Salmon Recovery Funding Board Individual Comment Form

Lead Entity: Chelan County

Project Number: 10-1788

Project Name: Nason Creek N1 Floodplain Reconnection

Project Sponsor: Chelan Co Natural Resource

Grant Manager: Marc Duboiski

(Lead Entity)	Date	Application Complete	Status
Final	10/4/2010	**Yes**	**Okay**
Early	7/14/10		**NMI**
Status Options			
NMI	Need More Information		
POC	Project of Concern		
Noteworthy	**Yes or No**		
Flagged	**Yes or No**		

FINAL - REVIEW PANEL COMMENTS

Date: 10/4/2010

SRFB Review Panel

Final Project Status: OK

Refer to Manual # 18, Appendix E-1, for projects that are not considered technically sound. In the "Why" box, explain your reason for selecting this as a project of concern.

1. Is this a project of concern (POC) according to the SRFB's criteria? (Yes or No) **No**

Why?

2. If YES, what would make this a technically sound project according to the SRFB's criteria?

3. If NO, are there ways in which this project could be further improved?

4. Other comments:

The sponsor has done an excellent job of addressing the early application concerns and revising the proposal to focus on a positive outcome for salmon recovery in Nason Creek.

EARLY APPLICATION (SUMMER) - LEAD ENTITY AND PROJECT SPONSOR RESPONSES

Comments/Questions:

Response:

1. Provide context on why this location is a priority project to develop relative to the other potential reconnection projects along Nason Creek.

Habitat enhancement is being conducted at the reach scale to maximize the biological benefit of projects implemented in Nason Creek. The N1 floodplain reconnection project (River mile (RM) 3.3 to 4.7) is being developed concurrently with several other high priority projects in Nason Creek. CCNRD is completing the engineering design for the Lower White Pine project which is a 100 acre floodplain reconnection (RM 9.5 to 10.3 and RM 10.6 – 11.1). CCNRD is also working with US Bureau of Reclamation and US Forest Service to develop project alternatives for the Upper White Pine reach (RM 12-14.2). The Upper White Pine and Lower White Pine projects ranked as the highest biological benefit for reconnecting isolated habitat in Nason Creek and these projects are currently being designed. The N1 project (KDIZ-3 in the USBR Reach Assessment) was ranked as having the next highest biological benefit for projects in Nason Creek. See Figure 2 in the final application for the Reach Assessment map and Attachment 2 in PRISM for a copy of the ranking table from the prioritization report.

In addition to increased biological benefit, reach based approaches and concurrent project design allow for efficiencies in project construction and project funding coordination in Nason Creek. For example, US Forest Service has initiated a local seed collection and propagation program to revegetate riparian areas following fish habitat restoration project construction in 2012 in the Nason Creek watershed. The Lower White Pine project construction will likely be funded by the BPA targeted solicitation process. There has been discussion that the Upper White Pine and/or N1 construction may also get funded by this source if they are ready to construct prior to other large projects in the Methow which are scheduled for construction in 2013.

2. Identify the stakeholders who will be involved in the evaluation of alternatives and the process by which decisions will be reached.

The alternatives analysis will be complete in fall 2010 and routed to stakeholders for review and comment in the winter. The alternatives analysis report will be provided to landowners (WSDOT, US Forest Service, and Longview timber) and the Wenatchee Habitat Subcommittee for review and input. Input from landowners and key stakeholders (US Bureau of Reclamation, Washington Department of Fish and Wildlife, US Fish and Wildlife Service, and Upper Columbia Salmon Recovery Board) will be used to select the preferred alternative.

3. Expand on how this work supplements the alternatives analysis currently being developed by Chelan County?

The alternatives analysis currently being developed for this site is funded by EcoTrust and US Bureau of Reclamation, however, CCNRD is still seeking the non-federal match ($24,000) needed to complete the conceptual design plans for the preferred alternative. The draft alternatives analysis report will be available in fall 2010 and the preferred alternative will be selected based upon stakeholder feedback. CCNRD is seeking funds to complete the conceptual design for the selected alternative and advance that to final design plans with specifications. These SRFB funds will also complete all of the necessary field studies (wetland delineation, cultural resources review, etc), reports, and permit application submittals so that the project is ready to construct in 2012.

Funded = Eco trust/Reclamation **2010 Alternatives Analysis**	Seeking Funds from SRFB **2011 Conceptual Plans/Final Plans and Specs/Permitting**	Potential Funder = BPA or SRFB **2012 Construction**

4. Clarify the role that Washington State Department of Transportation (WSDOT) will play in the development alternatives and how the design plans will reduce the need for further bank stabilization along the highway.

WSDOT is proposing to install additional riprap and rock barbs to protect the SR 207 road prism near RM 4.4 at the upstream/inlet end of the disconnected floodplain. Conducting this alternatives analysis is timely and provides an opportunity for CCNRD to work with WSDOT to coordinate the proposed restoration efforts with WSDOT's highway maintenance needs. For example, WSDOT and

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CCNRD had an initial meeting to discuss the project and there have been numerous phone calls and follow up email correspondence. CCNRD has also been in contact with the regional and State DOT offices to determine if this site would fit the criteria for the Chronic Environmental Deficiency (CED) program. The regional office provided CCNRD with a list of their projects currently being evaluated by the CED program and they do not consider the N1 site to be the highest priority for CED consideration in this region, therefore, it is not being nominated for the CED program at this time. All data collected, modeling, and design alternatives will meet WSDOT review standards and WSDOT has agreed to review the alternatives analysis this fall. Following that review, they will determine whether or not to install their bank stabilization project in 2011. If the alternatives analysis results in a conceptual design that WSDOT supports, then there may be potential for partnering on construction implementation.

EARLY APPLICATION (SUMMER)- REVIEW PANEL COMMENTS

Date: 7/14/10

Panel Member(s) Name: Steve Toth and Pat Powers

Early Project Status: NMI

Project Site Visit? Yes (6/23/10)

1. Recommended improvements to make this a technically sound project according to the SRFB's criteria.

The application should provide context on why this location is a priority project to develop relative to the other potential reconnection projects along Nason Creek. The project could be improved by identifying the stakeholders who will be involved in the evaluation of alternatives and the process by which decisions will be reached. Please expand on how this work supplements the alternatives analysis currently being developed by Chelan County? Also, please clarify the role that Washington State Department of Transportation (WSDOT) will play in the development of alternatives and how the design plans will reduce the need for further bank stabilization along the highway. At the RTT application presentation, the project sponsor stated that the land acquisition feasibility study was being removed from the proposal.

2. Missing Pre-application information.

3. Comments/Questions:

This project proposes to develop preliminary designs and secure permits to reconnect a floodplain area behind State Highway 207. The assessment also includes a land acquisition feasibility study and funding for stakeholder involvement in the selection of a preferred alternative. Nason Creek was straightened at this location to accommodate highway construction during the 1950's. The floodplain area appears to have a relict channel, although it would likely require greater excavation work than the recently constructed side-channel reconnection project just downstream from this proposed project. While relocating Highway 207 may be the

ideal alternative from a fish habitat perspective, it is hard to imagine this alternative being considered in the near future.