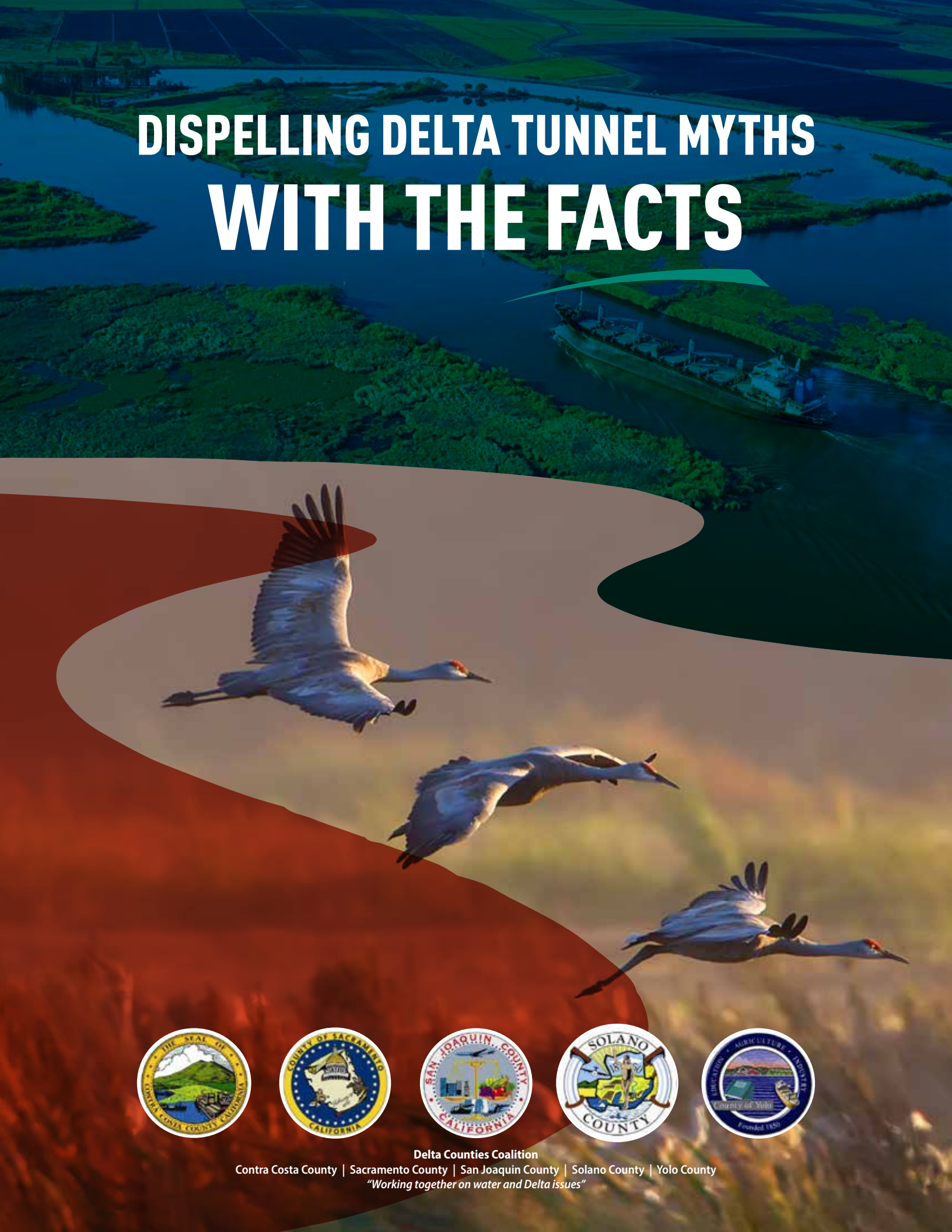
DISPELLING DELTA TUNNEL MYTHS
WITH THE FACTS



Delta Counties Coalition

Contra Costa County | Sacramento County | San Joaquin County | Solano County | Yolo County

"Working together on water and Delta issues"

