Contact Information

2026 Upper Columbia Regional Project Pre-Application

* Pre-applications due March 11, 2026 (COB)

*Complete SRFB applications due in PRISM April 17, 2026 (COB)

*Revised SRFB proposals due in PRISM May 27, 2026 (COB)

*Final revised applications due in PRISM June 22, 2026 (noon)

Project Title	Nason Creek and State Route 207 Re-Alignment Fish Habitat Enhancement Project - Phases 1 & Phase 2
Sponsor	Confederated Tribes and Bands of the Yakama Nation
Primary Contact	Chris Butler
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Project Summary

Please provide a description or summary of the proposed project, including project goals. The goal of the project should be to solve identified problems by addressing the root causes. Then clearly state the desired future condition.

The Yakama Nation has developed a large scale habitat and fish passage restoration action within its Treaty Ceded Area that offers a rare opportunity to accomplish multiple resource objectives in a manner that truly restores natural processes that create and sustain Pacific Coast anadromous fish runs. Through the development of key partnerships with the Washington State Department of Transportation (WSDOT) and the United States Forest Service (U. S. Forest Service) Okanogan/Wenatchee Nation Forest (OWNF), this project proposes to remove 0.65 miles of WSDOT managed highway (State Route 207) out of the creek corridor and floodplain so that over 1.4 miles of stream habitat can be protected and restored as productive spawning and rearing habitat for endangered spring Chinook salmon and steelhead. This project will remove floodplain habitat fish passage impediments caused by State Route 207 and restore connectivity of roughly 14 acres of floodplain habitat, including groundwater fed side channels. Multiple WSDOT Chronic Environmental Deficiency sites identified along State Route 207 will be fully removed from the Nason Creek corridor, three non-fish passable culverts will be fully removed, and habitat restoration including the placement of many large habitat wood structures and improvement of 0.5 miles of side channel will occur.

What are the project objectives? Objectives support and refine biological goals, breaking them down into small steps. Objectives are specific, quantifiable actions the project will complete to achieve the stated goal. Each objective should be SMART (Specific, Measurable, Achievable, Relevant, and Time-bound). Note: This exact question is included in the PRISM application. Example format: The project seeks to address [specify limiting factor(s)] for [limiting life stage(s)] by [specific actions proposed] to create an estimated [include specific target metrics, as described below] upon implementation in [estimated year].

Collaborative agency goals between the Yakama Nation, U.S. Forest Service, and WSDOT for this project include: 1) restoring quality salmon habitat, fish passage, and habitat sustaining natural processes by addressing regionally identified top priority ecological concerns in a cost effective manner; 2) reducing or eliminating stream system impacts to the SR 207 roadway in a manner that preserves roadway integrity and protects the traveling public; 3) addressing WSDOT CED sites along SR 207 so that stream habitat and the roadway are no longer in conflict with each other; and 4) preventing unnatural creek channel avulsions from occurring adjacent to SR 207 so that productive spawning and rearing habitats can be maintained and enhanced in the broader project reach.

Budget Request

Values MAY be duplicative and do not have to equal TOTAL anticipated budget in pre-application.

Anticipated Request - SRFB	$750,000
Anticipated Request - Targeted Investment	$3,000,000
Anticipated or Actual Other Funding	$12,155,594
Anticipated TOTAL Budget	$15,905,594

Other Funding Source(s), please note if funding is anticipated or actual.

Actual - The YN has agreements for additional funding with Bonneville Power Admiration, Bureau of Reclamation, National Fish and Wildlife Foundation, NOAA-Restoration Center, WSDOT - Federal Highway Administration, and United States Forest Service.

Project Location

Briefly describe the location of the project	This project will occur in Chelan County near Coles Corner along Nason Creek between River Mile 3.9 and 4.6 and between mile post 0.20 to 0.85 along State Route 207.
Latitude (decimal degrees)	47.46'08"
Longitude (decimal degrees)	-120.43'27"
Project subbasin	Wenatchee
Wenatchee Assessment Unit(s)	Lower Nason Creek
Does the proposed project span multiple assessment units?	No
Reach(es) Name	Nason Creek Lower 03

Identify the reach(es) priority/ reach ranking. Note: If the project involves work in multiple reaches, select "Multiple" and include details in the text box that will appear below. Please reference the Prioritization Web Map: https://prioritization.ucsrb.org/.

Rank 2

Project Information

1. What species will the project benefit?

Spring Chinook | Steelhead | Bull Trout | Summer Chinook | Sockeye

2. Select the project's objectives and the associated tracking metrics

Instream Habitat (Includes Floodplain & Off-Channel Reconnection) | Water Quality | Wetlands

Instream Habitat: Reporting Code

Total miles of instream habitat treated | Miles of off-channel stream created or connected | Acres of channel/off-channel connected or added | Number of structures placed in channel | Pools created through channel structure placement | Miles of streambank stabilized

Water Quality: Reporting Code

Total acres feet of water treated for water quality

Wetlands: Reporting Code

Acres of wetland improvement/enhancement

4. Does this project already exist in Salmon Recovery Portal or PRISM?

Yes

5. Has this project been submitted previously for funding through the SRFB and/or other process(es)?

Yes

Please explain which process(es) and how this proposal differs from the previous submission (e.g., different phase, modified scope, etc.)

