**GRP Boundaries**

In general, the GRP boundaries include a half mile buffer laterally along the river. Some GRP boundaries were adjusted to widen in some locations to include highways or seeps, for example.

Upper Sacramento River :

We started with reviewing the footprint from the existing 2005 Upper Sacramento River GRP; the upstream end of the 2005 GRP started at the Cantara Loop rail crossing over the river.  The new GRP will extend the upper boundary to Box Canyon Dam which is the base of Lake Siskiyou. The downstream end of the existing 2005 GRP is the Red Bluff Diversion Dam but the diversion dam is now open year round for fish passage so the new GRP will extend down to the town of Tehama, about 10 miles south of the Red Bluff Diversion Dam where the last railroad crossing of the river exists.

Laterally, the GRP follows the path of the river as well as I-5 which has the boundary narrower in some locations and in some places wider where I-5 moves away from the river.

GRP River Miles: 142

North Fork American River:

The GRP boundary includes the headwaters of the North Fork American River just west of Olympic Valley, as well as the two forks on the south side of Emigrant Gap/I-80. The GRP is also inclusive of Donner Lake which has railroad tracks running above it on the south side of the lake and I-80 running on the north side. The lower extent of the GRP boundary stops at Newcastle/Penryn where numerous spills occur from overturned trucks along the I-80 corridor. Threats include pipelines, railroad, and Highway 80.

**Note:** Map being adjusted to include the river below Penryn, flowing down to Folsom Dam. Will also narrow the watershed areas on the south side of the canyon where there is no access and no spill threat (Foresthill area).

GRP River Miles: 96

Russian River:

The upper extent begins in the town of Redwood Valley, where the railroad crosses the river for the first time, just north of Lake Mendocino, and the downstream extent ends at the ocean.

GRP River Miles: 114 (main stem and east fork)

Kern River:

The upper extent starts where the river exits the Kern River Canyon and the oil fields begin, this is the highest point where a spill would most likely occur (with the exception of a vehicle into the river above this point). The lower extent runs to the California Aqueduct; this area of the river runs into channel gates and rarely drains beyond this point.

**Note:** The Kern River GRP Boundary will be updated to reflect the following:

The boundary will be ½ mile buffer on either side all the way to the aqueduct. The map shows it expanding to include the floodplain and only goes to Interstate 5. The new map will narrow down the floodplain to be ½ mile either side and continue past Interstate 5 until it reaches the California aqueduct.

GRP River Miles: 37

Ballona Creek:

The upper extent of the GRP boundary is where Ballona Creek officially begins where the creek daylights northeast of Culver City. The lower extent is where the creek meets the ocean. Two feeder creeks are also included within the GRP boundary. The feeder creeks are all concrete lined. The expanded boundary near Loyola is the historic water course, also part of the Ballona Wetland, and the new defined water course at the toe of the slope of Loyola is (north of Loyola/south of Ballona Creek) part of recent urban development in the area.  The defined boundary will also include all of the wetland area between and on the north side of Ballona.

The biggest threats are pipelines and small production facilities within the watershed.

GRP River Miles: 8.75

Cajon Pass:

The Cajon pass GRP boundaries were set mainly by geologic terrain.  The top or north eastern boundary was set by the Cajon summit and ridgeline south to encompass the railroads entering the Cajon summit.  Since the pass is actually a fairly narrow canyon the lines follow the I-15 corridor and pop out a little on the eastern edge to include the rail lines.

The southern boundary includes where Cajon Creek and Lytle Creek converge.  This allows the inclusion of the I-15 freeway over Lytle Creek (area of historical spills) and the pipe and rail lines on the west side (another area of historical spills). We can extend the boundary all the way down to the Foothill/Fifth St flood control gate system.  From there the watershed goes into concrete channels until it reaches the Santa Ana River. There is a mechanical gate that can be closed and sand barriers could be placed in front of the eastern overflow basins to stop a spill from getting into the channel and to the Santa Ana River.  The flood control gate is tested on a monthly basis.

GRP River Miles: 27 (Includes Lytle Creek and Cable Creek)