal injunction. Additional barriers to fish passage can be corrected at the end of their useful life. The maps display expected habitat gain for some barriers, and also indicates which barriers are in the design or construction phases as of December 2025. Prioritization of the uncorrected barriers may change between 2025 and 2030, as WSDOT continues to correct these barriers to passage of salmon and steelhead in the Skagit region.



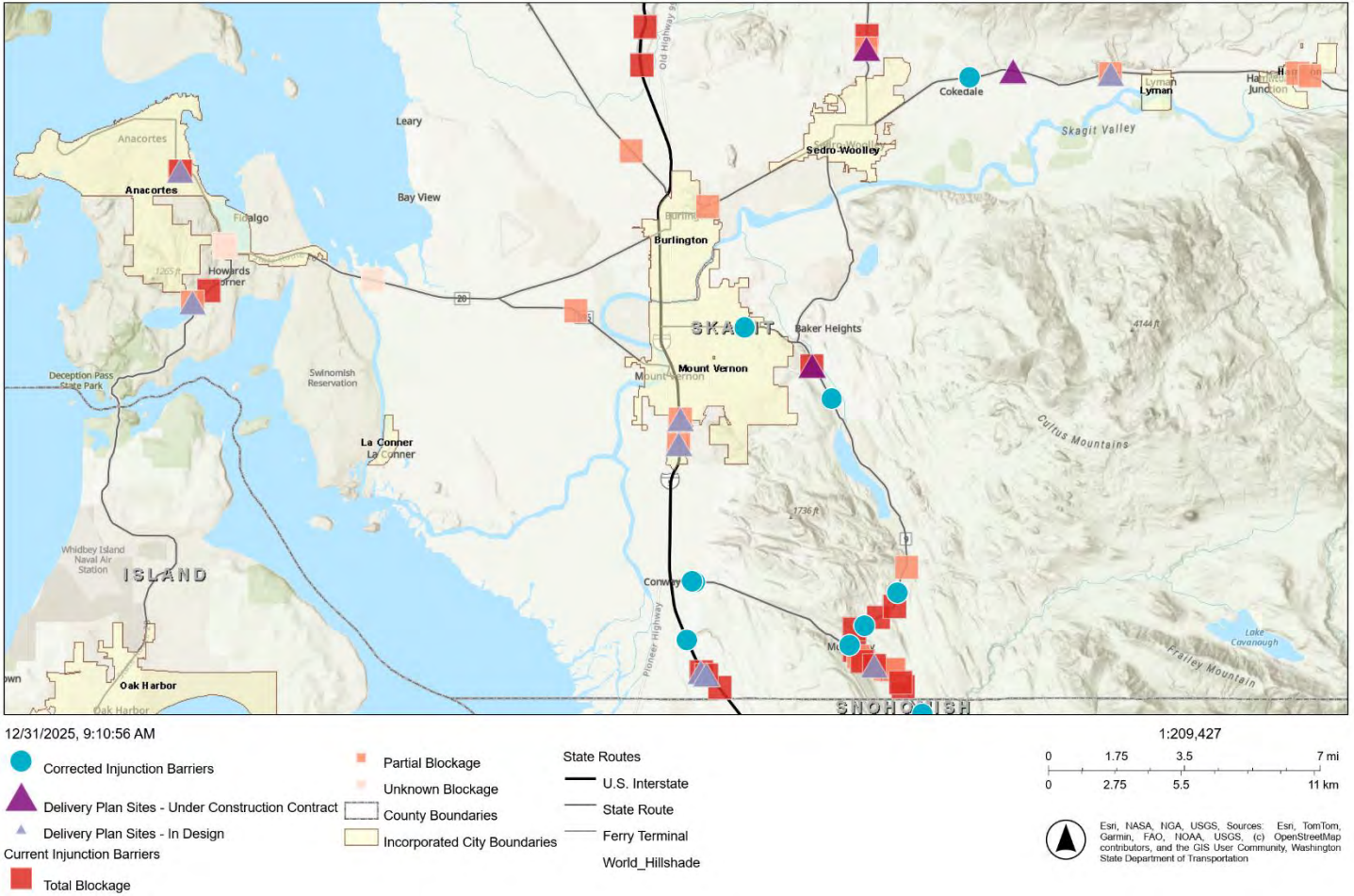
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1:581,742

- Corrected Injunction Barriers
- ▲ Delivery Plan Sites - Under Construction Contract
- ▲ Delivery Plan Sites - In Design
- Current Injunction Barriers
- Total Blockage
- Partial Blockage
- Unknown Blockage
- State Routes
- U.S. Interstate
- State Route
- Ferry Terminal
- County Boundaries
- World\_Hillshade



Esri, CGIAR, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community



Source: WSDOT Fish Passage Inventory ([Fish passage maps & data | WSDOT](#))

## Programmatic Estimates of Expenditures

As of December 2025, total estimated expenditures to correct federal injunction fish barriers in the Skagit region are approximately \$420 million, including \$80 million already spent. These are planning-level estimates, and actual costs of correcting fish passages are determined as projects are engineered on a case-by-case basis. Along with WSDOT’s fish passage projects currently found in the Fish Passage Delivery Plan, additional barriers must be corrected within the injunction area according to the permanent federal court injunction. Estimated expenditures for these sites are not currently available, however, WSDOT will continue to work to comply with injunction requirements as funding allows.

Funding determinations for WSDOT fish passages are not made by the Skagit region. However, SCOG does program projects in the Regional Transportation Improvement Program, when applicable federal expenditures are identified to correct fish passages.