DELTA CONVEYANCE PROJECT:
The Right Project At The Right Time

The Delta Conveyance Project (DCP) has been refined and redesigned, based in part on extensive community input, to address community impacts and environmental concerns. Today's proposed project is remarkably different from previous proposals.

Today's DCP is:

- A fraction of its original size
- Underground
- One tunnel rather than two
- Routed to avoid the central Delta
- 80% less dependent on pile driving at intakes
- Planned with a 50%+ smaller construction footprint

The need for the Delta Conveyance Project has never been greater.

California's new climate reality brings intense but unpredictable storms, extended and more frequent droughts, rising sea levels, increasing temperatures and an earlier spring runoff, making water management in California much more challenging. The DCP is a critical climate adaptation strategy that will protect California's primary water supply against seismic risks and our new climate reality.

WORKING WITH THE DELTA COMMUNITY

Through an extensive consultation, engagement and feedback process, Tribal and Environmental Justice impacts and Community Benefits have been addressed.

TRIBAL CONSULTATION

More than 150 government-to-government consultations, numerous site visits, and extensive Tribal review and comment have resulted in the entire legal Delta being designated a Tribal resource. This designation plays an important role in identifying and evaluating potential impacts to Tribal cultural resources and implementing mitigation measures.

ENVIRONMENTAL JUSTICE

Delta communities have been extensively engaged throughout the process. This has resulted in the entire legal Delta being designated an Environmental Justice community, helping identify measures to reduce impacts on important community resources.

COMMUNITY BENEFITS PROGRAM

The project's **$200 million Community Benefits Program** will include grant funds for local projects. In addition, DWR is committed to business development set-asides for job training and local business use, and potential "leave-behinds" like broadband or other infrastructure that will have tangible and lasting benefits.

OPERATIONS:
Moving Excess Flow

Today's project only operates to capture excess Sacramento River flows, while existing State Water Project (SWP) operations remain unchanged. These excess Delta flows can be stored south of the Delta for use during dry periods. In fact, today's DCP can only be operated when:

✓ **ALL SENIOR WATER RIGHTS ARE MET**
Ensuring reliable water delivery to longstanding senior water rights holders who have priority access to SWP supplies.

✓ **ESA PERMIT STANDARDS ARE MET**
Conforming with state and federal standards that protect endangered wildlife and/or habitat.

✓ **WATER QUALITY REQUIREMENTS ARE MET**
Further protecting fish by regulating water flows and salinity levels.

✓ **COLD WATER POOLS REQUIREMENTS ARE MET**
Ensuring that water temperatures are maintained upstream to benefit salmon migration.

DELTA CONVEYANCE PROJECT: THEN VS. NOW

Today's Delta Conveyance Project plan has been updated to significantly reduce noise, traffic, power needs, aesthetic effects, boating and waterway effects, land disturbance and overall project footprint.

	CALIFORNIA WATERFIX (2017)	DELTA CONVEYANCE PROJECT (2023)
Conveyance	Two tunnels, 35 miles each	One tunnel, 45 miles
Operation Type	Dual conveyance, allowing for through-Delta operations. North Delta Diversion prioritized	Dual conveyance, allowing for through-Delta operations. South Delta Diversion prioritized
Capacity	9,000 CFS (Down from original 15,000 CFS)	6,000 CFS
Number Of Intakes	3	2
Alignment	Through the center of the Delta	Along the east side, avoiding the central Delta
Fish Screens	3 intakes, linear fish screens with 2,000 ft cleaning apparatus visible above water line	2 intakes, t-shaped fish screens, 1,500 ft cleaning apparatus below surface
Potential Agricultural Land Impact	Approximately 3,550 acres	Approximately 2,400 acres
SR 160 Construction Traffic	Yes	No
Forebays Needed	Yes, 2	None, direct connection to California Aqueduct
Number Of Barge Landings	3 intakes and Victoria Island	None
Tunnel Launch Shaft Sites	Located at intakes and sites away from intakes	Located away from intakes

California Can't Afford to Wait to Protect Water Supply

The SWP is the backbone of California economy. Built in 1960s, the SWP was designed for hydrology that relied on availability and slow melt of the Sierra snow pack. Climate change and an aging SWP mean that we must act to secure affordable, reliable water for the future. The cost of doing nothing is too high.

Although all of the agencies investing in the DCP are also pursuing local and regional projects and continued conservation, that won't be enough on its own. No amount of local projects or conservation can match the DCP's volume of affordable, clean water.

Alternatives to the DCP would lead to increased costs for families, businesses and entire communities. Failing to modernize the SWP would lead to inevitable disruption to our state's primary water supply when we can no longer transport water from where it is to where it is needed. That would mean 27 million Californians, including 7 million people from 1,500+ disadvantaged communities, and 750,000 acres of farmland would lose access to reliable water.

Today's DCP has been extensively reviewed, right-sized and updated to reflect community input and needs. It is ready to move forward and benefit Californians, and California cannot afford to wait.