DELTA CONVEYANCE PROJECT

Draft Environmental Impact Report (Draft EIR) Available for Public Comment

The Department of Water Resources (DWR) is proposing the Delta Conveyance Project to modernize the State Water Project (SWP) water transport infrastructure in the Delta to restore and protect the reliability of this important state water supply. The Draft EIR analyzes three alignment options: Eastern, Central, and Bethany Reservoir; and four capacity options: 3,000 cubic feet per second (cfs), 4,500 cfs, 6,000 cfs, and 7,500 cfs. The proposed project is the Bethany Reservoir Alignment and includes intakes B and C, and a single tunnel with a total conveyance capacity of 6,000 cfs. It follows an eastern alignment roughly parallel to Interstate 5 to a site south of the Byron Highway, adjacent to the existing Bethany Reservoir, where the California Aqueduct begins.

Bethany Reservoir Alignment Q&A

I've never heard of the Bethany Reservoir Alignment, is it new?

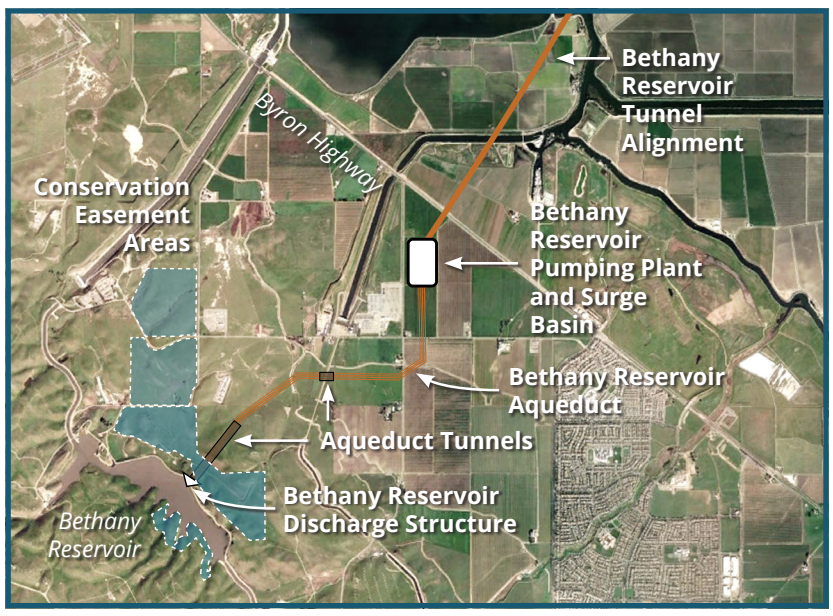
Yes. This alignment would connect to the State Water Project at the Bethany Reservoir, where the 444-mile California Aqueduct begins. This alignment was identified during the planning process as having the potential to reduce or minimize potential significant effects compared to the Central and Eastern Alignment options, particularly on wetlands and agricultural land. It has now been identified as the proposed project in the Draft EIR. It is different than the Central and Eastern Alignment Alternatives in that no work is proposed for the Clifton Court Complex, including eliminating the need to construct an additional forebay. The Bethany Complex includes access roads, a pumping plant, surge basin, aqueduct, and discharge structure. The Bethany Reservoir Pumping Plant and surge basin would be located along Mountain House Road approximately a half mile south of the intersection with Byron Highway. The Bethany Reservoir Aqueduct would extend approximately 2.5 miles from the pumping plant to a new discharge structure on the banks of the Bethany Reservoir.

