ATTACHMENT 2

Memorandum

To: Caryn Huntt DeCarlo, TRRP Executive Director
From: TRRP Watershed Work Group, through WG Coordinator Sean Ledwin
Subject: FY2016 Watershed Workgroup Review and Justification for Scores to IDT and TMC
Date: May 3, 2016

The TRRP Watershed Workgroup averaged scores for FY2016 project proposals are below. The partner agencies that were present during this ranking process included BOR, USFS, CA DWR, CA DFW, HVTF, YTFP, and NMFS, however some entities recused themselves during particular projects where there was a potential conflict. Proposals were evaluated using the Funding Opportunity Announcement criteria. The Watershed workgroup also provided a short explanation of some of that factors that resulted in each project score. If only $500k is available, the workgroup recommends negotiating a reduction in the Oregon Street Sediment Reduction project.

Watershed Projects Final Rankings

Project	Final Score	Funding Request	Running Total
SFTR - LWD Heli loading / Yurok Tribe	82	$188,000.00	$188,000.00
Salt Creek Confluence Rehab / WRTC	79	$50,000.00	$238,000.00
Sidney Gulch - USFS compound Rehab / 5C	76	$154,659.70	$392,659.70
Valdor Road Sediment Reduction / 5C	75	$29,724.00	$422,383.70
Oregon Street Sediment Reduction / 5C	70	$91,299.00	$513,682.70
SFTR - Salt Creek Stream Crossing / TCRCD	68	$81,944.87	$595,627.57
Indian Valley Stream Crossing / WRTC	55	$149,498.00	$745,125.57
Trinity River Watershed Gap Analysis / TCRCD	52	$60,409.58	$805,535.15
Trinity River Forest Roads Maintenance / USFS	50	$250,000.00	$1,055,535.15

1. **SFTR – LWD Heli loading / Yurok Tribe** – This project is located on the mainstem SFTR near Hidden Valley through the Saint Johns reach and involves the placement of large wood structures using a helicopter. This project received the highest score by the reviewers given its substantial potential to improve fisheries resources, particularly for spring chinook holding, spawning, and rearing habitats and is well leveraged with a Prop 84 grant. This proposal addresses a critical limiting factor in the mainstem SFTR and has an excellent team to execute the project. Improved fish habitat connectivity at all life stages and sediment sorting will result from these efforts along with improved learning about the efficacy of this technique.
2. **Salt Creek Confluence Rehab / WRTC** – This project is located on the longest tributary to Hayfork Creek (The largest Tributary to the SFTR) and in the middle of the largest valley floor in Trinity County. This project is for planning that will eventually address many aspects of fish habitat connectivity. Presently Salt Creek flows subsurface in some years, it is deeply incised, disconnected from its floodplain, and the water table is currently below the vast area of potential groundwater storage adjacent to the stream. This project has the potential to restore connection to the floodplain and store huge amounts of groundwater which would increase summer base flows in Salt Creek, Hayfork Creek, and potentially the SFTR. The race of spring Chinook native to the SFTR used to be the most abundant run of salmon in the basin. However, during the last two seasons surveys have enumerated fewer than 100 individual adults returning to the system. While this project will benefit all aquatic species, in particular Steelhead, the dire circumstances surrounding the SFTR spring chinook elevated this project. The commitment of the proponent for implementing this project was clearly demonstrated by the fact that they have already purchased the land where the proposed project is located.
3. **Sidney Gulch - USFS compound Rehab / 5C** – This project provides planning/design support to eventually replace 3 cement channels that were constructed on the USFS TRMU main office compound, in Weaverville. The largest of these cement channels conveys the waters of Sydney Gulch, a stream that is known to regularly support listed adult coho salmon just downstream from this location. The cement channels act as a partial barrier to migrating fish preventing them from accessing 1.8 miles of habitat located upstream. The TRRP watershed work group has funded channel and infrastructure improvements above this partial barrier, and to get the full benefits of these efforts the partial barrier created by these concrete channels must be removed. This is also a high profile site in the middle of the county seat of Trinity County. In addition to the high technical merit and benefit to listed fish species, this project's high profile nature would favor public perception.
4. **Valdor Road Sediment Reduction / 5C** – This project addresses issues with a road that is not maintained by the county and parallels the Trinity River on the valley wall, crossing Wheel Gulch

and several smaller drainages. This dirt road provides access to vital infrastructure related to electrical power. The road contributes sediment directly from the hill slope to the mainstem Trinity River as well as Wheel Gulch and other smaller water courses that flow to the Trinity River. The modest price tag and qualification of the applicant to successfully implement this work played into the ranking that this project received. This project was approved for funding in 2015 but due to contracting issues the funds were not awarded.

5. **Oregon Street Sediment Reduction / 5C** – This project addresses issues with a road that is heavily used by residents. Part of the road was paved, but sufficient cross draining was not achieved when initially constructed. This project would correct those issues and upgrade the unpaved portion. The sediment that runs off of this road ends up in West Weaver Creek and Oregon Gulch. West Weaver Creek is an important tributary in the Weaver basin, affecting chinook and coho salmon, and steelhead and has the highest summer base flow of any of the tributaries to Weaver Creek. Oregon Gulch flows directly into the Trinity River upstream of Junction City and is highly sediment impaired. The modest price tag and qualification of the applicant to successfully implement this work played into the ranking that this project received. This project was approved for funding in 2015 but due to contracting issues the funds were not awarded.
6. **SFTR - Salt Creek Stream Crossing / TCRCD** – While this project proposal was very thorough and would fund implementation that could prevent a catastrophic road failure, its distance above the range of anadromy played a major role in the ranking of its benefits to fish. The qualifications of the applicant were never in question and the low cost was viewed favorably. This project should be considered in the future for funding when funds are available.
7. **Indian Valley Stream Crossing / WRTC** – This project has the potential to re-wet a large historic meadow that currently has a deeply incised channel. The potential for ground water storage is quite large and there is little or no infrastructure in the area that would be of concern. The proponent's qualifications are sound. The distance of this project from the end of the range of anadromy played a role in the ranking it received from this group.
8. **Trinity River Watershed Gap Analysis / TCRCD** – While this group believes that an effort to inventory the completed watershed projects, additional habitat that needs to be protected, and areas with high potential for recovery, it was not completely clear what deliverables the proposed project would provide The group expressed a desire for the proposal to reference a tool or strategy that had been used by other entities in watersheds of the Pacific Northwest. Also, the group expressed that the funding of such a project preferably would not come from the TRRP Watershed program in its current configuration.
9. **Trinity River Forest Roads Maintenance / USFS** – This proposal failed to address long-term sediment source delivery issues and was not cost effective compared to similar projects. While the USFS provided an excellent inventory and has a great track record of completing upslope watershed restoration, the selected treatments were unfortunately heavy on short lived maintenance type activities (cleaning all pipes, cross drains, and lead out ditches) and NEPA costs seemed high for small project.