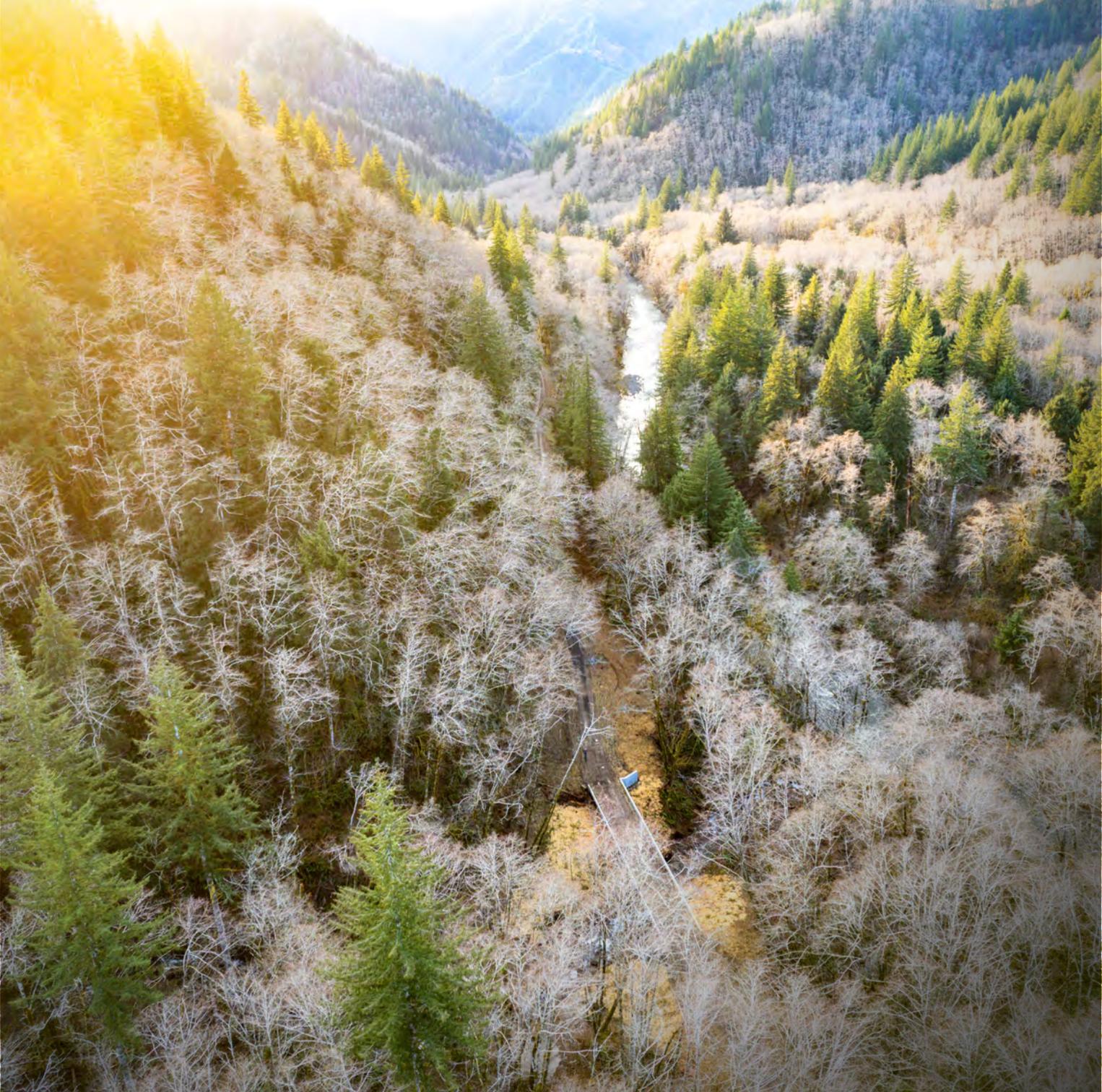




connect.



Successful largely due to efficient, collaborative partnerships with local and regional organizations, the Salmon SuperHwy project is an unprecedented effort to increase whole-watershed health by restoring access for fish to almost 180 miles of blocked habitat throughout six major salmon and steelhead rivers of Oregon's North Coast. These are watersheds that represent some of the richest salmon and steelhead recovery potential anywhere in the lower 48 states. At present, we have removed over 50 barriers using a strategic approach that provides the highest conservation return on each dollar invested. Completion of these projects, and the ones remaining, are reconnecting historic habitat while improving public safety, reducing chronic flooding while maintaining public access to Priority 1 lifeline roadways, and improving recreation opportunities while stimulating the local economy.

THE SALMON SUPERHWY

More than 270+ barriers throughout the Tillamook-Nestucca landscape blocked fish from spawning and rearing habitat. This impeded stream function, contributed to chronic flooding, harmful erosion, road wash-outs and other economic and safety problems. To fix them all could have taken nearly 70 years and a tremendous, historic budget.

Instead, through a strategic, collaborative approach focused on the 90+ projects that would provide the highest return on investment and by maximizing funding leverage, we're well on the way to restoring access for six species of anadromous fish to 95% of their historic habitat and building climate-resilient roads at stream crossings.

