

April 2013



Although local Bay Area water agencies have instituted many measures to increase water use efficiency, the Delta is still a critical piece of the Bay Area's water supply security. As such, securing the Delta ecosystem also helps provide economic certainty for the Bay Area's economic engine.

The Delta's Importance to the Bay Area

The Sacramento-San Joaquin River Delta (Delta) is a critical to Bay Area water supplies. About 3 million people in Santa Clara, Alameda, Contra Costa, Napa and Sonoma counties—and a \$530 billion economic engine—rely on Delta water.

Rain and snowmelt from the Sierra Nevada mountain range flow through the Delta via a network of rivers, canals, pumps, and pipelines. This system is a critical piece of the California—and Bay Area—water delivery system, supplying water to 25 million people across the state and two-thirds of the Bay Area's drinking water. The Delta has been stretched to the breaking point.

With the ecosystem in steep decline, environmental regulations and pumping restrictions have put the water that much of the Bay Area relies upon at risk. Curtailment of water supplies puts a significant strain on water districts to meet demands for drinking water. An aging levee system is at ever-greater risk of failure from earthquakes and climate change impacts.

Through a 6-year collaborative process, a team of federal and state water experts, scientists, and public water agencies have developed the Bay Delta Conservation Plan (BDCP)—a comprehensive strategy committed to meeting the co-equal goals of ecosystem restoration and water supply reliability.

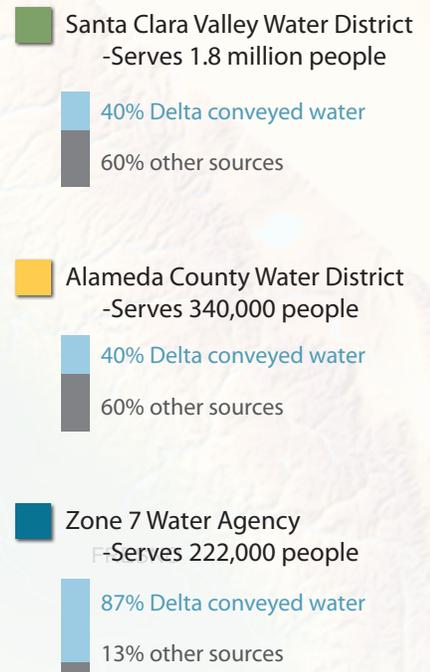


The Bay Area has been a leader in innovating ways to adapt to changing conditions, including the exploration and development of water storage and groundwater banking, conservation and water recycling, stormwater-capture, and desalination. But these innovations are not enough to secure a future water supply, and would never be enough to supplant imported Delta water. The BDCP provides an important way to adapt to future realities by meeting both ecosystem and water supply needs.

Without an effective habitat conservation strategy, the Delta's sensitive ecosystem and water delivery system cannot be sustained. The BDCP will address adverse effects of climate change, ecosystem failure, and seismicity on water supply reliability by changing the way water is conveyed through the Delta and restoring thousands of acres of important habitat. By moving the water diversion points to the north Delta, the BDCP will also restore a more natural flow pattern to benefit fish while protecting critical water supplies.



BDCP combines approximately 145,000 acres of habitat restoration with new water delivery facilities. The new facilities will also improve the quality of Delta water exports, an important benefit that will reduce salinity-related barriers to water recycling and sustainable agriculture.



BDCP is not the peripheral canal. Whereas that earlier proposal would have diverted all water exports around the Delta at nearly 22,000 cubic feet per second (cfs), BDCP proposes a pair of gravity-fed tunnels that would bring no more than 9,000 cfs to existing south Delta facilities. Its implementation would relieve stress on the local environment while making investments in habitat restoration that are essential for the Delta's health.

BDCP Refinements Respond to Community and Statewide Needs

August 2013

Proposed refinements have been developed to address comments and concerns gathered throughout the BDCP planning process.

Over 7 years, hundreds of public meetings, and ongoing coordination with stakeholders, a comprehensive plan to address the ecosystem and water supply challenges in the Sacramento-San Joaquin Delta has taken shape. The Bay Delta Conservation Plan (BDCP) has continued to evolve since the enactment of the 2009 Delta Reform Act. The water facility and conveyance operations proposed as part of the BDCP have changed significantly in ways that reduce disruption and disturbance in the Delta. Changes previously announced include:

- Underground tunnels, instead of a surface canal, could be used for water transport.
- The number of new Sacramento River intakes has been reduced from five to three, and capacity has decreased from 15,000 cubic feet per second (cfs) to 9,000 cfs.