The previous project submittals were in the 2023 and 2024 SRFB Grant Rounds. In this 2026 grant round, the YN intends to submit for grant funding for both the SRFB funding and Targeted funding. The following identifies the differing of the past submission of 2023 & 2024 to that of what is being submitted for 2026: 1. Two funding opportunities exist for this project in the 2024 grant round which include the normal SRFB Grant funding and Targeted Grant funding, 2. For the SRFB funding, the YN received funds to secure 100% roadway final designs, and some additional funding for Mobilization and Clearing and Grubbing of the new

roadway alignment outside the floodplain, Phase 1 construction, 3. The Targeted funding is identified for constructing the new roadway alignment in the uplands outside the floodplain, and the removal of the current old highway alignment and utilities out of the floodplain. 4. To aid in our descriptions of work, we will refer to each funding opportunity as either (SRFB) or (Target) prior to the response of our discussion when and where it is appropriate and needed for this application process. 5. The YNF-UCHRP will submit a budget for each grant opportunity that is labeled either, (SFRB budget) or (Target budget).

(SRFB) - This portion of the application is different as we will be requesting funding toward funds for Phase 1 Construction which includes additional funding towards clearing and grubbing, preloading, and storm water collection that ultimately benefits the local Ecosystem.

(Target) - The differing of this proposal than that of 2023 and 2024 request is the phase 1 portion of this project has additional completed test boring exploration and 60% designs and will have 100% Phase 1 completed design by the end of May 2026. Additionally, the YNF-UCHRP has received 3 million dollars from the NFWF - America the Beautiful for construction, 500 thousand dollars from BOR - WaterSMART for design of Phase 1, 6 million from the NOAA-Restoration Center for Phase 1 and Phase 2 for design and construction, 5 million from BPA for Phase 1 and Phase 2 design and construction funding, 1.2 million from the FHWA for Phase 1 for construction, and 500 thousand from USFS for Phase 1 construction. This project will be transitioning to 100% designs for the road relocation out of the floodplain by April 2026. Phase 1 of this project is the relocation of the SR 207out of the floodplain to an upland area in 2026 and 2027. Phase 2 of this project is the removal of the old highway alignment and utilities out of the floodplain and is planned for construction 2028.

6. What category is the project?

Restoration

If applicable, what is the secondary project category?

N/A

Design and Restoration Proposals

7. What project phase(s) are proposed for completion?

Construction

8. Is your project within a completed (or soon-to-be completed) Reach Assessment or other type of assessment (e.g., Rapid Site Assessment, other)?

Multiple assessments have been completed for the project area, including: • Upper Columbia Spring Chinook Salmon and Steelhead Recovery Plan, 2007 • A Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region, September 2021• Lower & Middle Nason Creek Reach Assessment & Restoration Strategy Update, January 2026 • Nason Creek Tributary Assessment, Bureau of Reclamation 2008 • Lower Nason Assessment of Geomorphic and Ecologic Indicators Nason Creek, Wenatchee Subbasin, Bureau of Reclamation 2011 • Nason Creek, RM 3.4- 4.6 Floodplain Enhancement, Interfluve Inc. 2019 • Feasibility Analysis SR 207 Realignment, Perteet 2021 • Nason Creek RM 3.3 to 4.6 Supplemental Alternatives Analysis, Interfluve Inc. 2022 • Nason Creek Watershed Analysis, USFS 1996, • Salmon and Steelhead Biological Assessment for the Nason Creek N1 Floodplain Reconnection Project, ICF International 2012 • Nason Creek N1/KDIZ3 Alternatives Analysis Report, CCNRD 2011 • Nason Creek River Mile 3.3-4.6 Feasibility Study, CCNRD 2012

9. Which limiting factors does the project propose to address?

Cover - Wood

Off-Channel - Floodplain

Off-Channel - Side-Channels

Pool Quantity & Quality

Temperature - Adult Holding

Temperature - Adult Spawning | Temperature - Rearing

10. Which life stages will the proposed project address?

Adult Migration | Subadult Rearing (Bull Trout)

Holding and Maturation | Summer Rearing

Winter Rearing

11. Freshwater Benefits - Describe how your project will improve survival, capacity and/or distribution for target species at the reach scale?

