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John A. Wilson

Preliminary Edition

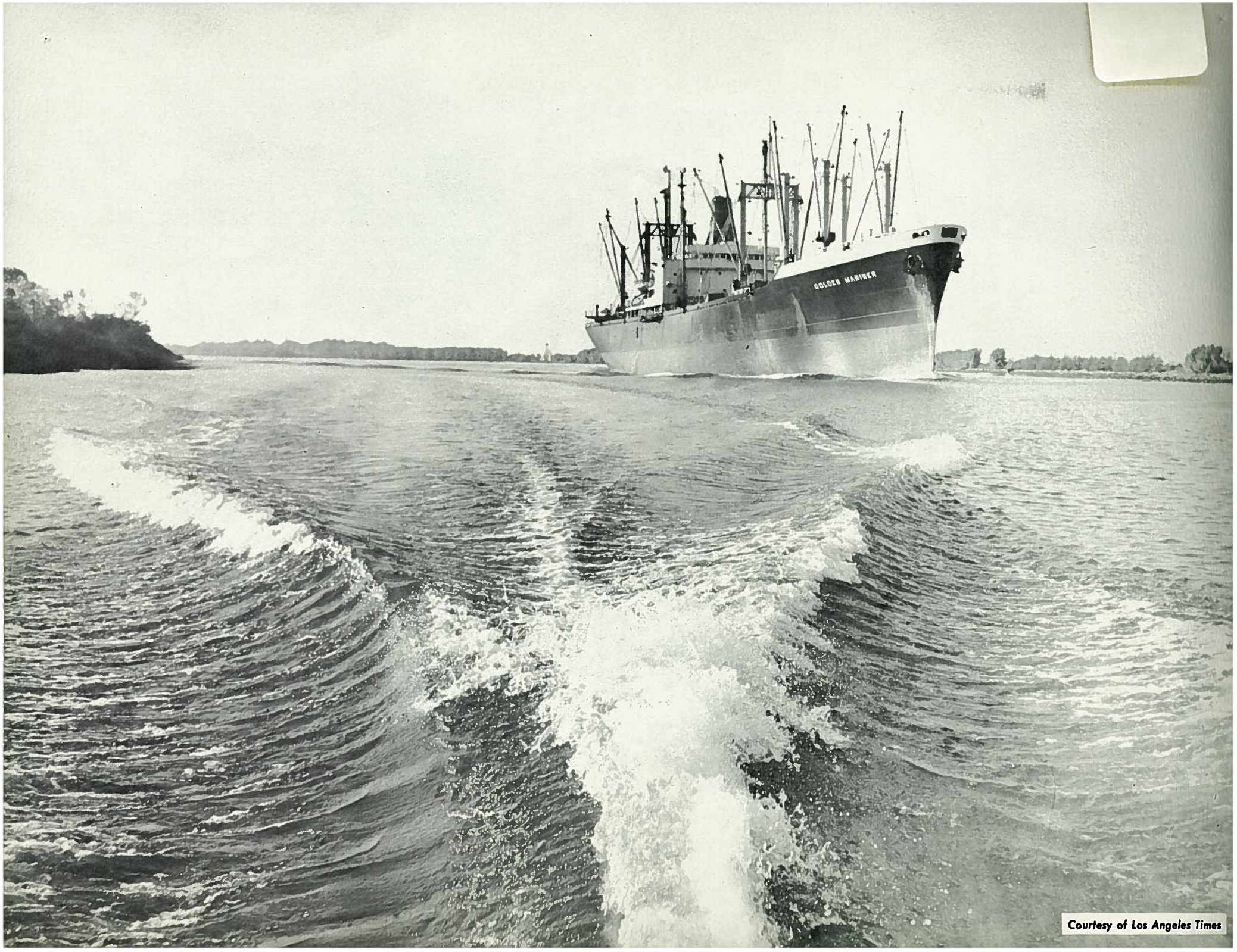
Bulletin No. 76

DELTA WATER FACILITIES

EDMUND G. BROWN
Governor
State of California

December, 1960

HARVEY O. BANKS
Director
Department of Water Resources



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STATE OF CALIFORNIA
DEPARTMENT OF WATER RESOURCES

STATEMENT OF CLARIFICATION

This preliminary edition presents a comparison of alternative solutions to the Delta problems. This bulletin shows that the Single Purpose Delta Water Project is the essential minimum project for successful operation of the State Water Facilities. This bulletin also presents, for local consideration, optional modifications of the Single Purpose Delta Water Project which would provide additional local benefits.

