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Mr. Thaler:

This letter serves as a transmittal to summarize several changes or clarifications to the KRRC's Definite Plan relative to information previously provided to the SWRCB in September 2017 (CEQA Technical Submittal) and January 2018 (Administrative Draft Definite Plan). In each case, the changes or clarifications reflect the outcome of ongoing field work, technical analyses and/or resource agency input and coordination.

The revisions can be broken up into three primary categories, as listed below:

1. **Access Road and Bridge Improvements:** Changes to the plan for improvements or maintenance associated with roads and bridges is summarized in Table 1. In some cases, temporary bridge and/or strengthening options for construction access have been included. Any proposed option would fit within the previously identified footprint, and would provide equal or better future function relative to existing conditions.
2. **Fish Hatchery Plan:** The latest fish hatchery plan is provided as Attachment 1 to this letter and was developed in close coordination with federal and state fisheries resource agencies. The information provided in Attachment 1 supersedes hatchery related information provided in previous submittals to the SWRCB. A summary of key revisions is provided below:
 - a. **Production:** Overall post-dam removal production goals match previous submittals, however, the production goals at specific hatchery facilities have been revised.
 - b. **Iron Gate Hatchery:** The revised plan includes an updated understanding of the facilities that will remain in operation (incubation building, three raceways, auxiliary ladder/trap), new facilities to be constructed (water supply intake, intake UV treatment, two new holding ponds within existing raceway, new spawning facility) and the range of water supply flows (1.5 to 8.75 cfs) required throughout the year to meet the production goals. Additional detail is provide on the various features and operations associated with the proposed hatchery.

- c. Fall Creek Hatchery: The revised plan provides additional detail on the various features and operations associated with the proposed hatchery.
3. **Mitigation related to Climate Change:** The KRRC believes that the previously identified greenhouse gas/global climate change mitigation measures CC-1 (use the market mechanism under development as part of AB 32) should be removed from consideration since the Project construction impacts to GHG do not pass the threshold of significance.

Table 1 Road and Bridge Revisions

Definite Plan Section No.	Road Name	Description of Revision
5.2.2	The Dalles California Highway	Pavement rehabilitation previously described as "may be required", now described as "will likely not be needed."
5.2.2	Oregon Route 66	Pavement rehabilitation previously described as "may be required", now described as "will likely not be needed."
5.2.2	Keno Worden Road	Pavement rehabilitation previously described as "may be required", now described as "will likely not be needed."
5.2.2	J.C. Boyle Powerhouse Road	Addition: Road maintenance is anticipated in some areas
5.2.2	J.C. Boyle Disposal Access Road	Addition: This road will be demolished and restored to native vegetation post-construction.
5.2.2	J.C. Boyle Right Abutment Access Road	Addition: This road will be demolished and restored to native vegetation post-construction.
5.2.2	J.C. Boyle Penstock Access Road	Addition: These roads will be demolished and restored to native vegetation post-construction.
5.3.2	Dry Creek Bridge	Previously proposed bridge replacement; Revised to allow for other options including a temporary bridge (existing bridge would remain and not be used for construction access) or strengthening of the existing bridge structure. Final design process will determine which option is implemented.
5.3.2	Fall Creek Bridge	Previously proposed bridge replacement; Revised to allow for other options including a temporary bridge (existing bridge would remain and not be used for construction access) or strengthening of the existing bridge structure. Final design process will determine which option is implemented.
5.4.2	Daggett Road Bridge	Previously proposed bridge replacement; Revised to allow for other options including a temporary bridge (existing bridge would remain and not be used for construction access) or strengthening of the existing bridge structure. Final design process will determine which option is implemented.
5.5.2	Lakeview Road Bridge	Previously proposed bridge replacement; Revised to allow for other options including a temporary bridge (existing bridge would remain and not be used for construction access) or strengthening of the existing bridge structure. Final design process will determine which option is implemented.
5.5.2	Access Road from Long Gulch Recreation Facility to Lakeview Road	Road not previously included: Road surface maintenance may be required during construction. This access road will be demolished and the area restored to native habitat at the completion of dam removal.

Definite Plan Section No.	Road Name	Description of Revision
5.5.2	Access Road from Overlook Point Recreation Facility to Copco Road	Road not previously included: Road surface maintenance may be required during construction. This access road will be demolished and the area restored to native habitat at the completion of dam removal.

Please let us know if you have any question or concerns pertaining to the information provided in this submittal. The KRRC looks forward to continuing to work together to move the Project forward toward implementation.

Sincerely,



Mark Bransom
Executive Director
Klamath River Renewal Corporation



Attachment 1 – KRRRC Hatchery Plan