The project is being designed to remove a portion of State Route 207 from the floodplain and river corridor, which will eliminate hardened infrastructure from the aquatic environment and restore more natural physical habitat conditions that better support fish survival and production. In addition, extensive instream and floodplain restoration will occur meant to increase the quantity and quality of holding, spawning, and rearing habitats in the project reach, including increasing the amount of cover habitat, floodplain side channels and wetlands. Currently the existing highway and road protection infrastructure and on-going roadway management decreases vegetation cover, decreases stream bank roughness and complexity, introduces roadway contaminants from rainfall runoff and snow removal, and prohibits fish access to floodplain habitats such as side channels and wetlands where productive off-channel rearing habitats exist. The project will increase the active floodplain size and level of connectivity, increase ground water storage, create channel length and allow for the development of new meanders. Flood water attenuation and sediment storage capacity will increase; as will riparian vegetation cover over and adjacent to fish bearing waters. The amount of diverse and complex stream habitat will be significantly increased. All of these benefits should significantly increase the capacity of Nason Creek to support more rearing juvenile salmonids and more holding and spawning adults due to the increase in habitat availability and habitat quality.

In addition, the project will help prevent the likelihood of an unnatural channel avulsion occurring near the middle CED site, which is currently an elevated risk with on-going road and powerline maintenance at this location. If Nason Creek were to avulse into the current river right side channel downstream of the BPA power lines, significant productive spawning and rearing habitat would be lost, and the large oxbow side channel connected by the 2007 Chelan County NRD culverts would likely be disconnected. It is imperative from a habitat protection standpoint that this avulsion risk be addressed as soon as possible in coordination with removing the highway out of the floodplain so that maximum freshwater benefits can be obtained.

Lastly, this project will improve water quality over time for Nason Creek. Implementation of SR 207 in 1943 was prior to any stormwater, tire dust, or road grime toxics collection or treatment. Currently, SR 207 is not required to deal with stormwater, snow, or road grime issues. These identified toxins within the floodplain currently flow directly into Nason Creek or into the riparian zone where buildup of elements is filtered out by way of ground water filtration. The removal of a portion of SR 207 from the floodplain corridor must meet current guidelines for stormwater removal from the WSDOT's Design Approval, Manual M-22-01.23 and the America Association of State Highway and Transportation Office. This will ultimately improve water conditions for aquatic residents of Nason Creek over time due to 100% stormwater collection and treatment.

12. Temporal Effect - Briefly describe how and to what extent the project would promote natural stream/watershed process consistent with the geomorphology of the stream?

The geomorphology of Nason Creek in the project area has become artificially constrained and the river has been artificially straitened due to the placement of State Route 207 into the Nason Creek corridor and floodplain in 1943. The roadway is forcing Nason Creek's energy and velocity into a direction that is not stable at these two locations. This has had a direct result of chronic highway and floodway interactions, which has resulted in extensive road damage and continuous road maintenance, as well as continuous negative impacts on fish habitat. This project seeks to remove the artificial geomorphic constraints imposed by SR 207 along Nason Creek so that natural stream/watershed processes that create and

sustain quality salmon and steelhead habitat can be restored.

13. Temporal Effect - How long will it take for the project to achieve its intended response?

Less than or equal to 1 year | 1-10 years

14. Temporal Effect - How long will the restoration action and its benefits persist?

50+ years

15. Temporal Effect - What level and/or interval of maintenance is anticipated? What is the plan for any anticipated maintenance?

Once the overall construction is completed in 2027, the Phase 1 work, (realignment of State Route 207 and stormwater collection) will be maintained by the Washington State Department of Transportation. The new highway alignment will occur outside of the Nason Creek floodplain, so roadway surface and embankment maintenance requirements should be substantially reduced compared to existing conditions at the current alignment of SR 207.
Phase 2 work, (stream restoration) will incorporate restoration efforts that are self-maintaining or similar to what you would expect to see naturally occurring in this type of landscape under a more natural unaltered setting. We expect annual maintenance needs to be low. Most of this work will occur on lands managed by the U.S. Forest Service, where the Yakama Nation and U.S. Forest Service will work cooperatively to ensure restored features are functioning as designed and accomplishing habitat restoration targets. The Yakama Nation will conduct monitoring at the site for up to five years to determine if any maintenance or construction interventions are needed to achieve project performance and objectives.

16. Methods - Briefly describe the potential (for design) or proposed restoration methods and how they will achieve project objectives.

The design for Phase 1 work, (realignment of State Route 207) will include mobilizing a qualified construction contractor to construct a new highway segment for SR 207 that circumvents the Nason Creek floodplain from highway mile 0.20 to roughly 0.85. The new roadway will be constructed to meet WSDOT's Design Approval and the AASHTO criteria and traffic will be rerouted once the new roadway alignment and utilities of Phase 1 construction are complete. These actions should be completed by December 31, 2027. Completion of this phase in 2027 will allow Phase 2 restoration work to take place in 2028, utilizing the old highway alignment as access into the floodplain and instream restoration zone to not disrupt the flow of traffic for SR 207, prior to the removal of the old highway alignment.
Phase 2 work, (Instream and floodplain restoration) will include mobilizing a qualified construction contractor to construct the restoration plans as designed by Professional Engineers, and adherence to BMPs and standard Conservation Measures described in the U.S. Forest Service Aquatic Restoration Biological Opinion (ARBO) and WDFW's Stream Habitat Restoration Guidelines. All of these actions should be completed by July 31, 2028. Phase 2 construction will include the removal of the existing alignment of SR 207 out of the floodplain, excavation and construction of new side channels and wetland areas, placement of engineered log structures and wood habitat cover features, excavation of new pool habitat, and planting of native riparian vegetation in all disturbed areas and will be completed by December 31, 2028. This work will ensure the project's intended habitat benefits are achieved and that the intended hydraulics created that will restore natural habitat forming processes and reduce unnatural channel avulsions risks downstream of the Phase 2 project area.