The evaluation of project accomplishments, benefit-cost ratios, and costs of project services, are intended only to indicate the relative merits of these solutions and should not be considered in terms of absolute values. Benefits related to recreation are evaluated for comparative purposes. Detailed recreation studies, presently in progress, will indicate specific recreation benefits.

Subsequent to local review and public hearings on this preliminary edition, a final edition will be prepared setting forth an adopted plan. The adopted plan will include, in addition to the essential minimum facilities, those justifiable optional modifications requested by local entities.

Bulletin No. 76

REPORT TO THE
CALIFORNIA STATE LEGISLATURE

ON THE

DELTA WATER FACILITIES

John A. Wilson

AS AN INTEGRAL FEATURE OF

THE STATE WATER RESOURCES DEVELOPMENT SYSTEM

EDMUND G. BROWN
Governor

HARVEY O. BANKS
Director

December, 1960

Letters . . . .

HARVEY O. BANKS
DIRECTOR

EDMUND G. BROWN
GOVERNOR

ADDRESS REPLY TO
P. O. BOX 388 SACRAMENTO 2
1120 N STREET HICKORY 5-4711

STATE OF CALIFORNIA
Department of Water Resources
SACRAMENTO

December 30, 1960

Honorable Edmund G. Brown, Governor
Members of the Legislature of the
State of California

Gentlemen:

I have the honor to transmit herewith a preliminary edition of Bulletin No. 76, "Delta Water Facilities". This bulletin summarizes the results of investigations conducted pursuant to the Abshire-Kelly Salinity Control Barrier Acts of 1955 and 1957, Chapter 1434, Statutes of 1955, and Chapter 2092, Statutes of 1957, as amended by Chapters 1765 and 2038, Statutes of 1959.

Bulletin No. 76 presents findings and conclusions regarding the feasibility of alternative plans for the Delta feature of the State Water Facilities included in the Burns-Porter Act approved by the electorate on November 8, 1960. The Delta water facilities would (1) provide adequate water supplies throughout the Delta, (2) transport water across the Delta without undue loss or deterioration in quality, (3) provide flood and seepage control to Delta islands, (4) provide improved vehicular transportation access, and (5) minimize effects on existing recreation development and enhance recreation growth. All of the alternative plans would accomplish the first two objectives, and two alternative plans would also accomplish the other objectives.

Further planning for Delta water facilities should include consideration of joint financing and construction by federal, state and local interests. Facilities for flood and seepage control, vehicular transportation and recreation would not have to be constructed unless local governmental agencies desire these works and are willing to share in certain costs thereof. There would be some conflicts of interest in operation of these facilities which must be resolved prior to a decision by local interests regarding the extent of local participation. To this end, it is recommended that a period of a few months be allowed for local review and resolution of differences, after which public hearings should be held by the California Water Commission and the department. Following the public hearings, a final edition of Bulletin No. 76, incorporating any necessary modifications, should be published.

Very truly yours,

Harvey O. Banks

HARVEY O. BANKS
Director

BOARD OF CONSULTING ENGINEERS

November 16, 1960

Mr. Harvey O. Banks, Director
Department of Water Resources
Sacramento, California

Dear Mr. Banks:

This Board of Consulting Engineers which was active in 1958 was reconvened in April, 1960 and has met from time to time with your staff. Thus we have followed the preparation of this report and have commented to you following each meeting.

