



Delta Conveyance Project Community Impact Guide

The Delta Conveyance Project is a large infrastructure modernization project with a construction horizon of about 12 years. The Department of Water Resources (DWR) is working to reduce the potential impacts from construction of the project to people in the Delta through identified mitigation measures, and [innovative design and engineering modifications](#). DWR is also committed to bringing local benefits to the region through the Community Benefits Program and working collaboratively with the community during the construction phase through an ombudsman program and other resources.

DWR comprehensively documented potential impacts to the environment in an Environmental Impact Report (EIR), certified in 2023. Members of the public have asked questions about how the project could affect their day-to-day lives. This guide provides a high-level summary of changes that communities could see with links for additional information.

Construction-related impacts are generally located at the [areas near construction activities](#) for larger project components, such as intakes or launch shafts, and based on the schedule of construction for each facility. While the geographic scope of construction impacts is limited, there are some anticipated localized effects. The purpose of this document is to provide a transparent and simplified description of these potential effects.

Avoiding, Minimizing or Offsetting Construction-Related Effects

DWR has made numerous commitments to address effects within the local community that may be caused by construction of the Delta Conveyance Project, with the overall goal being to avoid, minimize or offset these effects for residents, businesses, recreators, subsistence fishers, Tribes, Environmental Justice communities, emergency responders, tourists, environmental NGOs, agricultural operations, and the travelling public, among many others.

To describe, memorialize, track, and fulfill these commitments, DWR has established an [Accountability Action Plan](#). With public transparency being its most important tenet, the plan seeks to facilitate awareness of the numerous available programs and commitments made by DWR and aims to foster assurance and trust among interested parties that DWR's intent is comprehensive, earnest and binding.

Although the plan's five core components are distinct from each other, they are parallel, with each serving the overall goal by focusing on a specific need or function. Each will have unique measurement objectives to track and report effectiveness and combined will provide public transparency to assess DWR's overall performance in avoiding, minimizing and counterbalancing community impacts.

Accountability Action Plan Five Core Components



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A Realistic Look at Potential Community Disruptions During Project Construction and Operation

Local Question:

Will I be able to drive my kids to school, or drive to work, without a lot of extra travel time?

What will operations and construction of the Delta Conveyance Project be like for nearby residents?

Example Commitments to Reduce Potential Impacts

Resources

Relevant Citations

During construction of the project there will be additional project-related vehicles, including large equipment, on roads near construction sites. Where possible, surface construction is sited near major transportation hubs, like Interstate 5, to minimize additional vehicles on Delta roads. The impact on traffic in the Delta during project construction and operations would be minimal after mitigation has been implemented, with no measurable increase in routine travel times, or negative effect on emergency services or other traffic safety hazards.

- Develop and implement site-specific traffic management plans.
- Coordinate with CalTrans, counties, transit providers and emergency responders.
- Reduce project-related trips during peak commute time periods.
- Use dedicated haul roads to keep construction traffic off community roads and highways, such as SR 160.
- Improve roads with project-related traffic at the beginning of construction and restore at the end of construction.
- Require DCP workers to use new park-and-ride facilities for the intakes located in Sacramento County and tunnel shafts located in San Joaquin County.
- Prohibit construction traffic on SR 160 (except for local businesses and residents near the intakes), SR 4 between Old and Middle rivers, and any road in Solano and Yolo counties except I-80 and SR 12.

[A Closer Look: North Delta Traffic fact sheet](#)

[A Closer Look: North Delta Traffic Management video](#)

[DWR 2023, Final EIR, Chapter 3, Project Description, Section 3.4, Common Features of the Alternatives](#)

[DWR 2023, Final EIR, Chapter 20, Transportation, Section 20.3.3, Impacts and Mitigation Approaches](#)



Local Question:

Will I be able to fish and boat in the Delta?

What will operations and construction of the Delta Conveyance Project be like for nearby residents that live, fish or recreate in the Delta?

Water levels in the Sacramento River are expected to remain relatively consistent to current conditions during construction and project operations. There could be minor differences in water levels or flows during different water year types, but in general someone fishing or boating in Delta waterways would notice no difference from today because of the project.

