To:		From:	
Office of Planning and Research		Public Agency: <u>Tehama-Colusa Canal Authority</u> Address: P.O. Box 1025, Willows, CA 95988	
For U.S. Mail: P.O. Box 3044 Sacramento, CA 95812-3044	Street Address: 1400 Tenth Street Sacramento, CA 95814	Contact:	Jeff Sutton, General Manager 530-934-2125
□ County Clerk □ County of: Tehama, Glenn, Colusa, and Yolo □ Address: See attached page		Address: _	cy (if different from above):
SUBJECT: Filing of Notice of Resources Code.	of Determination in com	ipliance wit	h Section 21108 or 21152 of the Public
State Clearinghouse Number (if submitted to State Clea	aringhouse):	SCN# 2002-042-075
Project Title: Red Bluff Diversion Dam Fi	sh Passage Improvem	ent Project	8
Project Location (include cour Tehama, Glenn, Colusa, an	• /		
Project Description:			
See attached page for a bri	ef project description.		
∠ Lead ∠	d Agency or 🗌 Responsible Ag	gency	has approved the above
1. The project [⊠ will	will not] have a sign	nificant effec	t on the environment.
 An Environmenta CEQA. 	l Impact Report was prep	ared for this	project pursuant to the provisions of ursuant to the provisions of CEQA.
4. A mitigation reportin5. A statement of Overr	[igotimes were $igotimes$ were not] $igotimes$ or monitoring plan $[igotimes]$ iding Considerations $[igotimes]$ were not] made pursu	was was was	lition of the approval of the project. vas not] adopted for this project. vas not] adopted for this project. rovisions of CEQA.
This is to certify that the final Negative Declaration, is availa			nd record of project approval, or the Tehama-Colusa Canal Authority
Signature (Public Agency)	1 X X - "	[Jeffrey P. S	513 Highway 162, Willows, CA Sutton] Title: General Manager R:

County Clerk Addresses:

Tehama County Clerk PO Box 250 Red Bluff, CA 96080 Colusa County Clerk 546 Jay Street, Suite 200 Colusa, CA 95932

Glenn County Clerk 516 West Sycamore Street Willows, CA 95988 Yolo County Clerk 625 Court Street, Room B01 Woodland, CA

Project Description:

Since construction of the Red Bluff Diversion Dam (RBDD) in the mid-1960s, concern has been expressed regarding the dam's effect on both upstream and downstream anadromous fish migration. The dam was built with 11 movable gates. When the gates are lowered (gates-in) into the Sacramento River, the elevation of the water surface behind the dam rises, allowing gravity diversion into the Tehama-Colusa (TC) and Corning Canals for delivery to irrigation districts. Raising the gates allows the river to flow virtually unimpeded, which allows for fish passage but precludes gravity diversion into the canals.

Over the years, the dam gates have been raised more frequently in order to enhance fish passage. As a result, the ability to divert irrigation water has been gradually decreased from year-round to the current 4-month, gates-in operation (May 15 to September 14). Detailed studies show that the current gate operations and fish ladders do not adequately allow passage of all federally threatened and endangered fish species. The need for the project reflects these two primary issues: improvement of the long-term ability to reliably pass anadromous fish and other species of concern, both upstream and downstream, past RBDD; and improvement of the long-term ability to reliably and cost-effectively move sufficient water into the TC and Corning Canal systems.

The Draft EIS/EIR evaluated project alternatives that could address the aforementioned issues. The selected project represents a combination of alternatives that were evaluated in the Draft EIS/EIR. Project facilities will include construction of a pumping plant at the Mill Site with an initial installed capacity of 2,180 cubic feet per second (cfs) and a footprint that will allow expansion to 2,500 cfs, if necessary. Prior to completing construction of the new pumping plant, the current 4-month gates-in operation (May 15 through September 15) will continue.

Reclamation currently anticipates operating RBDD with the gates in between July 1 and the end of the Labor Day weekend after the pumping plant has been constructed and is operational. TCCA does not advocate a change in gate operations, but will defer to CVP-OCAP findings and subsequent ESA determinations.