Newly proposed changes include:

- A shift of construction activities associated with intermediate forebay and reusable tunnel material area away from north Delta communities.
- A shift of some permanent and temporary construction impacts from private to public lands.
- A shrinking of the intermediate forebay surface acreage from 750 acres to 40 acres.
- A reduction in the number of main tunnel shaft locations from seven to five.
- Shortening of the main tunnel length from 35 miles to approximately 30 miles.
- A reduction in the amount of private land subject to permanent and temporary impacts due to construction of water conveyance infrastructure.

These project refinements balance costs, engineering design, and ease of construction while minimizing local dislocation and disturbance.

Efforts will continue to ensure that the project is developed under the best management practices possible, and with the most current science available. The plan seeks to achieve the co-equal goals of a more reliable water supply for California and enhancement of the Delta ecosystem, while also preserving the unique communities and agricultural productivity of the Delta.



No final decisions on the BDCP can be made prior to the completion of environmental review and public input. The elements described here have been identified for the purpose of further analysis pursuant to the California Environmental Quality Act, the National Environmental Policy Act, the Endangered Species Act, the Natural Community Conservation Planning Act, and other applicable statutes.

Highlights of Changes to Proposed Water Facility Construction

Recent tunnel alignment refinements based on local input and ongoing evaluation have been recommended to improve efficiency, reduce impacts to local Delta communities, and minimize environmental impacts. These changes will be reflected in the BDCP Measure 1 and evaluated in the Public Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) planned for release in 2013.

Reduced Impacts of Recent Project Refinements¹

	Consultant Administrative Draft EIR/EIS	2013 Project Refinements (Environmental Review Pending)
CM 1 Facility Footprint ²	3,654 acres	1,851 acres
Intermediate Forebay Size (Surface Acreage)	750 acres	40 acres
Private Property Impacts - Permanent and Temporary	5,965 acres	5,557 acres
Public Lands Utilized	240 acres	657 acres ¹
Number of Main Tunnel Launch and Retrieval Shaft Locations ⁴	7	5
Agricultural Impacts ⁵	6,105 acres	6,033 acres

- All acreages listed are approximate. Final acreages will be determined after the Record of Decision/Notice of Determination. Environmental review documents are meant to disclose impacts. As such, the worst-case scenario impacts are included. Opportunities to further reduce and mitigate impacts will be evaluated as the project progresses.
- Conservation Measure 1 - All permanent surface facility footprint acreage.
- Does not include reusable tunnel material acreage.
- 2013 Project Refinements utilize more publicly-owned acres.
- A "Shaft Location" is defined as a location with one or more launch or retrieval shafts. Includes locations for the main tunnel, which is the dual-bore tunnels between the intermediate forebay and Clifton Court Forebay. Agricultural impacts were identified using the County Land Use data, which includes the following categories: Alfalfa, Corn, Fallow and Idle, Grain, Grapes, Non-irrigated, Deciduous Fruits and Nuts, Field Crops, Truck Nursery and Berry), Pasture, Rice, Semi-Agricultural, and Tomatoes.

Uses More Public Lands - The refined alignment utilizes 657 acres of state- and publicly-owned property to minimize impacts to productive farmland and beneficial habitat. The Department of Water Resources property south of the town of Hood will be used as a construction staging area, and due to its proximity to town, a 1,200-foot noise buffer will be provided (included in the EIR/EIS as a mitigation measure).

Reduces Roadway Impacts - Input from the local residents of Hood and Courtland identified several temporary road alternatives for Highway 160 that preliminarily meet Caltrans requirements and impacts fewer residences, other structures, and farmland. DWR will continue its consultations with Caltrans to further refine the road designs to address community concerns, including the accommodation of emergency response vehicles, agricultural vehicles, and other commercial vehicles. The refined alignment also reduces or eliminates impacts to bridges and roads including the Snodgrass Slough Bridge at Twin Cities Road and Highway 4.

Reduces the Impact of the Intermediate Forebay - Operational changes to gravity flow conveyance and modification at Clifton Court Forebay allow for the reduction in size of the Intermediate Forebay surface storage and spillway from more than 1,000 acres to less than 250 acres (with surface acreage reduced from approximately 750 acres to 40 acres). Relocating the smaller forebay away from the towns of Hood and Courtland and closer to Interstate 5 on the Granville Tract also lessens the impacts to roads and bridges, creates conservation opportunities with the Stone Lakes National Wildlife Refuge, and makes it possible to utilize more publicly-owned land.

Creates Reusable Tunnel Material - The refined tunnel alignment includes the potential for reuse of excavated tunnel material. Lessons learned on a nearby San Francisco Public Utilities Commission tunnel project suggest that as much as 98 percent of the material will be reusable for construction, habitat restoration, and other reuses. The EIR/EIS assumes that all of the excavated tunnel material will need to be stored; however, with modern sorting and processing techniques using biodegradable additives, the majority of the material is expected to be reused during and after the construction of the project.