Waterways will never be closed.

The majority of in-water construction would occur at or near each intake site. This would include geotechnical investigations, cofferdam construction, and placement of riprap. The impacts on the Sacramento River are expected to be minimal because the equipment will be located on the landside of the riverbank. Additionally, the design of the project eliminates the need for barge landings. Barges will only be used to place riprap along the levees near the intakes at the end of construction and for minimal preconstruction field investigations.

The project will not contribute to an increase in harmful algal bloom formations. State-of-the-art fish screens and project operations will be used to minimize project effects to fish in the Delta.

Example Commitments to Reduce Potential Impacts

- Construction techniques, such as constructing cofferdams at the intakes from the land (not the water), will limit impacts to the Sacramento River.
- The project will not affect existing recreational facilities such as boat ramps or day-use areas.
- No more than 2 barge round trips from Port of Stockton would occur each day for up to 24 days at each intake and 8 days for field investigations. All barge work would occur between sunrise and sunset Monday through Friday.
- The project would operate in conjunction with the existing SWP/CVP intakes in the south Delta.
- Operation of the north Delta intakes would remain consistent with existing regulatory requirements and additional requirements that result from State and Federal project permitting.

Resources

[A Closer Look: Delta Conveyance Intakes fact sheet](#)

[A Closer Look: Delta Conveyance Intakes video](#)

Relevant Citations

[DWR 2023, Final EIR, Chapter 3, Project Description, Section 3.4.1, North Delta Intakes](#)

[DWR 2023, Final EIR, Chapter 5, Surface Water, Section 5.3.1, Surface Water Changes](#)

[DWR 2023, Final EIR, Chapter 16, Recreation, Section 16.3.3, Impacts and Mitigation Approaches](#)



Local Question:

Will agricultural land be disturbed, or farm work disrupted?

What will operations and construction of the Delta Conveyance Project be like for nearby residents that own, operate or work on farms in the Delta?

Example Commitments to Reduce Potential Impacts

Resources

Relevant Citations

The Delta region is an especially important agricultural area, with over 500,000 acres of productive farmland. Construction and initial environmental mitigation will impact about 3,788 acres of farmland—less than 0.5%.

Farmland is defined as prime farmland, unique farmland, farmland of local importance, or farmland of statewide importance. Efforts will continue to refine the design to limit the impacts to agricultural land and related infrastructure.

- Almost all farming operations in the Delta would continue as usual, and the selected project alternative created the fewest remnant parcels (properties bisected by construction) of all the alternatives.

DWR has committed to preserving farmland at a 1-to-1 ratio with lost farmland. This could include working with interested farmers and landowners to buy or preserve their farmland in the Delta, using conservation easements, or contributing to local land trusts.

- Where feasible, land temporarily used for construction will be returned to farming after construction.

[Protecting Delta Farmland](#)

[Project Description, Section 3.4, Common Features of the Alternatives](#)

[DWR 2023, Final EIR, Chapter 15, Agricultural Resources, Section 15.3.3, Impacts and Mitigation Approaches](#)

[DWR 2023, Final EIR, Appendix 15B, Agriculture and Land Stewardship Considerations](#)



Local Question:

Will I hear construction noise from my house or while out and about in the Delta?

What will operations and construction of the Delta Conveyance Project be like for nearby residents?

Construction activities, especially those involving heavy equipment, will produce noise on a temporary basis near construction sites but not throughout the Delta. No noticeable ground-borne vibration or noise impacts from the tunnel boring machines is anticipated.

There will be noticeable noise from the new nearby haul road just east of the town of Hood from minor to about 70 decibels (similar to a vacuum cleaner at 10 feet). Construction at the intakes north and south of Hood will involve some impact pile driving. Through use of shrouds, noise levels during impact pile driving is not anticipated to exceed 70 decibels. Furthermore, the intake design has minimized the use of impact pile driving to help reduce noise. The remaining impact pile driving will last for a total of 18 hours for each intake.