Assessment Proposals

Protection Proposals

Monitoring Proposals

Project Risk and Economic Benefits

1. What is the landownership?

United States Forest Service and Washington State Department of Transportation

2. Have you secured landowner participation in or acceptance for this project?

Yes

Please explain

The Yakama Nation has two project partners, the United States Forest Service, and the Washington Department of Transportation. Both project partners are supportive of this restoration action due to the environmental benefits contained in the project and the ability of the project to assist each agency in achieving regional environmental policy goals. Additionally, project partners have contributed land and funding for to this project.

3. Describe any land owner requirements (e.g., design elements, right-of-ways, access agreements, liability waivers, etc.) and if/how they could affect the project

The project has been proposed on federal lands managed by the United States Forest Service and within an easement managed by the Washington State Department of Transportation. Both entities are supportive of the project and are willing to engage in agreements and proceedings that may be needed to support the project action legally moving forward. Additionally, there are also powerline and utility franchises within the WSDOT ROW (CCPUD) and for Utility (Ziply Fiber and T-Mobile) that will require access permission and realignment once the new road alignment location is resolved. One other additional ROW easement within the jurisdiction of this project area is BPA power lines. All entities are working with one another to accomplish the goals of this project.

4. Will the project raise potential concerns for interest groups (e.g., recreational users) or the community at large (including upstream/ downstream/ adjacent landowners)?

The Yakama Nation is engaging in a public outreach campaign to raise awareness about this project, and to solicit feedback from interested parties regarding the proposed highway realignment. We expect both positive and negative responses from interested parties because of the magnitude of the project action, and the visible effect on the popular highway that accesses the Lake Wenatchee area. The Yakama Nation is using a documented supplemental alternatives analysis requested by the Chelan County Commissioners to demonstrate to the public the need for the project action, and why this particular highway realignment is the best alternative for resolving multiple existing conflicts including poor habitat conditions and an unstable transportation corridor caused by incessant flood/roadway interactions.

5. Who will have the responsibility to manage and maintain the project? What is the responsibility of current or future landowners?

The SR 207 realignment roadway will be built to WSDOTS Manual and the American Association of State Highway and Transportation Officials, (AASHTO) standards and this will become the management and responsibility of Washington State Department of Transportation. The United States Forest Service will manage the reconnected floodplain areas in conjunction with similar floodplain and upland lands that are currently managed by the Wenatchee River Ranger District in this project area.

6. Are other projects being proposed immediately upstream or downstream of worksite?

Yes

7. Please describe the risk of failure associated with this project.

Risk of failure for SR 207 realignment is low due to the support provided by USFS and WSDOT. The new highway segment will be engineered, designed, and constructed out of the floodplain to meet WSDOT and AASHTO standards to ensure public safety and longevity of the project. Funding is the largest hurdle for Phase 1 due to the high project cost. However, funding from the 2026 SRFB Grant round along with YN, WSDOT, NFWF, NOAA-RC, BOR, BPA, RCO, and USFS funding makes this project feasible.
A negative reaction from the public for this project could prevent the land management agencies from going forward, however the public will be informed that a “no action” alternative at these CED sites is a very high risk to causing further damage to the river and the highway. Through our public meetings and

comment periods, the YN has received the public support for this project. This is due to the balanced approach as we have provided all the project history and a list of all of the options that have been considered for this area.

8. Is there any public outreach planned during and/or after implementation? Does the project build community support for salmon recovery efforts?

The Yakama Nation and project partners had a public meeting on March 21, 2023 and July 1, 2025 to inform the public of the project area, project history, feasibility analysis, and supplemental alternatives analysis. We have presented the project concept at Wenatchee Watershed coordination meetings and to the Chelan County Commissioners. Chelan County, at that time, requested we create the supplemental alternatives analysis for the project that could be used to further demonstrate the project need and the appropriateness of the proposed action. The NOAA-RC has taken the federal lead for National Environmental Policy Act, which will additionally satisfy ESA Section 7 Consultation, and NHPA Section 106 Consultation for this project. The Yakama Nation and project partners will be engaging with the broader public about the outcomes of our NEPA process, the completed 60% designs for the roadway alignment and the restoration designs and the opportunity of another comment period.
This additional public meeting is planned for April or May of 2026 with our project partners to inform the public on project development and funds that are secured.