Eliminates Borrow Pit Area Near Intakes - Proposed borrow pits in the area near the intakes (between River Road and Snodgrass Slough) have been removed. Due to concerns about drainage and irrigation impacts on farmland, activities in this area will be limited to staging for construction. Overall acreage of the staging area will be reduced in half from more than 400 to approximately 200 acres.

Reduces Height of Pumping Plants - Design refinements allow for the reduction of the height of the pumping plants at the intake facilities along the Sacramento River from 60 feet to approximately 30 feet.

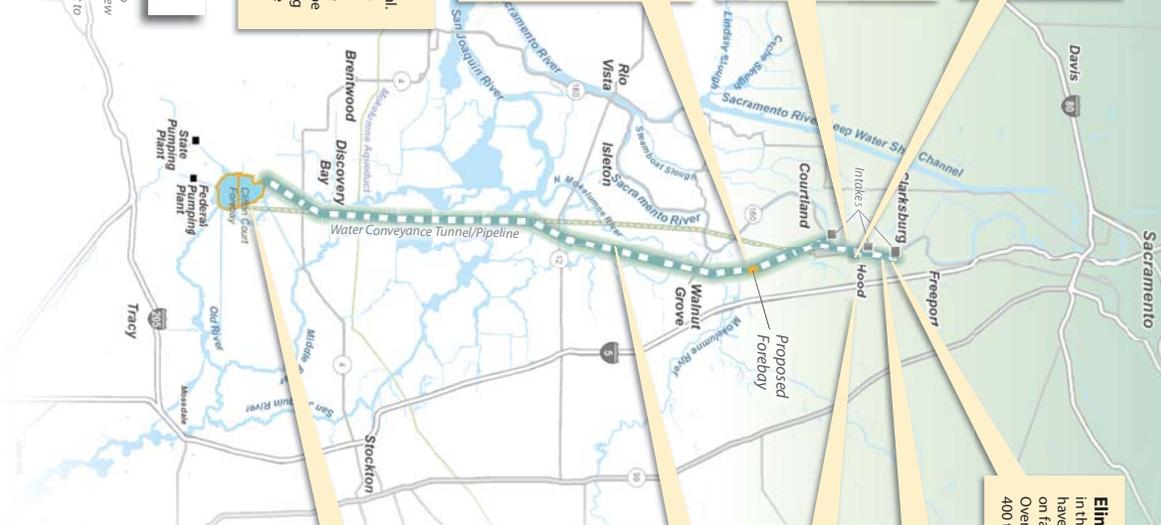
Reduces Above-Ground Impacts to Hood - Replacing the proposed cut and cover (surface) pipeline with a conveyance tunnel reduces impacts to the town of Hood, including the Hood fire station, homes, farmland, and related structures.

Increases Habitat Restoration Opportunities - The combined actions of realigning the conveyance tunnels and moving the intermediate forebay creates new restoration opportunities. Excavated reusable tunnel material creates the opportunity to work with landowners and stakeholders to improve and preserve habitat at potential locations like Staten Island both for sandhill cranes and other species.

Reduces Impacts in South and Central Delta - The tunnel realignment has reduced the number of tunnel reaches and the number of launch sites. Some islands no longer have direct impacts, including Venice, Andrus, and Tyler islands. Impacts elsewhere have been reduced significantly.

Modifies Clifton Court Forebay - Clifton Court Forebay will be redesigned to improve overall operations for both north and south Delta conveyance. The existing forebay will be dredged, divided, and expanded to the south. Proposed north Delta conveyance facilities will supply water to the northern portion of the forebay, while existing south Delta facilities will supply the southern portion. The new pipeline-tunnel will terminate at the north end of the forebay. Additional opportunities have been identified to expand recreation facilities and accessibility at Clifton Court.

Counties, cities, and other local governments depend, in part, on property taxes paid by private property owners. Typically when land is acquired by a public agency, those payments stop. To ensure that these important revenues remain, the BDCP will pay the replacement cost of those property taxes to local governments.



Moving Forward: Ongoing Community Coordination and Adaptation

The State of California is committed to an open and transparent process throughout the development of the BDCP, as reflected by refinements made to BDCP's water and ecosystem strategies over the past several years. Opportunities for public involvement continue, with the Public Draft BDCP and EIR/EIS scheduled for release in 2013.

Delta Landowners may contact DWR Delta Landowner Liaison Lauren Bisnett at (916) 653-7564 or lauren.bisnett@water.ca.gov with questions about the Consultant Administrative Draft environmental documents, now available online at www.BayDeltaConservationPlan.com.



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