



TRINITY RIVER OUTFITTERS

KRISTI BEVARD

GOLD COAST GUIDE AND SHUTTLE SERVICE

CLARK TUTHILL

TRINITY RIVER ADVENTURES

SWEET TRINITY GUIDE SERVICE

March 25, 2014

Brian Person, Chairman
Trinity Management Council
c/o Trinity River Restoration Program
P.O. Box 1300
Weaverville, CA 96093

Dear Brian and Members of the TMC;

Subject: Draft EA/IS for Lower Junction City and Bucktail Channel Rehabilitation Projects

We write to you in an attempt to resolve our concerns with Lower Junction City and Bucktail Projects that were expressed in a coalition letter dated January 13, 2014. While we continue to have serious objections to the proposed Bucktail Project, we have relatively minor concerns with the Lower Junction City project that we believe could be addressed to allow that project to move forward in 2014.

We therefore request that the Trinity Management Council (TMC) make the following decisions at its March 26/27 meetings in Redding:

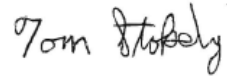
1. **Eliminate placement of spawning gravel/rock in a constructed gravel bar at the Lower Junction City project.** Given the abundance of spawning gravel in that reach of the river and how much adult salmonid holding areas have been eliminated or significantly diminished upstream, we feel it is appropriate to err on the side of caution to protect the hole at that location by not adding additional gravel/rock.
2. **Withdraw for consideration of approval the Bucktail Project.** TRRP's Chief Engineer DJ Bandrowski confirmed at the TAMWG meeting on March 24 what landowners were told twice- that the project should not proceed until the Bucktail Bridge can be replaced. In the words of the California Department of Water Resources "*If the rehabilitation project is constructed before bridge replacement, it will not function exactly as intended until after the bridge is actually replaced.*" Currently there is zero funding for replacement of this bridge, therefore its replacement is years away. Since the TRRP's permit from the North Coast Regional Water Quality Control Board (NCRWQCB) expires this year, the Bucktail project should be deferred until the next five-year permit from the NCRWQCB. Additionally, significant public input on design of this site was completely disregarded by the Hoopa Design Team and we feel it is not a good project and should be redesigned.
3. **Defer the forced meander at the Upper Douglas City site.** This project is highly controversial, extremely visible to the public on Highway 299, and consideration of a one-year deferral was suggested in March 16, 2014 e-mail from you to the Trinity Management Council. We agree that it would be appropriate to defer this project for at least one year, if not longer, but a one-year deferral would be acceptable to us.
4. **Support the motions from the TAMWG to ask the Science Advisory Board (SAB) to consider causal linkages between construction and operation of the Trinity River Division and watershed restoration in tributaries such as the South Fork Trinity, as well as the potential for tributary restoration to meet TRRP fishery restoration goals for all species.** While there is no guarantee of the outcome of those considerations by the SAB, we have confidence in their independent scientific perspective of the TRRP. A referral of these issues from the TMC to the SAB would be an indication to us that the TRRP is examining every possible means of meeting its fishery restoration goals to restore fisheries to levels that existed prior to construction of the Trinity River Division. We are very concerned that current efforts will fall short by only focusing restoration efforts on the first 40 miles of the river below Lewiston Dam. We are particularly concerned about meeting restoration goals for Coho and steelhead that are primarily tributary species. In regard to Chinook, the South Fork Trinity watershed is larger than the Smith River and could surely produce more natural Chinook than the 40 miles of the Trinity River that the TRRP is focused on.

We sincerely hope that the Trinity Management Council will seriously consider this offer. If all four items are approved by the TMC, we will drop our objections to the Lower Junction City project. We would much prefer to expend our efforts working cooperatively with the TRRP to restore the Trinity River's salmon and steelhead fisheries to allow dependent tribal, commercial and sport fisheries to participate fully, through enhanced in-river and ocean harvest opportunities in the benefits of restoration.

Sincerely,



Carolee Krieger
California Water Impact Network
808 Romero Canyon Road
Santa Barbara, CA 93108



Tom Stokely
California Water Impact Network
201 Terry Lynn Ave.
Mt. Shasta, CA 96067



Liam Gogan, Vice- President
Trinity River Guides Association and
Trinity River Outfitters
P.O. Box 554
Douglas City, CA 96024

Barbara Vlamis, Executive Director
AquAlliance
P.O. Box 4024
Chico, CA 95927



Larry Glass, President
Safe Alternatives for our Forest Environment
P.O. Box 1510
Hayfork, CA 96041

Gary Graham Hughes, Executive Director
Environmental Protection Information Ctr.
145 G St., Suite A
Arcata, CA 95521



Nick DiCroce, Co-facilitator
California Environmental Water Caucus
2179 Holly Lane
Solvang, CA 93463

Kelli Gant, President
Trinity Lake Revitalization Alliance
P.O. Box 128
Trinity Center, CA 96091

Herb Burton, Owner
Trinity Fly Shop
Lewiston, CA 96052

Kristi Bevard
Salt Flat Landowner
kbevard@gmail.com

Bill Dickens, Owner
Gold Coast Guide and Shuttle Service
P.O. Box 2445
Weaverville, CA 96093

Clark Tuthill
Poker Bar Property Owner
810 Reo Lane, Poker Bar
cltuts@att.net

Scott Stratton, Owner
Trinity River Adventures
361 Ponderosa Pines Rd.
Lewiston, CA 96052

Travis Michel, Owner
Sweet Trinity Guide Service
P.O. Box 1301 Weaverville, CA 96093

Coalition Letter to Brian Person, TMC Chairman
on Bucktail and Lower Junction City Draft EA/IS

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cc: Trinity Management Council
Matt St. John, Executive Officer, NCRWQCB
Trinity Adaptive Management Working Group
Interested Parties