9. Does the project represent an opportunity for economic benefit? How much benefit does the project create for the dollars invested?

Current conditions in the project area routinely degrade fish habitat and cause damage to the Highway 207 road prism and embankment, necessitating constant maintenance spending by WSDOT. The proposed road realignment will reduce the maintenance cost burden of Highway 207 to WSDOT, which will benefit the WSDOT program budget and state taxpayers. In addition, local contractors will be hired to complete both the road construction and restoration construction work associated with this project, which will generate at least temporary economic benefits to Chelan County and the local community.

10. Describe any partnerships, their experience, and types of contributions supporting the project.

The Yakama Nation has 2 partnerships for this project, Washington State Department of Transportation and the United States Forest. The WSDOT has contributed both money and expertise to this project. The USFS has contributed the land, agreements, management, and funding towards Phase 1 of this project. Additionally, the Yakama Nation Fisheries has received 3 million dollars toward Phase 1 design and construction from NFWF, 500 thousand dollars from BOR-WaterSMart for phase 1 design, 5 million dollars toward Phase 1 and Phase 2 design and construction from BPA, 6 million dollars toward Phase 1 and Phase 2 for design and construction from NOAA-RC, and 1.2 million from the Federal Highway Administration for Phase 1 and Phase 2 Construction.

Optional Section - Preparation for PRISM (SRFB applications only)

The following questions are identical to the questions RCO requires in the PRISM application for SRFB projects. If desired, sponsors can complete associated questions early and copy responses into PRISM during the "Complete Application" phase due on April x, 2026

Do you want to review and/or pre-populate PRISM questions? Yes

1. Problem Statement: What are the problems your project seeks to address? Include the source and scale of each problem. Describe the site, reach, and watershed conditions. Describe how those conditions impact salmon populations. Include current and historical factors important to understand the problems.

Nason Creek has historically been a critically productive spring Chinook salmon and steelhead spawning and rearing tributary in the Wenatchee Subbasin. The reduction of salmonid abundance in the Wenatchee Subbasin correlates closely with increased habitat impairments induced in Nason Creek during railway, powerline, highway, logging, and residential development over the past century. Given its historic

importance and high geomorphic intrinsic potential to be productive salmonid habitat, the Lower Nason Creek Assessment Unit has consistently been identified as a logical top priority stream system to focus salmon habitat restoration efforts within the Upper Columbia Basin salmon recovery framework. The current Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region (UCRTT, 2021) identifies channel complexity restoration, floodplain reconnection, and side channel and off-channel habitat restoration as top priority restoration action categories needed in Nason Creek to contribute to improved status of the viable salmonid population parameters for spring Chinook salmon and steelhead.
In the proposed project area, Nason Creek has become significantly artificially constrained and cutoff from historically productive side channel and floodplain habitats by the placement of State Route 207 in the floodway in 1943. In total, the 1943 roadway project cutoff some 70 acres of floodplain and side channel habitats, although some previous restoration work has partially restored stream connectivity to around forty acres of habitat north of the BPA powerline crossing. The location and down valley alignment of State Route 207 in the floodway has become increasingly problematic in recent decades as the creek has attempted to naturally meander in the historic floodplain corridor. Repeated flood events starting in 1950's caused the natural channel migration trends to increasingly encounter the roadway prism which has now actively destroyed two different segments of the two-lane highway, causing the Department of Transportation to create new rock fortified streambanks along hundreds of feet of the creek body which diminish instream habitat quality and impede riparian vegetation growth. On average there are 2 to 3 emergency responses per-decade which results in more fortified rock and less aquatic habitat. Without some level of continued intervention that can decrease floodwater interactions with the roadway prism, it is expected and predicted that unnatural creek channel avulsions will occur along and adjacent to the roadway surface that will further degrade aquatic habitats and cause additional roadway damage.
This project seeks to provide practical long-term solutions to these problems by removing a substantially constricting component of State Route 207 infrastructure from the Nason Creek floodway so that 14.74 acres of cutoff floodplain and side channel habitat can be restored as viable fish and riparian habitat and the risks of future artificially induced creek avulsions can be prevented.

2. Describe the limiting factors, and/or ecological concerns, and limiting life stages (by fish species) that your project expects to address.

