

**Interim Targets – CHINOOK**

<b>Chinook</b>				
	<b>2014</b>	<b>2016</b>	<b>2018</b>	<b>2020</b>
<b>Progress Milestones and 2020 Target</b>	<ul style="list-style-type: none"> <li>No declining abundance in any wild Chinook populations.<sup>1,2</sup></li> <li>Improvements in wild Chinook abundance in one population in each (five) biogeographic region.<sup>3</sup></li> </ul>	<ul style="list-style-type: none"> <li>No declining abundance in any wild Chinook populations.</li> <li>Additional improvements in wild Chinook population abundance for populations in the Whidbey and Central/South biogeographic regions.</li> </ul>	<ul style="list-style-type: none"> <li>No declining abundance in any wild Chinook populations.</li> <li>Improvements in wild Chinook population abundance by region<sup>3</sup>:                             <ul style="list-style-type: none"> <li>Nooksack – (pop.)</li> <li>Elwha/Dungeness – 1</li> <li>Hood Canal – 1</li> <li>Whidbey Basin – 3</li> <li>Central/South Basin - 3</li> </ul> </li> </ul>	<p>No declining abundance in any wild Chinook populations.</p> <p>Improvements in wild Chinook abundance in two to four populations in each of the (five) biogeographic regions.<sup>3</sup></p>
<b>Outputs</b>	<ul style="list-style-type: none"> <li>10% of the bluff-backed beaches with high sediment supply or priority nearshore habitats facing development pressure are protected. (B2.1 NTA 1)*</li> <li>Prioritization of State Highways with floodplain impacts completed. (A5.4 NTA 1) (WSDOT)</li> <li>Annual \$120 million Chinook investment directed toward full implementation of the Puget Sound Chinook Recovery Plan, including high priority projects in 3- year work plans (A6.1 NTA1) (PSP; SRC)*</li> <li>Hatchery permits issued for updated first ten key Hatchery Genetic Management Plans. (A6.3 NTA 1) (WDFW/Tribes as co-managers.)</li> <li>Salmon Recovery Monitoring and Adaptive Management Plans are completed for all 14 watersheds, including implementation performance measures. (A6.3 NTA2) (PSP)</li> <li>Shoreline Master Program updates completed for all local jurisdictions in Puget Sound, including implementation in a manner that validates no net loss of ecological function. (B1.2 NTA1) (Ecology/WDFW)*</li> <li>Cooperative agreement with BNSF completed that enables the</li> </ul>	<ul style="list-style-type: none"> <li>From 2014, an additional 15% of the bluff-backed beaches with high sediment supply or priority nearshore habitats facing development pressure are protected.*</li> <li>Two highest priority state highway projects affecting floodplains are in design phase.<sup>5</sup></li> <li>High priority projects focused on all non-increasing populations are underway.</li> <li>Permit issues resolved for remaining HGMPs</li> <li>All 14 watersheds complete revision of chapters based on implementation of monitoring and adaptive management plans.</li> <li>Annual Chinook investment (revised amount TBD in 2013-14) directed toward full implementation of the Puget Sound Chinook Recovery Plan, including high priority projects in 3- year work plans (A6.1 NTA1) (PSP; SRC)*</li> <li>Interim targets for Estuary, Floodplains, and Shoreline armoring<sup>4</sup> are met.</li> <li>Ensure implementation of revised Shoreline Master Programs on the basis of no net loss of ecological function, validate compliance, and take</li> </ul>	<ul style="list-style-type: none"> <li>From 2016, an additional 25% of the bluff-backed beaches with high sediment supply or priority nearshore habitats facing development pressure are protected.*</li> <li>Two highest priority state highway projects affecting floodplains are funded.<sup>5</sup></li> <li>High priority projects focused on all non-increasing populations are completed.</li> <li>Annual Chinook investment (revised amount TBD in 2013-14) directed toward full implementation of the Puget Sound Chinook Recovery Plan, including high priority projects in 3- year work plans (A6.1 NTA1) (PSP; SRC)*</li> <li>Interim targets for Estuary, Floodplains, and Shoreline armoring<sup>4</sup> are met.</li> <li>Ensure implementation of revised Shoreline Master Programs on the basis of no net loss of ecological function, validate compliance, and take corrective action if necessary during the next SMP update.*</li> <li>Ensure implementation of revised Hydraulic Code Rules on the basis of preventing or mitigating impacts to fish life and habitat, validate</li> </ul>	

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	implementation of high priority salmon recovery projects that intersect with the railroad right of way. (A6.1 NTA3) (PSP) <ul style="list-style-type: none"> <li>Hydraulic Code Rules updated to prevent or mitigate impacts of hydraulic projects to fish life and habitat. (B1.3 NTA2) (WDFW)*</li> <li>Interim targets for Estuary, Floodplains, and Shoreline armoring<sup>4</sup> are met.</li> </ul>	corrective action if necessary during the next SMP update.* <ul style="list-style-type: none"> <li>Ensure implementation of revised Hydraulic Code Rules on the basis of preventing or mitigating impacts to fish life and habitat, validate compliance, and take corrective action if necessary during the next update.*</li> </ul>	compliance, and take corrective action if necessary during the next update.*	

\*Indicates actions listed in the Action Agenda Habitat Strategic Initiative

<sup>1</sup> NFWSC abundance trends 1999-2008: 1 of 22 populations declining and 3 improving populations in two biogeographic regions; no trend in other 18 populations.

<sup>2</sup> Wild adult Chinook (spawner) abundance as determined by recent 5-year geometric mean

<sup>3</sup> Number of populations per bio-geographic regions: Nooksack, Elwha/Dungeness and Hood Canal – 2 each; Whidbey Basin – 10; Central/South – 6.

<sup>4</sup> Assumption is that shoreline armoring interim actions are developed.

<sup>5</sup> Prior to any project being programmed (including allocating funds for design or construction), for the replacement of a bridge affecting floodplains, future actions for integrating the prioritization work into the WSDOT decision-making process for bridge replacement projects must be identified and implemented. Bridge replacements are currently prioritized on the basis of structural deterioration and capacity, and channel scour at the foundations; and discussions must be held with WSDOT, the Governor’s Office, and legislative transportation committees with respect to the weighting ascribed to floodplain impacts in the prioritization and programming process.