The Delta Tunnel: Still Not a 21st Century Water Strategy

Project Component	Twin Tunnels/WaterFix Alternative 4A (2015)	Delta Tunnel/Delta Conveyance Project Alternative 5 (2022)
Length and diameter of tunnel	Two 30 mile long tunnels with a 40-foot-inside-diameter tunnel to Clifton Court Forebay	One 45 mile long tunnel with a diameter of 36-foot-inside-diameter tunnel to Bethany Reservoir
Energy demand	Construction energy use: 2132.422 gigawatt-hours (GWh) or 2,132,422 megawatt hours (MWh) Construction gasoline and diesel use: 104 million gallons Operational electricity demand: 1,405 GWh annually	Construction energy use: 1166.491 GWh or 1,166,491 MWh Construction gasoline and diesel use: 48 million gallons Operational electricity demand: 993 GWh annually
Continued reliance on south Delta pumps	Dual conveyance, with through-Delta operations about ½ of the time	Dual conveyance, with through-Delta operations about 4/5ths of the time
Cubic feet per second (cfs) of diversion capacity	9,000 cfs maximum diversion capacity, 3,000 per intake	6,000 cfs maximum diversion capacity, 3,000 per intake
Intakes and fish screens	3 experimental vertical fish screens	2 experimental cylindrical tee fish screens
Sacramento River intakes in relation to Delta communities	3 intakes at or adjacent to Delta Legacy communities of Clarksburg, Hood and Courtland	2 intakes at or adjacent to Delta Legacy communities of Hood and Courtland
Elevated tunnel shafts surrounded by 10-20 foot high levees	16 shafts	11 shafts
Bypass flows Season of Diversion	Oct-Nov – Min flow 7,000 cfs Dec-Sept – Min flow 5,000 cfs Continues to divert during dry season	Oct-Nov – Min flow 7,000 cfs Dec-Sept – Min flow 5,000 cfs Continues to divert during dry season
Conversion of Delta Farmland	Approximately 3,909 acres of farmland would be converted to other uses	Approximately 3,787 acres of farmland would be converted to other uses
A project objective to improve conditions for imperiled fisheries	Yes	No
Years of construction	14 years	13 years

We all share in the obligation to restore, maintain and protect the Delta, including water supplies, water quality, levees and the estuary.

The Delta Tunnel is a controversial and costly attempt to solve water quality and supply problems for some water users, while worsening water reliability for Delta water users.

Despite the enormous $16+ billion price tag, the Tunnel would not add new water to the state's water supply.

The Delta Counties Coalition continues to advocate for a portfolio approach that fixes our existing infrastructure first, without a new Delta Tunnel.

We urge our leaders and water stakeholders to reject the outdated Tunnel and pursue more cost-effective options that also protect the Delta.

Dispelling Delta Tunnel Myths With The Facts

The state is now making a third attempt since 2008 to build a massive, multi-billion, ratepayer-funded Delta Conveyance Project (a.k.a. Delta Tunnel) to supposedly "modernize" water transport infrastructure in the Sacramento-San Joaquin Delta. **This fact sheet dispels many of the myths and misrepresentations made by state entities in describing the objectives and impacts of the proposed Delta Tunnel.**

MYTH: Better project.

FACT: Same project. No better than before *and is not a compromise.*

The Delta Tunnel project is just a smaller version of previous tunnel proposals that would deprive the Delta of badly needed freshwater inflows from the Sacramento River. Even with one tunnel instead of two, it could create permanent drought conditions in the Delta by taking a range of flows from the Sacramento River to export fresh water supplies at the expense of water quality for Delta area residents.

MYTH: Minimizes earthquake disruptions.

FACT: Levee improvements are the best earthquake safeguard.

No earthquake, including the earthquakes of 1906, 1989, 2014 has damaged Delta levees. In fact, seismic risk to current conveyance systems is much greater in the southern San Joaquin Valley and Southern California regions where major fault lines cross poorly maintained water delivery systems. Water export agencies have the resources to withstand supply interruption of six months from a major earthquake in the Delta, should one occur. Maintaining and improving levees are the best ways to protect critical water supply infrastructure from earthquake risks and climate change.

MYTH: Addresses climate change.

FACT: Would not secure future water supplies as the climate changes.

Governor Newsom's August 2022 Water Supply Strategy - Adapting to a Hotter, Drier Future states that California's water supply may shrink by 10%. However, the Delta Tunnel Draft EIR analysis unreasonably assumes the hydrologic future will be similar to the last 100 years.