This network of projects and the benefits it brings is the Salmon SuperHwy, one piece of a much bigger initiative for whole-watershed and community health. The partnership of organizations working to bring these last projects to fruition is now focused on its final phase, different from the first in its use of experience, momentum and support to amplify funding for and expediting completion of the remaining projects.

PROBLEM

- 270+ barriers blocked fish passage and caused erosion leading to road failure
- Fixing them all could have taken nearly 70 years with a budget of historic proportions

SOLUTION

- A unique community of partners working toward an ambitious common goal
- A collective funding effort from federal, state, and local sources leveraged by foundation support and individual gifts
- Reconnection of 180 miles of blocked habitat, road improvements and new local jobs

PHOTOS, clockwise from top left:

1. Undersized culverts plugged with debris cause flooding and washouts.
2. Flooding at road stream crossings can leave fish high and dry.
- 3+4. Perched culverts are difficult or impossible for fish to swim through.



LAUDED PROGRESS

With 50 projects completed, we've made impressive progress on the Salmon SuperHwy priority list. A strategic approach focusing on the 43 remaining projects with the highest return on investment are in progress.

Grants from the Infrastructure Investment and Jobs Act (BIL) provided over \$100K to help replace a deteriorated culvert on Samson Creek. 5 miles of blocked habitat were reconnected for five fish species while minimizing the possibility of road failure due to storms thereby reducing maintenance required by Tillamook County. Future projects will benefit from the nearly \$650K remaining BIL funding yet to be used.

In addition, Tillamook County was awarded \$2.5 million in Community Project Funding supported by Senators Merkley and Wyden. This new funding will result in implementation of several of the remaining priority projects, with significant benefits for fish and our local communities.

SUCCESS

- 50 projects completed
- 129 of 180 miles reconnected
- \$19 million funding leveraged
- 314 jobs created
- Landowners united with local, state and federal partners to meet goals

NEXT UP

- Begin next 4 projects proposed
- Landowner outreach bolstered
- Maximizing capacity potential

PHOTOS, clockwise from top left:
1. Salmon SuperHwy signs show where crossings have been improved. 2. Completed and proposed projects shown on map reflect the leadership and work of multiple SSH partners. 3. Salmon return to historic spawning grounds when access is restored through a SSH project. 4. A 115" bridge is moved into position at Whitney Creek.



SAMSON CREEK HIGHLIGHTS

Avoiding a catastrophic road failure event by replacing an 84” rusted corrugated metal pipe with a 46’ clear span bridge, not only solved the fish barrier issue and improved safety and infrastructure to Trask River Road, it also saved costs by sharing the same temporary bridge as another nearby SSH project on Green Creek. This is a great example of the benefit of partners working well together managing numerous projects with excellent planning.

Because Samson Creek is a tributary that enters the lower Trask River it offers essential cold water refugia for all fish in the Trask River during high summer water temperatures. This project therefore allows spring and fall Chinook Salmon, Coho Salmon, summer and winter Steelhead, and sea-run Cutthroat Trout — and likely resident Brook and Pacific Lamprey, though not well documented — access to 1.3 more miles of excellent habitat.

\$100K of this project was funding by a BIL grant, making the project the first SSH project to reap the benefits of the \$750K total amount granted.

BENEFITS

- 1.3 miles of threatened habitat remedied for 6 fish species
- Important local road now safe for residents, industry and recreation
- County road maintenance burden reduced

PARTNERS

Trout Unlimited, Tillamook County Public Works Department, Oregon Department of Fish and Wildlife, and US Fish and Wildlife Service, US Forest Service, Oregon Watershed Enhancement Board, National Oceanic and Atmospheric Administration

PHOTOS, clockwise from top left:
1. The undersized, failing culvert also had a one-foot jump that not all fish could make.
2. The new bridge provides a safe structure for residents, ample room for fish passage and full access to 1.3 miles of habitat.
3. Construction.
4. The new 46’ clear span bridge.



PETERSON CREEK HIGHLIGHTS

What was once a failing culvert and potential public safety hazard passing Peterson Creek under Miami-Foley Road is now a far safer place for both fish and people. The undersized and aging culvert presented salmonids with a passage challenge and the culvert's deterioration posed a real risk of road failure during a winter storm event on a Priority 1 lifeline roadway.

The Salmon SuperHwy replaced that culvert with a new 48' clear-span bridge, then stream rehabilitation work restored the creek to a natural channel that made fish passage possible, enabling them to access critical spawning and rearing habitats upstream of the crossing. The bridge and culvert also secure safe passage for local traffic, emergency vehicles and trucking companies on a critical safety route between Nehalem and Garibaldi.