Limiting Life Stages and Limiting Factors from a Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region - Habitat Action Prioritization Within the Upper Columbia River Basin, 2021:
Nason Creek Lower 03 Reach Priority Life Stages:
spawning and incubation,
winter rearing,
summer rearing,
holding and maturation
Assessment Unit Life Stage Priorities:
Spring Chinook:
holding: high priority
spawning: high priority
summer rearing: high priority
winter rearing: high priority
Steelhead:
spawning: medium priority
winter rearing: high priority
Nason Creek Lower 03 Reach Limiting Factors Addressed:
temperature (rearing), temperature (adult spawning), temperature (adult holding), bank stability, floodplain connectivity, riparian (canopy cover), channel substrate (percent fines and embeddedness) Nason Creek Lower 03 Reach Priority Action Categories:
bank restoration, channel complexity restoration, channel modification, fine sediment management, floodplain reconnection, riparian restoration and management, side channel and off-channel habitat restoration, upland management, water quality improvement
Limiting Factors from a Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region, 2017:
1. Peripheral and Transitional Habitat (Side Channel and Wetland Connections)
2. Channel structure and form (Bed and Channel Form)
3. Riparian Condition (Riparian Condition)
4. Channel structure and form (Instream Structural Complexity)

5. Food (Altered Primary Productivity)
6. Sediment Conditions (Increased Sediment Quantity)

3. What are the project goals? The goal of the project should be to solve identified problems by addressing the root causes. Then clearly state the desired and future condition. Include which species and life stages will benefit from the outcome, and the time of year the benefits will be realized.

1. Restore quality salmon habitat & habitat sustaining natural processes by addressing the ecological concerns in a cost effective manner by;
- Restoring winter & summer low flow connectivity to available peripheral and transitional habitats necessary for rearing juvenile ESA listed species.
- Increase mainstem habitat complexity & channel roughness to increase surface water connectivity with adjacent floodplain for year round habitat availability.
- Increase surface water contributions to the disconnected floodplain to improve riparian & wetland vegetation conditions, & to enhance groundwater storage & hyporheic discharge.
- Decrease energy & velocities which will increase sediment fallout & improve spawning areas for returning adults.
2. Reduce or eliminate stream system impacts to the SR 207 roadway in a manner that preserves roadway integrity and protects the traveling public.
- Realign a 0.65 mile length of SR 207 infrastructure from out the floodplain.
- Collect and treat roadway stormwater runoff.
- Realign powerline & utilities infrastructure from the floodplain.
3. Address WSDOT CED sites along SR 207 Deficiency
- Remove 2 of WSDOT CED sites along Nason Creek with the proposed alignment.
4. Prevent unnatural creek channel avulsions from occurring adjacent to SR 207 so that productive spawning & rearing habitats can be maintained & enhanced in the broader project reach.
-Use habitat complexity treatments and new channel meander paths to stabilize hydraulic function.

4. What are the project objectives? Objectives support and refine biological goals, breaking them down into smaller steps. Objectives are specific, quantifiable actions the project will complete to achieve the stated goal. Each objective should be SMART (Specific, Measurable, Achievable, Relevant, and Time-bound).

1. (SRFB) - Complete final construction designs for Phases 1 based upon agreements between the project partners. (Addresses all Goals)
2. (SRFB) - Begin mobilization and clearing and grubbing of the roadway alignment out of the floodplain in late 2025. (Addresses all Goals)
3. (Target) - Begin and complete construction of the roadway alignment out of the floodplain between mile posts 0.20 and 0.85 while the original roadway remains in place for traffic access. This action includes realignment of utilities sited along the roadway once the new roadway construction is mostly completed. (Addresses Goals 2 & 3)
4. (Target) - Commission the new SR 207 segment for public use. (Addresses Goals 2 & 3)
5. (Target) - Removal of old highway bank protection and roadway fill from the floodplain (0.65 miles of fill removal) (Addresses Goals 2 & 3).
6. Begin all instream and floodplain habitat restoration actions in the Phase 2 project area, which includes, 10 habitat log structures, 10 pools, side channel and alcove construction (0.5 miles of reconnected and enhanced channels), 14.74 acres of floodplain reconnected to natural flood processes, elimination of two registered WSDOT CED sites, riparian vegetation and wetland plantings (5.5 acres of new native plantings), 0.5 miles of spawning habitat protected by preventing unnatural channel avulsions, and another 1 mile of side channel rearing habitat protected by preventing further unnatural channel avulsions. (Addresses all Goals).

5. Scope of work and deliverables. Provide a detailed description of each project task/element. With each task/element, identify who will be responsible for each, what the deliverables will be, and the schedule for completion.

(All items with “**” are tasks that include SRFB funding. All items with "***" are tasks for Target funding. All other tasks are funded by match funding)
- Engineer’s Design of the New Roadway, Phase 1 - 60% Preliminary design through 100% final Design - This work is being complete YN – spring 2026