Example Commitments to Reduce Potential Impacts

- Limit construction hours to daylight hours at the intakes and Bethany Complex except during infrequent concrete pours.
- Offer to install home and sound insulation, including doors and windows, at affected residences and businesses, or new HVAC systems for qualifying homes, or temporary relocation.
- Conduct sound level monitoring at all construction sites and implement specifically identified additional actions if thresholds are met.
- Install temporary sound barriers (walls and shrouds) at work areas if noise exceeds thresholds at each construction site.

Resources

[Mitigation, Monitoring, and Reporting Program Explainer](#)

[Ombudsman Program Overview](#)

[A Closer Look: Minimizing North Delta Pile Driving](#)

Relevant Citations

[Project Description, Section 3.4, Common Features of the Alternatives](#)

[DWR 2023, Final EIR, Chapter 24 Noise and Vibration, Section 24.3.3, Impacts and Mitigation Approaches](#)

Local Question:

Will I be able to enjoy my typical outdoor activities? What about people sensitive to poor air quality?

What will operations and construction of the Delta Conveyance Project be like for nearby residents that reside or recreate in the Delta?

Construction of the project will not have a region-wide impact on air quality in the Delta. There is potential for an increase in short-term, localized emissions to unhealthy levels near larger construction sites, including one of the intake locations. Construction of the project has the potential to cause short-term, localized emissions that contribute to existing or create new violations of certain air quality standards.

Example Commitments to Reduce Potential Impacts

- Any potential harmful air quality impacts during construction will be reduced through dust control methods and the use of electric-powered or alternative fuel construction equipment.
- Contractors must use measures to incentivize employees to use carpools.
- Construction workers at the intakes and tunnel shafts in San Joaquin County will be required to use park-and-ride lots with electric buses to transport employees to the work sites.
- By 2030 and 2035, require 10% and 100% of off-road equipment to be zero emissions, where feasible.
- Require 100% light-duty zero-emission on-site automobiles and pickup trucks by 2030 and 2035, require 50% and 75% of medium- and heavy-duty on-site vehicles to be zero-emission, where feasible.
- Financial assistance will be provided for high-efficiency home air filters or temporary relocation.

Resources

[Mitigation, Monitoring, and Reporting Program link or the Explainer](#)

[Ombudsman Program Overview](#)

Relevant Citations

[Project Description, Section 3.4, Common Features of the Alternatives](#)

[DWR 2023, Final EIR, Chapter 23 Air Quality and Greenhouse Gases 23.3.3, Impacts and Mitigation Approaches](#)

[Appendix 3B, Environmental Commitments and Best Management Practices](#)



Local Question:

Will my well water level and quality be maintained?

What will operations and construction of the Delta Conveyance Project be like for nearby residents?

Groundwater water quality and well water levels will not change because of the Delta Conveyance Project.

Construction, operation and maintenance of the project will result in no measurable change from current conditions to the safety, taste, odor and cost of water supplied to homes, businesses and irrigated land throughout the Delta.

No significant groundwater impacts are expected to occur as a result of project operations. During project construction and maintenance, there would be a small but unlikely potential for some effects due to temporary localized changes in groundwater elevations from dewatering at construction and maintenance sites.

Example Commitments to Reduce Potential Impacts

- On-site treatment of runoff and dewatering water prior to on-site reuse or discharge to existing drainage facilities.
- Specific project plans will be implemented to further protect Delta water quality, including Hazardous Materials Management, Spill Prevention and Containment, Erosion and Sediment Control and Stormwater Prevention.
- All tunnel shafts will be surrounded by cutoff walls and will be excavated under wet conditions and sealed before removing water (so surrounding groundwater is not removed).
- At the intakes, cutoff walls will be installed around the entire intake site and groundwater monitoring wells will be installed. Wells will be installed around the intake site that can be used to withdraw groundwater during high seepage conditions. Although groundwater levels are not anticipated to decline, these wells can also inject water during periods when groundwater levels decline more than pre-construction conditions.
- Identify groundwater wells nearby construction activities. Relocate if the existing wells cannot be avoided. Monitor groundwater levels and quality prior to and throughout construction, especially at the intakes and Bethany Reservoir Surge Basin.
- Tunnel boring machines that will be used are designed to not release water or chemicals into the surrounding soil or groundwater and to remove all dislodged soil particles to protect surrounding soil and groundwater. Water does not seep into the tunnel from surrounding ground.

