

**ANNUAL REPORT TO THE LEGISLATURE  
FOR 2008**

**COASTAL ANADROMOUS FISH PASSAGE  
ASSESSMENT AND REMEDIATION  
PROGRESS REPORT**

Prepared:

**AUGUST 2009**

**Prepared by the California Department of Transportation  
Division of Environmental Analysis**

**Report to the Legislature on Anadromous Fish Passage Assessment and Remediation  
Progress Report January to December 2008**

**Purpose**

This is the fourth annual report prepared in accordance with Article 3.5 of Chapter 1 of Division 1 of the Streets and Highways Code that took effect 1 January 2006. The report directs the California Department of Transportation (Caltrans) to prepare an annual report describing the status of the department's progress in locating, assessing, and remediating project-related barriers to fish passage. The Code also requires that the department, with appropriate State and federal regulatory agencies, report progress in developing a programmatic environmental review process that will streamline the permitting process for remediating fish passage barrier projects. This annual report describes action between 1 January and 31 December 2008.

**Assessment and Remediation of Fish Passage Barriers**

Project level remediation

*Remediation summary* (this data has been reported; no new sites have been added for this period)

<b>Table 1. Completed Salmonid Fish Passage Barrier Remediations Since January 1, 2006</b>					
<b>Project #</b>	<b>District</b>	<b>County</b>	<b>Route</b>	<b>Post Mile</b>	<b>Project Name</b>
1	1	Del Norte	101	4.04	Tributary to Elk Creek
2	1	Humboldt	101	115.3	Stone Lagoon
3	1	Humboldt	101	40.7	Chadd Creek
4	2	Siskiyou	96	65.0/ 65.5	O'Neil Creek; Tributary to Klamath River
5	2	Tehama	5	16.9	Elder Creek
6	2	Tehama	5	28.1	Dibble Creek
7	2	Shasta	299	20.75	Salt Creek, Sacramento Tributary
8	3	Sierra/ Yuba	49	4.0/9.4	Sierra 49 Culvert Replacement
9	5	Santa Barbara	101	33.9	El Capitan Creek
10	5	Santa Barbara	101	41	Arroyo Hondo
11	5	Santa Barbara	101	47.19	Gaviota Creek
12	5	Santa Cruz	1	10	Valencia Creek; Tributary to Aptos Creek
13	5	Santa Cruz	1 & 17	17.4/ 17.42	Branciforte Creek and Carbonera Creek

Active Projects Summary

Table 2. Active Fish Passage Projects						
Project #	District	County	Route	Post Mile	Date <sup>1</sup>	Project Name
<b>Culvert Projects</b>						
1	1	Mendocino	1	62.5	DNS	Culvert Rehabilitation, Tributary to Pudding Creek
2	1	Mendocino	1	92.83	CCA 1/1/2014	Dunn Creek Fish Passage
3	1	Mendocino	101	8.0/ 17.8	CCA 1/1/2017	Hopland Bypass
4	1	Mendocino	101	81.4	CCA 10/1/2010	Rattlesnake Creek
5	1	Mendocino	101	Multiple	CCA 11/1/2012	36 Culverts
6	1	Mendocino	101	84	DNS	Rattlesnake Creek
7	1	Mendocino	128	39.88	DNS	Beebe Storm Damage
8	1	Mendocino	128 & 253	0.0/ 50.1	CCA 11/1/2012	264 Culverts
9	1	Mendocino	101	14.4/ 14.8	CCA 12/1/2009	McBrindle Creek
10	1	Humboldt	101	98.5/ 100.9	CCA 10/01/2010	Red Mountain Creek Fish Passage
11	4	Marin	1	22.7	CCA 12/1/2014	Giacomini Creek
12	4	Sonoma	1	32.4	CCA 12/1/2014	Fort Ross Creek
13	4	Sonoma	1	15.1/ 15.8	CCA 12/1/2013	Gleason Beach
14	5	Santa Barbara	1	15.6	CCA 4/1/2014	Salsipuedes Creek
15	5	Santa Barbara	101	0	CCA 9/1/2014	Rincon Creek
16	7	Los Angeles	1	50.3	CCA 11/9/2009	Solstice Creek

<sup>1</sup> CCA means "Construction Contract Completion." DNS means "Date Not Scheduled." Dates are estimates that depend on funding, permitting, and negotiations.