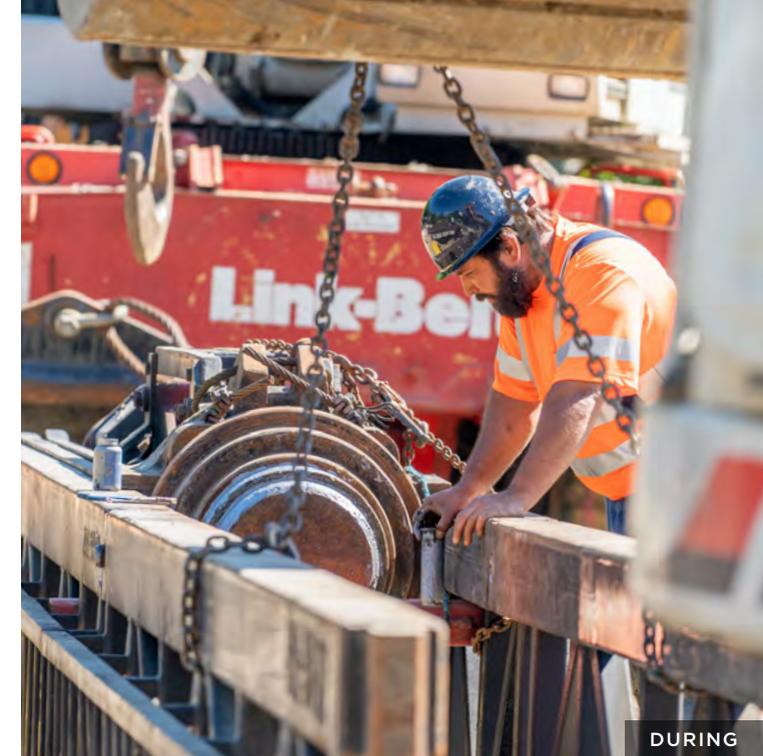
BENEFITS

- 6.2 miles of threatened habitat remedied for 5 fish species
- Priority 1 Lifeline road failure due to storms minimized
- County road maintenance burden reduced

PARTNERS

Tillamook Estuaries Partnership, Tillamook County Public Works, US Fish and Wildlife Service, National Oceanic and Atmospheric Administration, Oregon Watershed Enhancement Board, Oregon Department of Fish and Wildlife, Trout Unlimited

PHOTOS, clockwise from top left:
1. The culvert was undersized, in very poor condition, and at risk for catastrophic failure. 2. The new bridge provides safe passage on a Priority 1 Lifeline roadway, and restores full access to 6.2 miles of habitat. 3. Construction. 4. The new 48' clear span bridge carries an average of 1,700 cars per day.



BEAR CREEK HIGHLIGHTS

Bear Creek drains a 1,600 acre watershed and enters East Beaver Creek near its confluence with West Beaver Creek, a tributary of the Nestucca River. From its headwaters on National Forest land, Bear Creek flows through private timber land and privately owned pastures. Replacing the dangerously weak culvert with a prefabricated cement bridge restored access to three miles of habitat and secured safe passage to State Hwy 101 for nearly 100 landowners, including a dairy that requires regular milk production pickups and feed deliveries. This bridge also provides access to a fresh water intake structure maintained by the Nestucca Rural Fire District for use in rangeland fire fighting and is an access road for forestry operations.

The success of the Bear Creek project was largely due to the collaborative nature of SSH partners involved included federal, state and county agencies, in addition to non-profits and watershed councils. Each of these entities brought a unique perspective and value to the project.