MYTH: Improves Delta aquatic conditions.

FACT: The state hasn't promised improved conditions for fish.

Improving conditions for the Delta's imperiled fisheries is not one of state's objectives for the current Delta Tunnel project. Instead, the state seeks "operational flexibility." A prior version of the Tunnel (the Bay Delta Conservation Plan) did aim to improve the Delta ecosystem, but the fish agencies did not find that the project improved conditions for fish, so that project was eliminated.

MYTH: Delta water exports wouldn't increase.

FACT: State estimates Delta exports to increase by 25%.

According to the Draft EIR, Delta exports with the Tunnel are estimated to increase by 25%, average Sacramento River flows near Hood would decrease by up to 7%, and Delta outflow would be reduced by 4%.

MYTH: A Community Benefits Program offsets Delta impacts.

FACT: Financial incentives cannot repair tunnel impacts to the Delta.

The state has developed the concept of a Community Benefits Program in recent years. However, this program would not address any environmental impacts of the project. No amount of funds or "leave behind" infrastructure could restore the damage done to the Delta if the Tunnel was built and operated.

MYTH: Is respectful of Delta communities.

FACT: Results in a multitude of significant negative impacts.

Building and operating the Delta Tunnel would negatively impact Delta communities, permanently scarring Delta landscapes and waterways. The project would harm family farms, agricultural operations and historic legacy and Delta communities, including the following impacts:

- **3,787+** converted acres of prime, unique farmland along with more saline water and reduced crops.
- **70+** significant impacts requiring mitigation.
- **17+** significant impacts on Delta communities identified, including noise, air quality, aesthetics, and agriculture.
- **$16+ billion** cost to statewide ratepayers.
- **13+** years of disruptive construction across **6 counties** with **4,383,500+ truck trips** on Delta roads.

Massive water intake structures on top of productive farms and adjacent to Delta legacy communities.

MYTH: Delivers reliable water supplies.

FACT: Can't deliver water that doesn't exist.

The draft EIR reports the tunnel would only provide 13-15% of the state's water supplies from the Delta. How can a $16 billion tunnel that's only used for 13-15% of supplies provide reliability? It can't.

Additionally, the state continues to ignore the fact that, in an era of ongoing drought conditions, there will be no water to reliably deliver. The tunnel would not provide one additional drop of water to the system. It only provides the biggest straw.

MYTH: Is inclusive of underserved communities and local tribes.

FACT: Tunnel would still negatively impact vulnerable communities.

Though the state has met with underserved communities and tribes, that engagement has not led to meaningful consideration of the available alternatives to the Tunnel or changes to the project that avoid the most major negative impacts. These project impacts are environmentally unjust and will burden communities in and around the Delta.

MYTH: Would only take water during "big storms."

FACT: Would divert water throughout the year.

The bypass requirements for the North Delta Diversions could allow diversions of up to 6,000 cubic feet per second (cfs), with 5,000-7,000 cfs bypass flows left in the Sacramento River. These new diversions have the potential to create drought-like conditions all year long in the Delta and are not limited to big storm events.

Additionally, the state claims that if a Delta Tunnel had been operational during the big storms in October and December of 2021, about 236,000 acre-feet of water could have been captured. This claim is not supported with a detailed explanation as to how it would be possible to capture this much water while following existing regulatory and other constraints.