Resources

[Mitigation, Monitoring and Reporting Program link or the Explainer](#)

Relevant Citations

[Project Description, Section 3.4, Common Features of the Alternatives](#)

[DWR 2023, Final EIR, Chapter 9 Water Quality, Section 9.3.3, Impacts and Mitigation Approaches](#)

[Appendix 3B, Environmental Commitments and Best Management Practices](#)

[DWR 2023, Final EIR, Chapter 8 Groundwater, Section 8.3.2, Groundwater Impacts and Mitigation Approaches](#)

[DWR 2023, Final EIR, Chapter 26 Public Health, Section 26.3.3.2, Impacts of the Project Alternatives on Public Health](#)



Local Question:

Will I be able to maintain my small business, especially if I depend on tourists or the recreation community?

What will operations and construction of the Delta Conveyance Project be like for nearby residents or nearby businesses?

There is minimal anticipated effect on recreational activities in the Delta due to the project. Additionally, construction activities should have no impact on events and festivals that draw tourists to the Delta, often on weekends when there will be little or no construction work.

Example Commitments to Reduce Potential Impacts

- Construction and operation of the project may lead to increased employment and populations in the Delta, which could have a positive impact on local businesses and economies.
- Contractor will coordinate with Ombudsman to prepare a site or activity-specific plan to identify Delta community events and minimize or avoid construction-related disturbances to community events, where feasible by limiting or avoiding truck hauling during festivals or events and use of an event-specific traffic management plan. The plan may include reduced construction hours on days before or after weekend events.

Resources

[Ombudsman Program Overview](#)
[Accountability Action Plan Overview](#)

Relevant Citations

[DWR 2023, Final EIR, Chapter 16, Recreation, Section 16.3.3, Impacts and Mitigation Approaches](#)
[Appendix 3B, Environmental Commitments and Best Management Practices](#)

Local Question:

Will the visual character of the Delta be changed by the project?

What will operations and construction of the Delta Conveyance Project be like for nearby residents and visitors?

There will be intakes, buildings, elevated tunnel shaft access and other project features that would be visual in nature. Many project structures will be visually similar to existing agricultural and power facilities in the area. And every effort will be made to maintain the unique landscape of the Delta, including through the use of screening vegetation.

Example Commitments to Reduce Potential Impacts

- Install visual barriers around construction sites.
- Install downcast lights with motion detectors that shine away from water bodies, habitat, and homes during construction and operations.
- Apply aesthetic design treatments to new structures related to concrete design and natural colors.
- Implement a Project Landscaping Plan for the intakes, tunnel shafts, and Bethany Complex.
- Form community advisory groups to gather input about aesthetic choices within regulatory requirements.

Resources

[Accountability Action Plan Overview](#)

Relevant Citations

[Project Description, Section 3.4, Common Features of the Alternatives](#)
[DWR 2023, Final EIR, Chapter 18, Aesthetics and Visual Resources 18.3.3, Impacts and Mitigation Approaches](#)



Local Question:

Will there be fewer fish or birds and wildlife?

What will operations and construction of the Delta Conveyance Project be like for fish, birds or other wildlife?

Construction and operation of the project is not anticipated to result in any long-term negative impacts on any of the 21 studied fish and aquatic resources and their habitat or the several terrestrial species and their habitats. DWR will restore habitat for fish, birds and wildlife to help reduce the potential for negative impacts.



Example Commitments to Reduce Potential Impacts

- Time initial disturbance work to avoid activity when species are present or to avoid sensitive life stages (i.e. nesting).
- Monitor underwater sound during pile installation and implement specifically identified additional actions if thresholds are met.
- Implement a fish rescue and salvage plan at the intakes as the cofferdams are dewatered.
- Avoid, minimize, restore or mitigate for special status species habitat and other terrestrial habitat.
- Conduct environmental awareness training for construction personnel.
- Biological monitoring, before, during and after construction and implementation of specifically identified additional actions if thresholds are met.
- State and federal regulatory agency oversight of construction and operations activities.
- Undergrounding of powerlines.