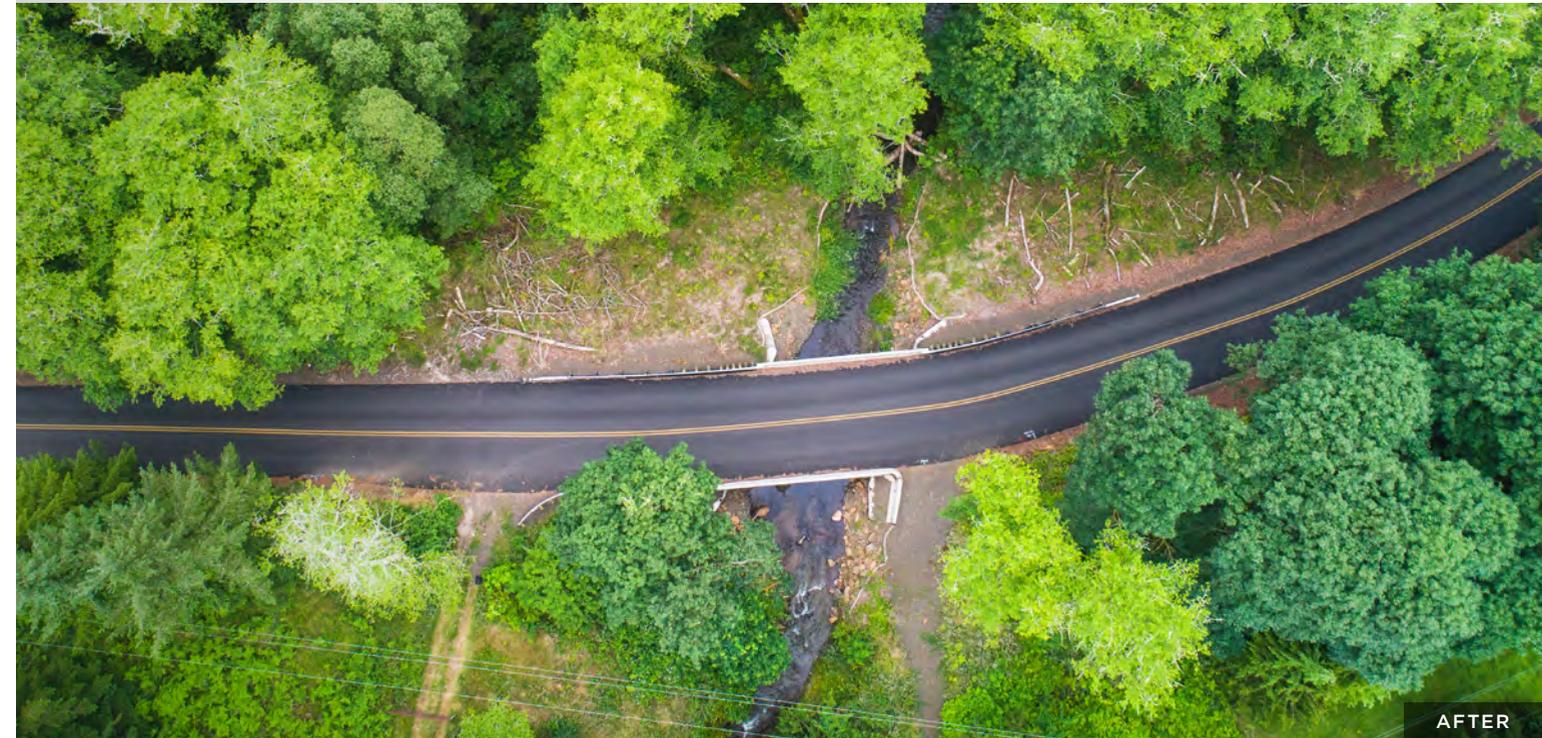
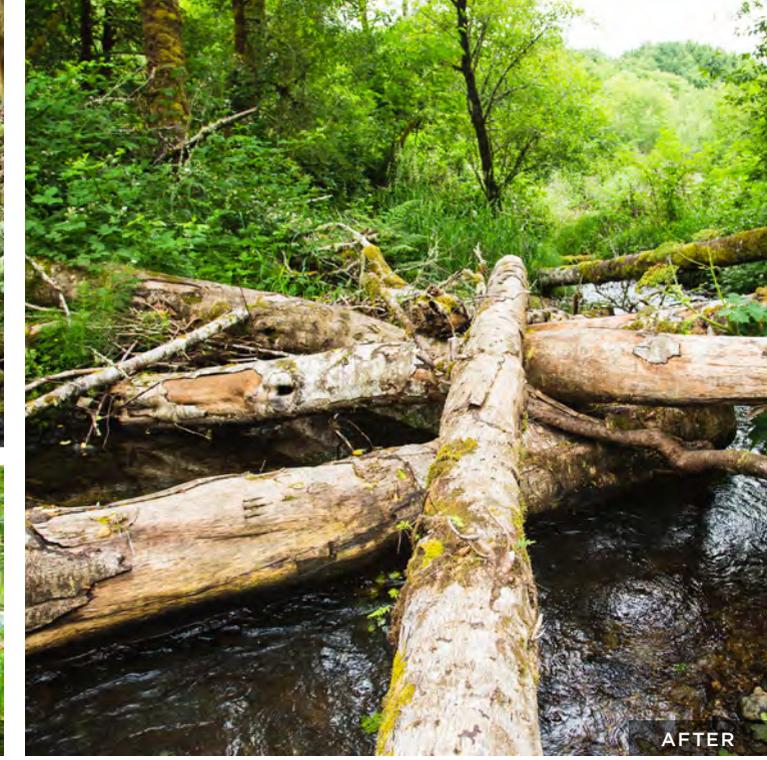
BENEFITS

- Restored access to three miles of anadromous fish habitat
- Improved sediment and large wood transport
- Provides safe, climate-resilient access for residents and industry using E. Beaver Creek Road

PARTNERS

Nestucca Neskowin Sand Lake Watershed Council, US Forest Service, US Fish and Wildlife Service, Tillamook County Public Works, Oregon Watershed Enhancement Board, OR Dept. of Fish and Wildlife, National Oceanic and Atmospheric Administration

PHOTOS, clockwise from top left:
1. + 2. Before and after images showing the dangerously deteriorated culvert replaced by a new bridge. 3. Large woody debris placed downstream of the new bridge provides excellent habitat. 4. New safe passage for landowners, farmers and state workers, as shown from above.



MAPES CREEK HIGHLIGHTS

The undersized, failing culvert at Mapes Creek, upstream of the confluence with the Kilchis River, required constant inspection and maintenance to prevent plugging and overtopping, posing a serious risk to human health and safety as well as to downstream water and habitat quality and the survival of aquatic organisms. The new 32 ft. bridge now provides unimpeded passage and .7 miles of restored habitat for a variety of aquatic organisms including the federally listed threatened Oregon Coast coho salmon. Stream function is improved by reducing potential for downstream erosion and allowing for proper sediment, wood, and nutrient transport.

This project greatly improved public safety by reducing potential for failure during earthquakes or high flow events and greatly reduce maintenance time and expenses for the Tillamook County Public Works Department.