- Engineer's Design of Instream Habitat Restoration, Phase 2 – 60% Preliminary design through 100% final Design – This work is already contracted by the YN – Spring 2026
- Public Outreach Process – Public meetings and outreach products – YN will be the lead along with WSDOT, and USFS – 2023 through 2028
- Review, and Acceptance of Phase 1, 30% Designs – The YN, BPA, WSDOT, and USFS – March 2024
- Utility realignment planning – The YN will lead the discussions and coordinate the work with WSDOT, and USFS - 2023- 2027
- WSDOT Easement Realignment on USFS Lands, (this includes franchise ROW) - USFS, WSDOT, and Utilities 2024-2027
- NEPA, ESA Section 7 Consultation, and NHPA Section 106 Consultation - The YN, BPA, and USFS – Spring or Summer 2026
- Review, Comment, and Acceptance of Phase 1, 60% Designs – The YN, BPA, WSDOT, and USFS – March 2026
- Review, Comment, and Acceptance of Phase 2, 60% Designs – The YN, BPA, and USFS – March 2026
- Environmental Permitting through WDFW, USCOE, WDOE, and Chelan County - The YN and WSDOT, USFS – 2025 through 2027
- Phase 1, Construction Contracting - The YN will create a competitive bid and hire a roadway construction contractor by August 2026.
- Begin Phase 1 by Mobilizing, Clearing and Grubbing - Construction Contractor with YN as Owner, Fall of 2026

** Begin Phase 1 construction Activities for building the new road segment – Construction contractor with YN as the Owner, Fall of 2026-2027.
*** Relocate utilities along the right of way – CCPUD, Ziply Fiber and T-Mobile - spring and fall 2026 - 2028.
** &*** Complete roadway construction and commission new roadway alignment for public use - YN and WSDOT – fall 2027.

- Phase 2, Construction Contracting - The YN will create competitive bid and hire a habitat restoration construction contractor by March 2028.

** &*** Phase 2, Begin Construction Activities for Instream Habitat Restoration – Construction contractor with YN as the Owner summer 2028.
*** Phase 2, Remove obsolete SR 207 original roadway alignment and Utilities from the Nason Creek Floodplain – summer and fall 2028.

- Site stabilization and plantings - The contractor hired by the YN will plant, seed and restore all staging areas, access routes and riparian areas – October/April 2027-2029.

6. What are the assumptions and physical constraints that could impact whether you achieve your objectives? Assumptions and constraints are external conditions that are not under the direct control of the project, but directly impact the outcome of the project. These may include ecological and geomorphic factors, land use constraints, public acceptance of the project, delays, or other factors. How will you address these issues if they arise?

1st constraint is funding. The current projected cost for planning/design and implementation of Phases 1 and 2 total to $15,905,594.00, hence a large contribution of SRFB Targeted funding to the project is necessary to ensure project feasibility. Yakama Nation Fisheries is also securing funding from WSDOT (CED funding), USFS (CWI, CFLRP, and BIL funding), BPA Fish Accords funding, NFWF-America the Beautiful, BOR-WaterSMART, NOAA-RC funding, USFS funding, and other potential funding sources. Current funding towards the project totals $12,155,594.00, but SRFB funding remains a critical piece of the funding puzzle for this project that will ensure full project feasibility.

2nd constraint is public support. The Yakama Nation is currently engaging in direct public outreach to raise awareness and solicit feedback from interested parties and the public about the full restoration proposal. Currently the project is being evaluated through NEPA and soon the SEPA processes where the project funders and land management agencies will have to make decisions on how to proceed based on public feedback. This project proposal has been developed in close coordination with the likely NEPA and SEPA leads, and we believe the purpose, needs, and cost/benefits of the proposal are clear and will be supported by the public. We are using a documented alternatives analysis requested by the Chelan County Commissioners to demonstrate the purpose, needs, and cost/benefits of the proposal, which should be very helpful in communicating this proposal to the public through the NEPA and SEPA processes.

3rd constraint is unforeseen environmental permitting requirements. The current road realignment

proposal has taken into account likely impacts to sensitive areas like wetlands which could influence project construction techniques, project footprint standards, or require compensatory mitigation.

7. How have lessons learned from completed projects or monitoring studies informed this projects?

Regional and local project effectiveness monitoring consistently shows that properly placed floodplain and side channel reconnection work benefits ESA listed salmonids in the Upper Columbia Basin: Beechie et al. 2010; Beechie et al. 2013; Bellmore et al. 2013; Paillex et al. 2015; Roni et al. 2008; Hillman et al. 2016; Castella et al. 2015; Kaushal et al.2008; and Helfield et al. 2012. Yakama Nation Fisheries has been implementing salmon restoration projects in the Columbia Basin for more than a decade, and we utilize information gained from our project histories in all new projects. This Phase 1 project is being proposed based on our experience that the best biological outcomes from restoration will require that artificial infrastructure be removed from the floodplain so that natural hydraulic dynamics, flood water attenuation, and sediment transport can operate in an unimpeded manner which creates better habitat resiliency. In addition, our experience indicates that this segment of Nason Creek is at high-risk avulsion which could further capture the thread of Nason Creek directly along a longer portion of the highway 207 embankment. Yakama Nation Fisheries is proposing this project in part to prevent this channel avulsion scenario from happening so that more habitats can be restored and additional further habitat degradation can be avoided.