The Delta Water Facilities constitute needed works vital to the transfer of northern water into and across the Delta to provide water for use in the Delta and for export to water deficient areas along the Coast, in the San Joaquin Valley and to Southern California, to be financed under the California Water Resources Development Bond Act. The Board is of the opinion that the gross future water requirements for municipal and industrial purposes in the Delta have been very liberally estimated.

The Board is of the opinion that the engineering studies, designs and estimates are adequate for the purpose of this planning report and we support the conclusions and recommendations embodied therein.

We believe that the Chipps Island Barrier Project should not be authorized or constructed owing to its high cost of nearly $200 million which substantially exceeds project benefits.

The Delta Water Project, including such economically desirable flood control, seepage control, transportation and recreational features as may be agreed upon by local Delta beneficiaries willing to share in costs, would meet all water requirements with maximum net project benefits, and should be constructed under the Bond Act.

Respectfully submitted,

H. A. Einstein

H. A. Einstein

O. J. Porter

O. J. Porter

Ray K. Linsley

Ray K. Linsley

Samuel B. Morris

Samuel B. Morris, Chairman

Preface

This bulletin summarizes the engineering and economic conclusions and recommendations concerning the feasibility of providing salinity control, water supply, flood and seepage control, transportation facilities, and recreation development for the Sacramento-San Joaquin Delta, and conserving and making the most beneficial use of a major portion of the water resources of the State. Alternative plans for accomplishing some or all of these objectives are presented and compared to indicate their relative merits and to guide the selection of facilities to be constructed.

Findings presented herein are the result of intensive studies conducted during a five-year period. Previous studies and cooperative investigations by various public and private agencies and individuals were utilized in development of the plans. The cooperation of these individuals and agencies is gratefully acknowledged.

Study procedures and analyses are summarized in six supporting office reports, which are available to interested agencies and individuals. The subjects and titles of these reports are:

Salinity Incursion and Water Resources
Delta Water Requirements
Channel Hydraulics and Flood Channel Design
Recreation
Plans, Designs, and Cost Estimates
Economic Aspects

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Salinity Control Studies

1879-1880, WM. HAM. HALL

Salinity incursion into the Delta, which was recorded in 1841 and 1871, was recognized by the early settlers as a potential problem to water supplies, and a salt water barrier was proposed in the 1860's. State Engineer Wm. Ham. Hall subsequently studied a barrier in conjunction with flood control and concluded that, while a physical barrier could be constructed, the costs would exceed the benefits.

1924-1928, WALKER YOUNG INVESTIGATION

A series of subnormal water supply years began in 1917 and various proposals for barriers were advanced during the early 1920's. In cooperation with the State of California and the Sacramento Valley Development Association, the U. S. Bureau of Reclamation, under the direction of Walker Young, extensively investigated four alternative barrier sites and concluded that it was ". . . physically feasible to construct a Salt Water Barrier at any one of the sites investigated . . ." It was recognized that without a barrier, ". . . salinity conditions will become more acute unless mountain storage is provided to be released during periods of low river discharge . . ." Economic analyses of barriers were not made by Mr. Young.

1929-1931, BULLETINS NOS. 27 AND 28

Following investigation of the physical feasibility of barriers, the State Division of Water Resources studied the phenomena of salinity incursion and the economics of barriers. In Bulletin No. 27, "Variation and Control of Salinity in Sacramento-San Joaquin Delta and Upper San Francisco Bay," it was concluded that ". . . invasion of salinity . . . as far as the lower end of the . . . Delta is a natural phenomenon which, in varying degree, has occurred each year as far back as historical records reveal." It was also concluded that the Delta could be protected from saline invasion and be assured of ample and dependable water supplies if mountain storage were utilized to provide a controlled rate of outflow from the Delta.

In Bulletin No. 28, "Economic Aspects of a Salt Water Barrier," it was concluded that it was not economically justifiable to construct a barrier. With conditions of upstream water use at that time, it was concluded that the most economical solution to salinity incursion and provision of adequate water supplies in the Delta could be achieved by constructing upstream storage and controlling rates of outflow during periods of insufficient natural outflow.