BENEFITS

- .7 miles of spawning and rearing habitat is reconnected, and stream processes restored
- Reducing potential for road failure due to storms and earthquakes

PARTNERS

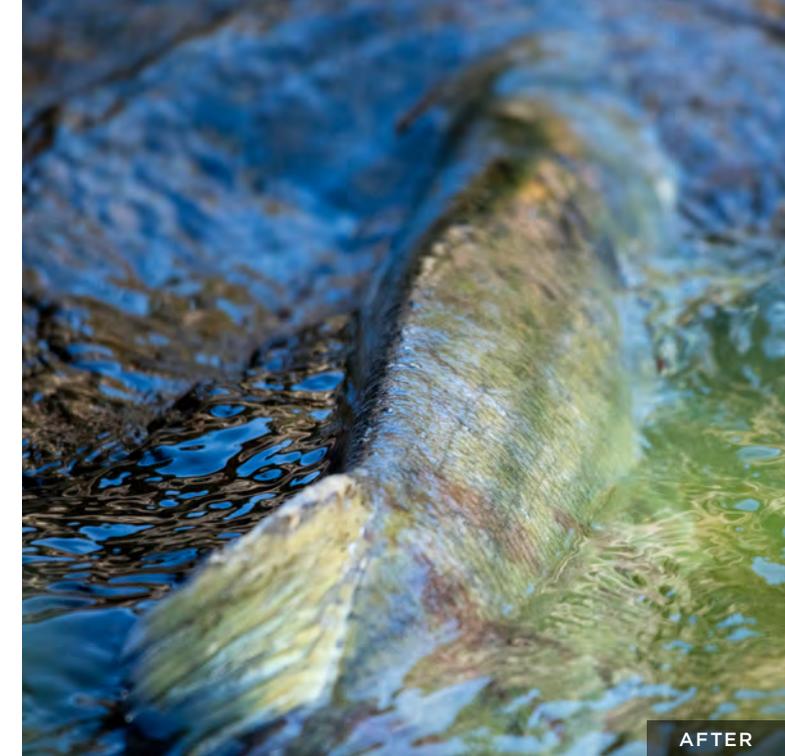
Tillamook Estuaries Partnership, US Fish and Wildlife Service, Tillamook County Public Works, Oregon Watershed Enhancement Board, Oregon Department of Fish and Wildlife, National Fish and Wildlife Foundation, Trout Unlimited

PHOTOS, clockwise from top left:

1. The Mapes Creek project reconnected blocked habitat, improved transportation safety, and improved a roadside parking area for recreational anglers fishing the Kilchis River.
2. A Chum salmon finds its way upstream.
3. The new 32' bridge allows unimpeded fish passage, and ample capacity to pass high flows and debris during storm events.



BEFORE



AFTER



AFTER

THREE RIVERS HIGHLIGHTS

A channel spanning weir associated with the Oregon Department of Fish and Wildlife (ODFW) Cedar Creek Hatchery was impeding fish passage to over fourteen miles of habitat of the Three Rivers system. This project removed the picket weir structure and replaced it with an adjustable Obermeyer weir, new fish ladder, and fish screen to improve conditions for wild, native migratory fish. Wild fish will now have unimpeded access during times when the inflatable replacement weir is lowered. During operation, there will be a functional fish ladder and passage facilities to allow for unimpeded upstream lamprey and juvenile salmonid volitional movements. Full year, downstream juvenile fish migration is improved for all species.

A collaborative partnership led by Oregon Department of Fish and Wildlife worked to ensure that the project design, permitting, and construction were all successful.

Cedar Creek hatchery has been in production since 1925 and supports increased opportunities for sport, commercial, and tribal fishers.

BENEFITS

- Significant improvement for migratory fish access to 14+ miles of spawning and rearing habitat
- Juvenile fish and all stages of lamprey will have year round passage through a new fish ladder designed to accommodate them
- Manages a wider range of flows with less maintenance, risk of damage and damage to fish
- Improved human safety, downstream passage, and reduced holding/sorting time for wild fish

PARTNERS

OR Dept. of Fish and Wildlife, US Fish and Wildlife Service, US Forest Service, Resources Legacy Fund, Trout Unlimited, Nestucca Neskowin Sand Lake Watersheds Council

PHOTOS, clockwise from top left:

1. The weir at the Cedar Creek hatchery was impeding fish passage to 14+ miles of habitat.
2. A large coffer dam and pipe diverted the stream flow for construction.
3. Unimpeded access for fish and lamprey along with a functional fish ladder.



BEFORE



DURING



AFTER

REAPING THE BENEFITS

When people and fish both benefit, you know you're doing something right. The Salmon SuperHwy is delivering on that promise. With every project completed, the list of stream miles reopened, construction companies turning a fair profit, residents and visitors enjoying safe wintertime travel, and local companies keeping deliveries moving grows longer.

Some benefits are immediate, like better stream habitat, safer roads and a boost to the local economy. We regularly see salmon utilizing newly accessible spawning habitat the first fall after construction. Other benefits grow as the cumulative impact of high priority projects starts to show the return on investment.