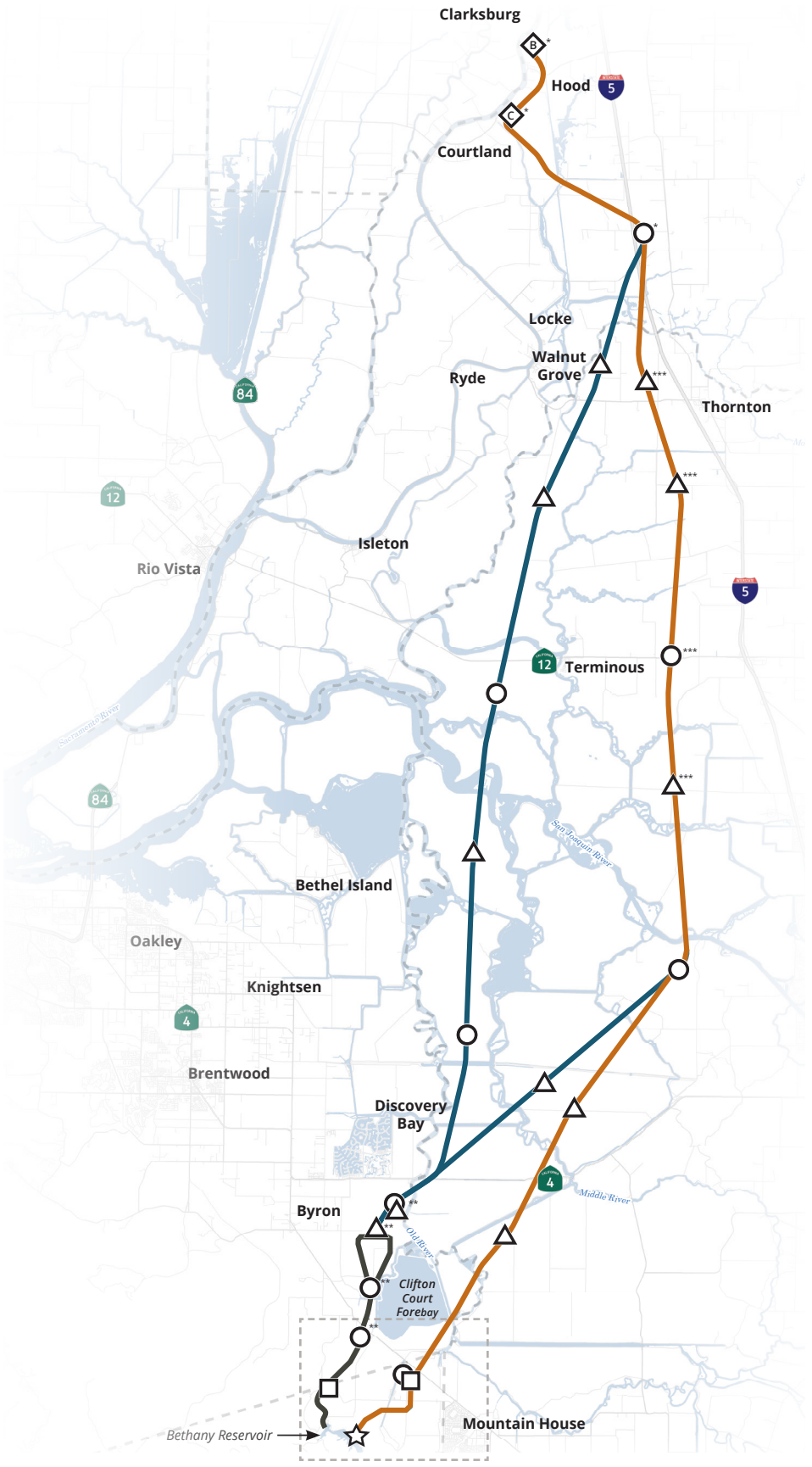
How would potential construction traffic impacts associated with the Bethany Reservoir Alternative be addressed?

Many traffic reduction projects will help. These include a new interchange at Lindemann Road, with Byron Highway realignment and widening; new bridges over Union Pacific Railroad (UPRR) tracks and Byron Highway; several road widening projects; several new paved frontage roads; access roads and road extensions; and a park and ride lot in Stockton; among others.

How would recreation at Bethany Reservoir be affected by the construction of the Bethany Complex?

At Bethany Reservoir, the boat ramp and most of the shore and water would still be accessible during construction. Construction access would not block the recreation area access road. During construction, land and water recreation activities would not be interrupted at Bethany Reservoir for the most part. Additionally, during construction, bikers would start the 44-mile California Aqueduct Bikeway at a different location until the 6-year construction is complete and the bridge is in place over the discharge structure.





For detailed maps and video virtual tours, visit dcdca.org.

If the project is approved following the environmental review process, only one alignment utilizing one tunnel will be selected.

FOR MORE PROJECT INFORMATION:

The Draft EIR is available for an extended review and comment period until December 16, 2022.

DCA

DEPARTMENT OF WATER RESOURCES • STATE OF CALIFORNIA •

PARA ESPAÑOL:

To learn more about the proposed Delta Conveyance Project, review the Draft EIR and associated materials, or get more information on the various ways to comment, visit www.deltaconveyanceproject.com.

The Draft EIR has been prepared and issued by the Department of Water Resources in compliance with the California Environmental Quality Act.

Disclaimers: The Draft EIR has been prepared and issued by the Department of Water Resources (DWR) in compliance with the California Environmental Quality Act (CEQA). Maps are for discussion purposes only and are subject to change. They do not represent a decision by the Delta Conveyance Design and Construction Authority (DCA) or DWR. Final decisions about the project will be made by DWR and will NOT be made until the conclusion of the CEQA process.

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