8. Describe the alternatives considered and why the preferred was chosen.

The Yakama Nation recently completed an updated Alternatives Analysis for this project area documenting many of the considerations that have been taken into account to support why this project is the preferred restoration alternative. Many other restoration alternatives have been conceptualized and evaluated by Yakama Nation Fisheries, Chelan County, WSDOT, USFS, WDFW, and others over the past decade. In short summary, this specific highway realignment alternative is being selected for implementation because it is the project that best addresses the biological impairments in a high impact manner while also avoiding previously identified constraints such as roadway safety, private land impacts, wetland/waterbody impacts, extremely high implementation and/or infrastructure maintenance costs, and other similar project feasibility factors. Please review the attached Nason Creek RM 3.3 to 4.6 Supplemental Alternatives Analysis report for more in-depth detail regarding our alternative selection process.

The project will completely remove 2 WSDOT CED sites from the Nason Creek floodway and will reconnect 14.74 acres of floodplain and side channel habitat. In addition, the project will help Yakama Nation Fisheries to prevent a negative channel avulsion event and will set the stage for possibly removing other segments of Highway 207 from the Nason Creek flood way if future conditions for upland roadway development and adequate funding allow.

Finally, when implementing projects such as this one that includes new roadway segments near waterbodies, the standard WSDOT's Manual and of the America Association of State Highway and Transportation Office (AASHTO) must be implemented and followed. This results in a new alignment segment being built to address stormwater and road grime/toxics. Ultimately this will improve water quality and water runoff to Nason Creek and or the floodplain.

9. How were stakeholders consulted in the development of this project? Identify the stakeholders, their concerns or feedback, and how the concerns were addressed.

WSDOT and USFS have been directly involved in all project design decisions undertaken since YN began developing restoration actions at this site in 2018. All of these entities are supportive of the proposed highway realignment alternative and are planning to engage in any NEPA/SEPA processes to inform their final decisions about the project as the project development moves forward.

Utilities in the project area have been informed and are working towards meeting the objectives of this project by spring of 2028.

Over the last several years YN has been coordinating with Chelan County regarding the highway realignment and habitat restoration proposals. The 2022 Nason Creek RM 3.3 to 4.6 Supplemental Alternatives Analysis report was created in direct response to feedback from the Chelan County

Commissioners for this project. YN is now working directly with Chelan County Natural Resources Department to develop restoration actions proposed to take place on the Nason Ridge Community Forest lands adjacent to the project area.

The Yakama Nation is currently engaged in a public outreach campaign to inform the public about this project action. We have had two public meetings, and we have an upcoming public meeting scheduled and we have previously presented the project concept at Wenatchee Watershed coordination meetings and to the Chelan County Commissioners.

10. Does your project address or accommodate the anticipated effects of climate change? How will your project be climate resilient given future conditions? How will your project increase species and habitat adaptability?

a. The project will remove a portion of SR 207 from the floodplain and river corridor, which will eliminate hardened infrastructure from the aquatic environment and restore a more natural physical habitat condition that better support fish survival, production, and water storerage through floodplain connection. Currently, the existing highway and road protection infrastructure and management decreases floodplain connection, decreases vegetation cover, decreases stream bank roughness and complexity, introduces roadway contaminants, and prohibits fish access to floodplain habitats. All of these benefits will combat climate change.

b. The project will restore more natural geomorphic conditions in a mile-long segment of Nason Creek in a manner that will remove infrastructure impediments from the creek channel and recover connectivity with the historic floodplain. 14.74 acres of floodplain and side channel habitat will be reconnected to the creek, resulting in 0.29 miles of side channel habitat becoming connected and available for rearing salmon. The project will increase 5.5 acres of wetland and off-channel habitat availability and will boost trophic productivity throughout the reach. Vegetation responses to the road removal will benefit riparian conditions which in turn will benefit aquatic habitats at the site through increased shading, wood recruitment, and increased allochthonous inputs. Flood water attenuation and sediment storage capacity will increase, improving localized and downstream habitat resiliency.

11. Describe the sponsor's experience managing this type of project. Describe other projects where the sponsors has successfully used a similar approach.

The Yakama Nation Fisheries completed the Skinney Creek channel reconstruction project in the Wenatchee Subbasin under a similar partnership framework with USFS and WSDOT. That project reconstructed 0.5 miles of highly sinuous Skinney Creek channel with inset vegetated floodplains in an old Highway 2 roadway alignment, and the project included replacing failed grade control weirs in a WSDOT wetland mitigation area with new constructed riffles that improved fish passage. In addition, in 2018 the YNF worked in the WSDOT right-of-way and road embankment on State Highway 20 along Beaver Creek to restore a WSDOT CED site and replace an undersized private bridge. Yakama Nation Fisheries has also conducted multiple levee removal projects in the Upper Columbia Basin including the Twisp Ponds Floodplain Restoration Project in 2017 and Horseshoe Side Channel Project in 2018.

12. Will veterans (including the veterans conservation corps) be involved in the project? If yes, please describe.

No, unless they are employed by one of the many subcontractors that is needed for this entire project scope of work.

Supporting Documents

Upper Columbia Process Guide 2026

SRFB Manual 18 (2026)

RCO Application Resources