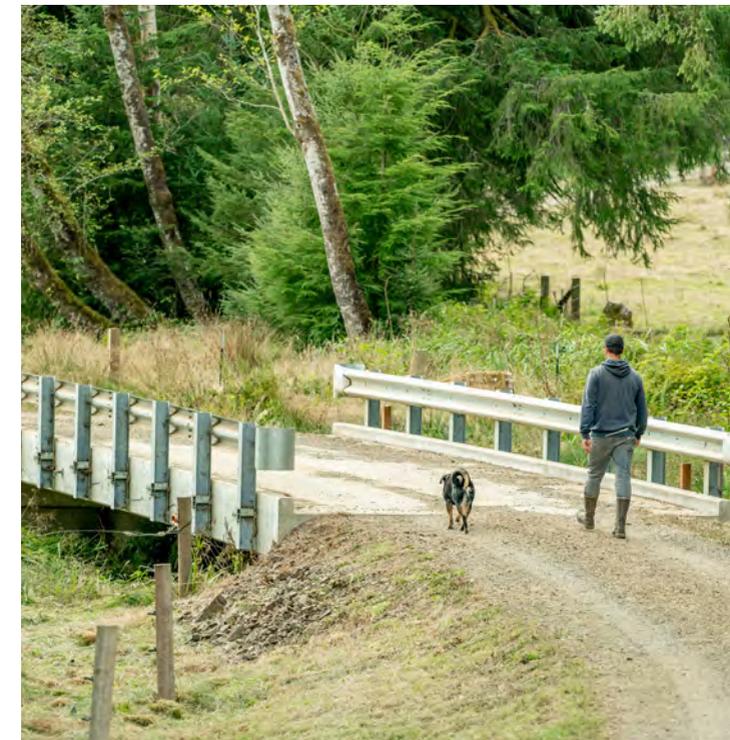
As we continue to mend streams and roads we'll be gathering data and success stories to share in hopes the Salmon SuperHwy garners even more support and funding — proving so successful that the SSH project serves as a blueprint for other watersheds along the Pacific Coast.

DIRECT EFFECT

- Resilient infrastructure
- Economic boost + job creation
- Dairy + Agriculture
- Fishing
- Forestry
- Connected habitat
- Connected community

PHOTOS, clockwise from top:

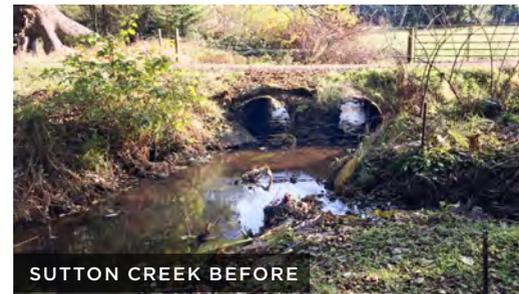
1. Partners gathered on the Green Creek project, one of 2023's success stories.
2. Chum salmon spawning in newly accessible habitat on Mapes Creek.
3. Landowner Sam Mulder and his dog, Luna, on the new bridge over Sutton Creek that replaced two failing culverts.



LOCAL LANDOWNERS

Local landowners are benefiting from SSH projects and will continue to do so in the coming years. Farmers like Mike Trent and Sam Mulder can speak to the well-planned and executed projects completed on their property that solved issues for both their farms and the fish in their creeks. Many of the remaining SSH projects are on or adjacent to landowner property, which is an opportunity for landowners to have improvements made to their property with little to if any cost to them. Yet another example of SSH partnership.

PHOTOS. **Clear Creek Before:** The undersized and unstable culvert at Jenck Road was the only remaining fish passage barrier, and also a local hazard during high water and King Tide events. **Clear Creek After:** The new 52' bridge allows unimpeded fish passage, ample capacity to pass high flows and debris during storm events, and restored access to 4.4 miles of anadromous fish habitat. **Sutton Creek Before:** A failing culvert blocked 1.3 miles of high quality Coho, cutthroat and lamprey habitat. **Sutton Creek After:** The new XX' bridge provides unimpeded fish passage, ample capacity to pass high flows and debris during storm events along with peace of mind to Sam Mulder, landowner and farmer.



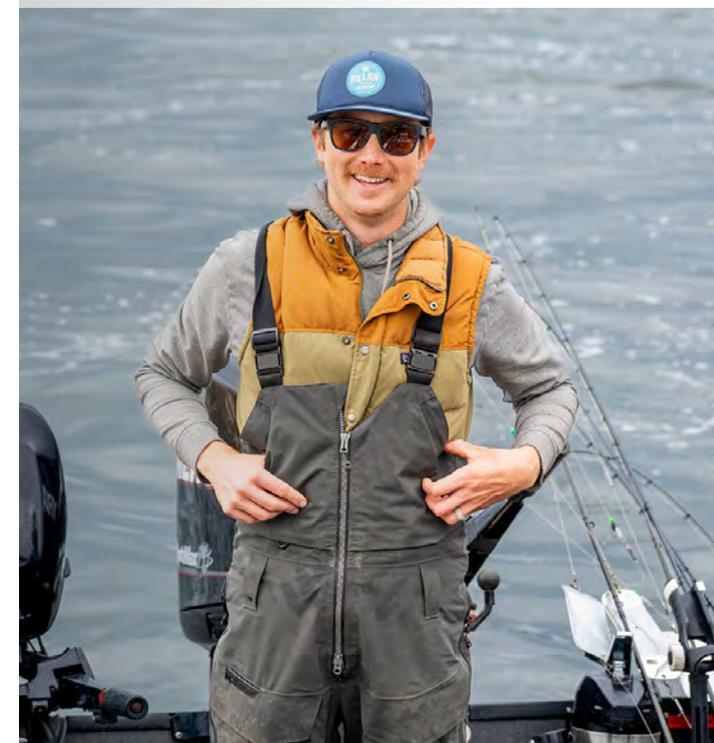
“When I was a kid, there was a lot of fish in these creeks. And they’re just not there anymore. But they’re coming back. Like one guy from DSL told me, if you build it, they’ll come. If you fix it up (which we did), they’ll come back. And they’re slowly, slowly coming back.”
— Mike Trent, local farmer/landowner on Clear Creek/Nestucca, Neskowin & Sand Lake Watershed Council Board Member