Resources

[Delta Conveyance Deep Dive: Fisheries](#)
[Mitigation, Monitoring, and Reporting Program](#)
[Explainer](#)

Relevant Citations

[Project Description, Section 3.4, Common Features of the Alternatives](#)
[Appendix 3B, Environmental Commitments and Best Management Practices](#)
[DWR 2023, Final EIR, Chapter 12, Fish and Aquatic Resources 12.3.3, Impacts and Mitigation Approaches](#)
[DWR 2023, Final EIR, Chapter 13, Terrestrial Biological Resources 13.3.3, Impacts and Mitigation Approaches](#)
[CDFW 2025, Incidental Take Permit No. 2081-2024-018-00, Construction and Operation of the Delta Conveyance Project](#)

Local Question:

Is DWR's levee investment program going to be affected by the Delta Conveyance Project?

What will operations and construction of the Delta Conveyance Project be like?

DWR has an established and ongoing role in flood protection and will continue the [Delta Levee Subvention Program](#) and [Delta Levees Special Flood Control Projects Program](#). Additionally, the Delta Conveyance Project will not change the need to use the pumps and intakes in the southern Delta.

Example Commitments to Reduce Potential Impacts

- Tunneling activity will not compromise levee integrity along the tunnel alignment.
- No construction access will be allowed on levee roads except for SR 12 and limited access during relocation of SR 160 near the intakes.
- Tilt meters, settlement plates, and survey monuments will be installed at all construction sites and approximately every mile along the tunnel alignment, especially at slough and agricultural conveyance crossings. Specifically identified additional actions will be implemented if thresholds are met.

Resources

[Resource Guide for California and Delta Information](#)
[A Closer Look: Reusable Tunnel Material fact sheet](#)
[A Closer Look: Reusable Tunnel Material video](#)

Relevant Citations

[Project Description, Section 3.4, Common Features of the Alternatives](#)
[DWR 2023, Final EIR, Chapter 7 Flood Protection 7.3.3, Impacts and Mitigation Approaches](#)
[DWR 2023, Final EIR, Common Response 8, Relationship to Other Plans, Programs and Policies, Section Levee Management](#)

Local Question:

How will the town of Hood be affected?

What will operations and construction of the Delta Conveyance Project be like for nearby residents?

The town of Hood will be in between the two new intake locations, approximately a mile to 1.5 miles from the intake structures, with both sites seeing a significant amount of construction activity. In developing project designs, DWR and the Delta Conveyance Design and Construction Authority (DCA) made a focused effort to avoid and minimize effects in Hood so it will maintain its sense of community. While the construction activities will be present and noticeable, the impacts will be minimized to the fullest extent possible. A project Ombudsman will be available to assure that construction concerns or complaints are quickly and fairly addressed.

Example Commitments to Reduce Potential Impacts

- Avoid homes and community facilities where feasible.
- Route construction traffic away from town and SR 160, using new haul road east of town adjacent to the western toe of the abandoned railroad embankment.
- Require construction workers at the intakes to use a park-and-ride facility and ride an electric bus to the worksite.
- Limit construction weekday, day-time hours at the intakes (except for occasional continuous concrete pours).
- The mitigation measures for noise, dust, visual, air quality and others mentioned above also apply to the town of Hood (e.g. noise shrouds and sound walls, temporary relocation, sound insulation, dust control on-site and paved access roads, visual barriers and landscaping, downcast lights with motion detectors, and required use of electric or zero-emission vehicles and equipment, where technically feasible).

Resources

[Mitigation, Monitoring and Reporting Program Explainer](#)

[Ombudsman Program Overview](#)

Relevant Citations

[Project Description, Section 3.4, Common Features of the Alternatives](#)

Citations from all previous sections also relevant here



