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.
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.

### Highlights of Changes to Proposed Water Facility Construction

#### 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 Glenville 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.

### Reducing Impacts of Recent Project Refinements

<table>
<thead>
<tr>
<th>Consultant Administrative Draft EIR/EIS</th>
<th>2013 Project Refinements (Environmental Review Pending)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Conservation Measure 1</strong></td>
<td><strong>Does not include reusable tunnel material acreage.</strong></td>
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| **CM 1 Facility Footprint** | 3,654 acres | 1,851 acres |
| **Intermediate Forebay Size** | 750 acres | 40 acres |
| **Private Property – Permanent & Temporary** | 5,965 acres | 5,157 acres |
| **Public Lands Utilized** | 240 acres | 657 acres |
| **Number of Main Tunnel Launch and Retrieval Shaft Locations** | 7 | 5 |
| **Agricultural Impacts** | 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.*

### 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 (surfacial) 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. Additionally, 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.