“At first I was skeptical of how smoothly this process could go with so many partnering organizations working together, but they’ve got it so dialed. They included me in the planning and construction, stuck to what they said and did a great job on the new bridge. My property, and the fish in my creek, are far better off with this improvement.”
— Sam Mulder, landowner on Sutton Creek



“I think the Salmon Superhighway is like the conductor of the orchestra, all of us partners — we are the players of instruments that, together, create the harmony of successful aquatic organism passage projects.”

— Adriana Morales, Fisheries Biologist
U.S. Forest Service



“Aside from the SSH project, we’ve done a lot of stream-side planting and fencing for the good of the fish that essentially take land out of production. People are quick to point fingers at agriculture when it comes to environmental practices and fish population, but not quick to praise. It would be good for people to know farmers are doing good things.”

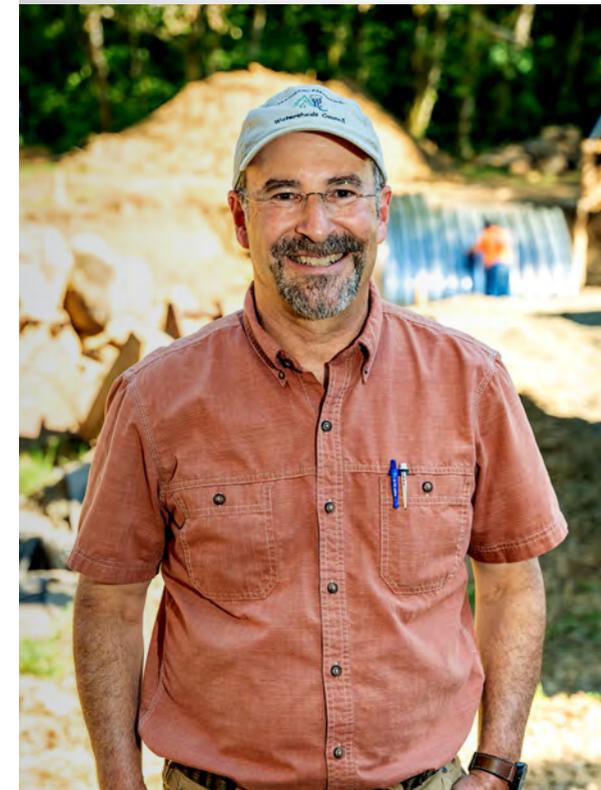
— Kurt Mizze, Tilla Bay Farms

“More habitat for the fish the better. It’s just more protection for those little smolts to survive. I think the Salmon SuperHwy is great.”

— Kyle Uptegrove, local fishing guide

“I’ve learned how invaluable our partnership with the Salmon SuperHwy is and how many things we’re able to accomplish as a county that we could never do on our own. Important things like this road [the SSH Peterson Creek project] that’s well-traveled by locals, farmers and all kinds of people. The federal funding that we can receive as a result our Salmon SuperHwy partnership vastly exceeds anything we could ever afford with our county budget.”

— Mary Faith Bell, Tillamook County Commissioner



“Tillamook County’s Salmon SuperHwy project is an excellent example how fish and wildlife recovery directly benefit local communities. The health of Tillamook’s community goes hand-in-hand with the health of the port, fish habitats, and infrastructure conditions. I’m pleased to have helped secure this funding, and I will continue to fight for more federal investment to support habitat restoration and fish passage projects.”

— Senator Merkley (on tour with Sarah Zwissler of SSH)

“Waterways are critical to robust ecosystems, which are critical to our tourism industry, which is critical to our natural resource industries. Tillamook’s economy, is in large part driven by natural resources and tourism. And both benefit from good watershed conditions.”

— Dave Shively, Nestucca, Neskowin & Sand Lake Watersheds Council

A TIGHTER COMMUNITY

The Salmon SuperHwy braids our community together in exciting new ways. At the Salmon SuperHwy's inception, there was a small amount of skepticism. Now that we're well-over halfway through our work here, local folks are seeing the benefits—and not just through increased fish passage. 246 jobs have been created. Landowners are uniting with local, state and federal partners to achieve goals, so when you see a Salmon SuperHwy sign on a bridge, you can be sure a dedicated group of people made that work happen. Our Salmon SuperHwy is truly the confluence of all the tributaries of our community.

Take great pride in the work we're doing together. Working (and playing) together, we're investing in Oregon's coastal resource legacy and creating a tighter community while we're at it. Our Salmon SuperHwy is truly the confluence of all the tributaries of our community.