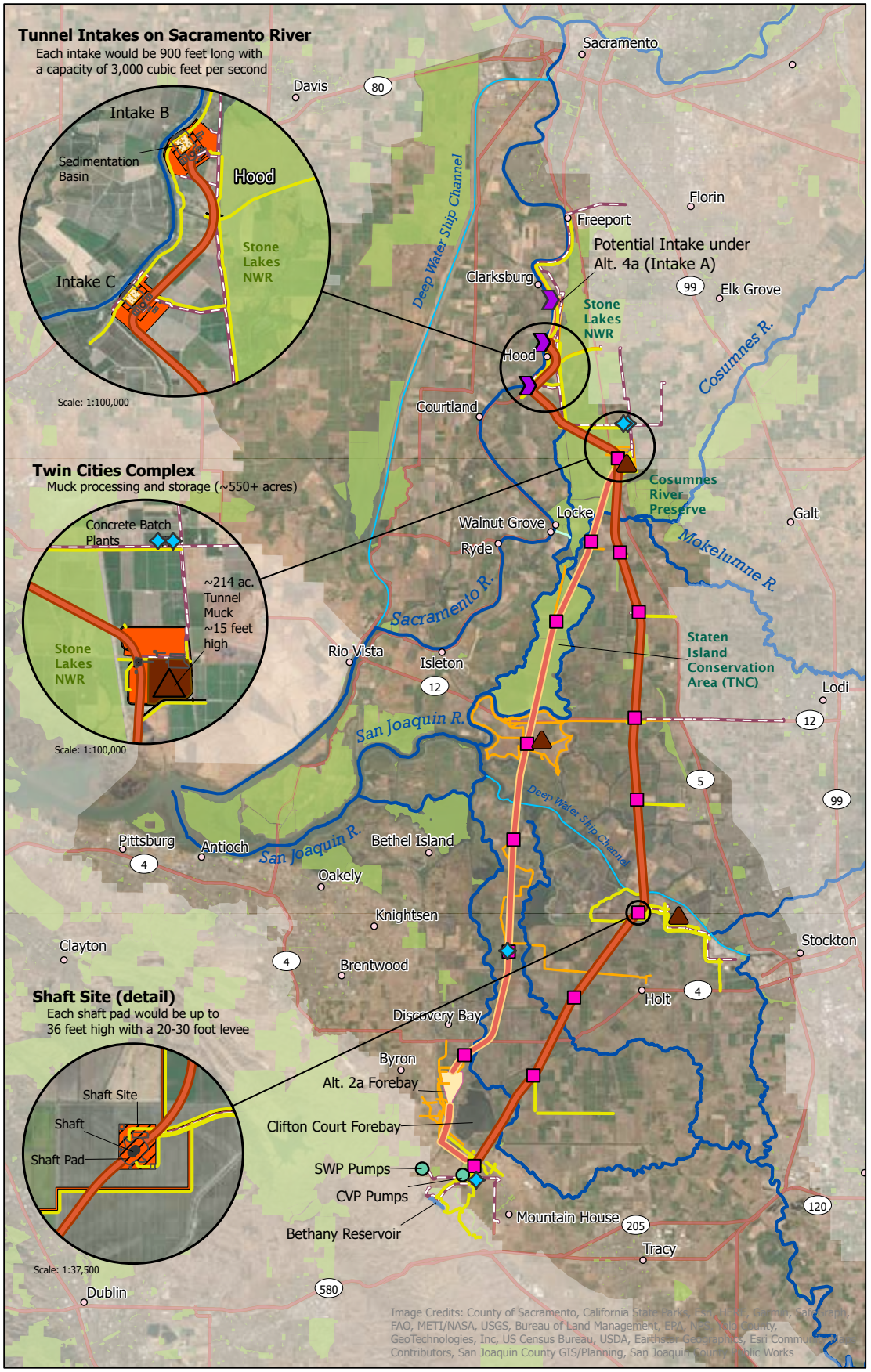
MYTH: Protects native fish.

FACT: Generates conditions that harm fish.

Some argue that moving some of the exports to the North Delta would reduce reverse flows in the South Delta that draw fish to those export pumps. However, reverse flows would still occur in the South Delta if the Tunnel was built because those facilities would continue to be used for up to 87% of the State's water exports from the Delta. When the new Tunnel would be used, it would cause reverse flows in a new location – the Sacramento River.

DWR Tunnel Impact on the California Delta

Proposed (2022)



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- Permanent Impact
- Work Area
- Parks and Public Lands
- Major Rivers
- Deep Water Ship Channel
- Delta Cross Channel
- Highways
- New Utilities
- Tunnel Muck Site
- Shaft Site
- Intake Site
- Concrete Batch Plant
- Shaft

Alternative 5 / Bethany (Proposed Project)
- Tunnel (45 mi. long, 39' outer diameter)
- Roads and Connections

Alternative 2a / Central
- Tunnel (42 mi. long, 44' outer diameter)
- Roads and Connections

Scale: 1:350,000

0 2.5 5 10 Miles

Projection: State Plane Zone III NAD83 Feet

Prepared Sep 2022 by Valley Spatial
Locations Approximate
Project Components: DWR (2022)
State Lands: gis.data.ca.gov (2019)

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