<b>Table 2. Active Fish Passage Projects, continued</b>						
<b>Project #</b>	<b>District</b>	<b>County</b>	<b>Route</b>	<b>Post Mile</b>	<b>Date<sup>2</sup></b>	<b>Project Name</b>
<b>Bridge Projects</b>						
1	2	Tehama	99	13.9/ 14.2	CCA 7/15/2013	Craig Creek and Sunset Canal Bridges
2	4	Alameda	84	12.1/ 13.3	CCA 10/1/2013	Niles Canyon Safety Improvement Project (Stonybrook Creek)
3	5	Santa Barbara	101	2.2	DNS	Carpinteria Creek
4	5	Santa Barbara	101	55	CCA 2/1/2011	Nojouqi Creek, Santa Ynez
5	5	Santa Barbara	192	15.5	CCA 6/1/2013	Arroyo Parida Creek
6	5	Santa Cruz	1	31.55	DNS	Scott Creek
7	5	Santa Cruz	1	36.3	DNS	Waddell Creek
8	7	Ventura	150	18.8	DNS	San Antonio Creek Bridge Replacement
9	7	Ventura	150	28.7	CCA 8/1/2012	Santa Paula Creek
10	7	Ventura	150	28.48/ 28.53	CCA 4/1/2009	Sisar Creek and Santa Paula Creek
<b>Culvert and Bridge Projects</b>						
1	1	Del Norte	101	43.6/ 45.8	CCA 12/1/2009	Smith River Widening (Lopez Creek)
2	4	Napa	121	0.3/2.0	CCA 10/1/2014	Duhig Road Realign Curves and Widen Shoulders
3	4	Santa Clara/ San Benito	101	5.0/ 0.0 / 4.9	CCA 10/1/2013	Widening of U.S. Highway 101 from Monterey Road (Santa Clara) to State Route 129 (San Benito)

<sup>2</sup> CCA means "Construction Contract Completion." DNS means "Date Not Scheduled." Dates are estimates that depend on funding, permitting, and negotiations.

Table 2. Active Fish Passage Projects, continued						
Project #	District	County	Route	Post Mile	Date <sup>3</sup>	Project Name
<b>Partnership Projects</b>						
1	2	Trinity	299	68.0/ 68.2	CCA 9/15/2010	Trinity Dam Boulevard. Fish Ladder, Grass Valley Creek
2	7	Ventura	150	22.7/ 22.8	CCA 3/30/2011	Lion Creek
3	12	Orange	5	11.3	CalTrout Lead	Trabuco Creek
4	12	Orange	5 & 241	0	CCA 5/1/2018	San Mateo Creek

### Planning level assessment

#### *Capital-Funded Work*

Caltrans' consultant completed a technical report, "Implications of Highway Bridge Crossing Effects on Coastal Lagoons" for District 5. The report provides background information, a synthesis of published reports, and an assessment of bridge conditions, and identifies key information needs. The report will assist the resolution of permit issues related to future replacement or repair of bridges over Scott and Waddell Creeks, including concerns for fish passage related to lagoon formation and breaching. The report recognizes multiple species and resource needs that will require clear natural resource management goals to focus bridge permit issues that will be affected by watershed-wide restoration and land-use decisions.

#### *Grant-Funded Work*

Planning-level work funded through grants was previously reported. Additional grant funding applications have been submitted, but additional funding was not yet secured. Two types of surveys are conducted for the planning-level studies: Reconnaissance (Recon) and Detailed Surveys. Recon surveys are simple surveys that do not require access to land outside existing transportation right-of-way and have received planning funding. Detailed surveys require access to land beyond Caltrans right-of-way, collect data critical to barrier determinations and remediation needs, and have been restricted to project-related grants or project funding.

In 2008, 798 Recon surveys were completed.

In 2008, 15 Detailed Surveys were completed.

With the completion of this work, nearly all accessible locations identified as upper-priority coastal survey sites have received Recon surveys (priorities for planning-level fish passage assessment according to, Prioritization of Fish Passage Surveys on State Highway System Road-Stream Crossings in California's Coastal Watersheds (March 2007).

<sup>3</sup> CCA means "Construction Contract Completion." DNS means "Date Not Scheduled." Dates are estimates that depend on funding, permitting, and negotiations.

## **Programmatic Environmental Review Process**

### Agency Agreements

Caltrans continues to consult with the California Department of Fish and Game, the National Oceanic and Atmospheric Administration, National Marine Fisheries Service, and the U.S. Fish and Wildlife Service to streamline environmental review and permitting with programmatic environmental authorizations for a number of activities that can be characterized as routine maintenance or small projects that can most commonly improve or provide fish passage. Routine maintenance includes culvert repair, culvert cleaning, and vegetation management, while the relatively small-impact projects include fish passage remediation projects such as culvert installation, weir and baffle installation, and small bridge construction.

The scope of the current effort is coastal drainages from the Oregon border to Santa Cruz County. This will require consultation on approximately 58 plant species and 33 fish and wildlife species that may be incidentally affected. The effort, once complete, should streamline both capital project and routine maintenance project timelines and reduce overhead costs associated with environmental compliance.