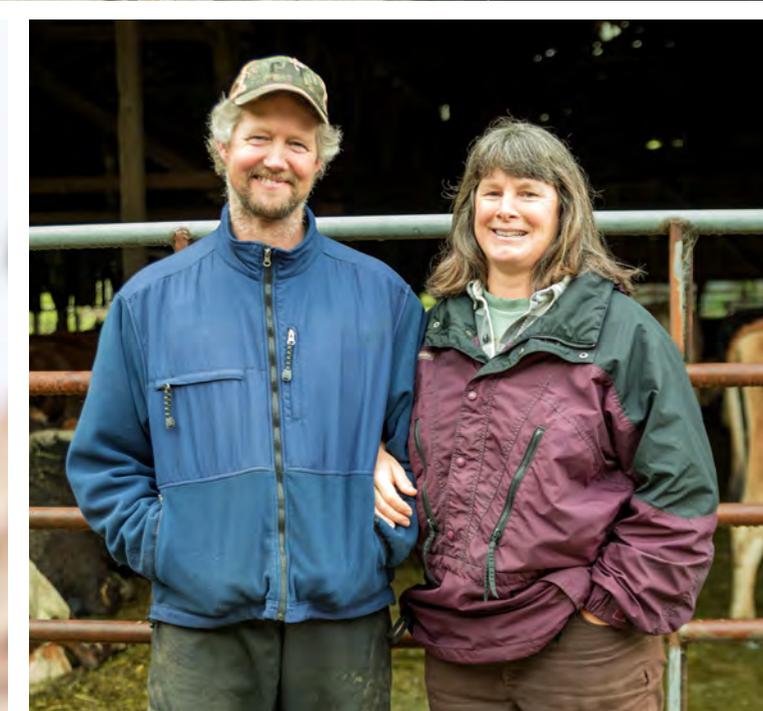
LOCAL LOVE

“Natural resources are at the heart of all we do in Tillamook County, from farming and forestry to fishing and tourism. The work of the Salmon SuperHwy helps support one of our most precious resources, the health of waterways, which forms the basis of so much we depend on in coastal Oregon.”

— Nan Devlin, Visit Tillamook Coast

PHOTOS, clockwise from top:

1. Partners, supporters and the landowner reunited to review the Sutton Creek project.
2. A local kayaker leads others on an enjoyable, educational float in the bay.
3. Farmer couple near Peterson Creek Project.



THE BIG PICTURE

From our public beaches to the Bottle Bill to our great parks, Oregon has always taken big steps together to protect what we value, an ethic that's especially evident along our coast. The Salmon SuperHwy project is a continuation of that bold spirit, uniting all Oregonians around one of our true iconic coastal landscapes and species of fish that define us.

By supporting the Salmon SuperHwy through funding, volunteering or access through your lands, you're backing a bold effort that reflects Oregon's identity, legacy, and tradition of stewardship. Buy a hat or a sweatshirt and wear it with pride. Spread the word about this unique partnership. Support the work being done by our partner organizations. And know that with every act, you are investing in an Oregon treasure for today, tomorrow, and generations to come.

HOW TO DONATE

- Visit salmonsuperhwy.org to make an online donation
- Donate via mail to: PO Box 740 Gladstone, OR 97027
- Email us at liz.ransom@tu.org to talk about a larger donation
- Purchase sweatshirts, hats and shirts at salmonsuperhwy.org

PHOTO: Skookum Creek after the successful and highly beneficial removal of the Skookum Dam. Learn more about this project at salmonsuperhwy.org



A BIG, BIG THANK YOU

It takes a village. Or in this case, a county. Thank you to every one of our supporters, partners, funders and ambassadors. With your support, we have reconnected streams, improved infrastructure, tightened our community and invested in the future of our astounding Oregon Coast. Because of you, over 129 miles of fish habitat have been restored, while providing much-needed upgrades public safety in the form of rebuilt road/stream crossings. Together, we've built a momentum that will pay off for generations making the Salmon SuperHwy a historic turning point in the health of our coastal community and species we're called to protect.

Visit our website at salmonsuperhwy.org for more information, videos, updates and details.

LOCAL
STATE/REGION
FED
NGO

PARTNERS

- Tillamook County
- City of Tillamook
- Tillamook Board of County Commissioners
- Tillamook Estuaries Partnership
- Tillamook County Creamery Assoc.
- Nestucca Neskowin Sand Lake Watersheds Council
- Oregon Dept. of Fish and Wildlife
- Oregon Dept. of Forestry
- Oregon Dept. of Transportation
- Oregon Watershed Enhancement Board
- Oregon Fish Passage Task Force
- Oregon Department of Land Conservation and Development
- Confederated Tribes of Grand Ronde
- US Fish and Wildlife Service
- US Forest Service
- Bureau of Land Management
- Natural Resources Conservation Service
- Trout Unlimited



ORIGINAL PHOTOGRAPHY BY CASEY FELTON OF NEWPORT NEWS TIMES, TRAV WILLIAMS OF BROKEN BANJO PHOTOGRAPHY, NATHAN HOLSTEDT, JESSE ANDREW CLARK, JUSTIN BAILIE AND SSH PARTNERS. PHOTO ABOVE: SSH SWAG AND BROCHURES AT ONE OF OUR COMMUNITY EVENTS. BACK COVER: THE DOCKS IN GARIBALDI. FRONT COVER: THE NEW BRIDGE OVER SAMSON CREEK. FRONT INSIDE COVER: SALMON SUPERHWY PARTNERS COUNTING FISH WITH E-FISHERS WHERE THE SKOOKUM DAM REMOVAL PROJECT WAS COMPLETED.



WWW.SALMONSUPERHWY.ORG