

## Alternative Narrowing Process

Western Delta Isolated Conveyance Facility

### Alternative 3G

Alternative 3G, the Western Delta Isolated Conveyance Facility, utilizes the Deep Water Ship Channel (DWSC), and a western Delta conveyance pipeline, tunnel and channel to convey 5,000 cfs from the intake on the Sacramento River near Sacramento to Clifton Court Forebay. A new intake facility capable of diverting 5,000 cfs would be constructed at the upstream end of the DWSC. Downstream of the screens, a low lift pump station would provide the hydraulic head to move 5,000 cfs through the channel during periods of insufficient head to flow by gravity alone. In order to maintain operations of the Port of Sacramento a ship lock would be constructed at the downstream end of the channel. Immediately upstream from the lock, a new unscreened pumping plant would lift water into a pressurized pipeline that follows the Sacramento River to a tunnel that crosses the Sacramento and San Joaquin Rivers to Brentwood. From there, an open canal conveys water to Clifton Court Forebay. Except for the conveyance facilities type and route this alternative and alternative 3B, a small east side isolated conveyance facility, are identical.

<b>Ship Channel (Alt 3G)</b>	<b>Eastside Canal (3B)</b>
Intake location is near Sacramento further away from tidal influence and proximity to Delta fish habitat.	Intake located on Sacramento River Near Hood
Intake is located upstream of the discharge of the Sacramento Regional Waste Water Treatment Plant, a benefit to water quality	Intake is downstream of Sacramento Regional WWTP.
Could provide feeder lines to North Bay Aqueduct and Contra Costa Canal.	Could provide feeder lines to east and southeast Delta service areas.
Ships locks could have impact on Port of Sacramento shipping schedules.	No impacts on navigation
Canal route passes through one of the fastest urbanizing areas in the state	Route avoids major urbanizing areas
Right-of-way needed: 705 acres	Right-of-way needed: 5,330 acres
Potential for wildlife habitat established over buried pipeline	Potential for recreation and waterfowl habitat areas
Need to bury another pipeline or construct new tunnel to increase capacity in future. An assurance against expansion.	Easier to increase the capacity of the canal at some future date
Capital Cost: \$2,302 Million	Capital Cost: \$857 Million

#### **Recommendation**

Given that the alternatives 3G and 3B are identical except for the conveyance method, there is little environmental impact difference between the two alternatives, and the conveyance method in 3G costs 2 to 3 times that 3B, it is recommended that alternative 3B adequately represents the alternative concept and alternative 3G be dropped from consideration.