1953, ABSHIRE-KELLY SALINITY CONTROL BARRIER ACT

Shasta Reservoir on the Sacramento River was constructed and began operation in 1944 for salinity control and other purposes. Expanding water requirements in the Central Valley and San Francisco Bay area stimulated reconsideration of barrier plans for water conservation and related purposes. Seven alternative plans for barriers in the Bay and Delta system were investigated by a Board of Consultants and the State Division of Water Resources for the California Water Project Authority. The Board of Consultants concluded that barriers in the San Francisco Bay system would not be functionally feasible due to the uncertainty of the quality of water in a barrier pool. It was recommended by the Division of Water Resources that "Further consideration be given only to . . . barriers . . . at or upstream from the Chipps Island site" at the outlet of the Delta.

1955, ABSHIRE-KELLY SALINITY CONTROL BARRIER ACT

Additional legislation specified study of a system of works in the Delta, referred to as the Junction Point Barrier Plan, and the Chipps Island Barrier Plan. The principal purposes of these studies were to develop complete plans for water supply in the San Francisco Bay area and to provide salinity control and urgently needed flood protection in the Delta.

CHAPTER 1434

An act to provide for a study of the junction point barrier and appurtenant facilities, the Abshire-Kelly Salinity Control Barrier Act of 1955, relating to barriers for salinity and flood control purposes, declaring the urgency thereof, to take effect immediately.

[Approved by Governor June 27, 1955. Filed with Secretary of State June 28, 1955.]

The people of the State of California do enact as follows:

SECTION 1. There is hereby appropriated to the Water Project Authority the sum of one hundred thousand dollars ($100,000), payable from the Flood Control Fund of 1946, to initiate the further investigation and study of the Junction Point Barrier and Chipps Island Barrier and appurtenant facilities, as such barriers and facilities are described in the report of the Water Project Authority to the Legislature entitled "Feasibility of Construction by the State of Barriers in the San Francisco Bay System," dated March, 1955, for the purposes of developing complete plans of the means of accomplishing delivery of fresh water to the San Francisco Bay area, including the Counties of Solano, Sonoma, Napa, Marin, Contra Costa, Alameda, Santa Clara, San Benito, and San Mateo, and the City and County of San Francisco, providing urgently needed flood protection to agricultural lands in the Sacramento-San Joaquin Delta, conducting subsurface exploration work in the delta and designing facilities appurtenant to the cross-delta aqueduct, obtaining more complete information on the hydrology of the delta, and studying integration of the proposed project in the California Water Plan.

SEC. 2. The Water Project Authority may contract with such other public agencies, federal, state, or local, as it deems necessary for the rendition and affording of such services, facilities, studies, and reports to the Water Project Authority as will best assist it to carry out this act. The Water Project Authority may also employ, by contract or otherwise, such private consulting engineering and other technical services as it deems necessary for the rendition and affording of such services, facilities, studies, and reports as will best assist it to carry out this act.

SEC. 3. It is the intent of the Legislature that in conducting the study and investigation the Water Project Authority shall confer and exchange information with and shall seek the participation of the United States Navy, the United States Bureau of Reclamation, the United States Corps of Engineers and the local port districts to the extent possible.

SEC. 4. The Water Project Authority shall report to the Legislature the result of its study and investigation not later than March 30, 1957.

SEC. 5. This act shall be known and may be cited as the Abshire-Kelly Salinity Control Barrier Act of 1955.

SEC. 6. This act is an urgency measure necessary for the immediate preservation of the public peace, health or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting such necessity are:

The areas adjacent to the San Francisco Bay urgently need an adequate supply of fresh water for domestic and industrial uses. It is essential to the public health, safety and welfare that a study of salinity control barriers as a means of securing such a supply of fresh water, be undertaken without delay.

A four-year investigation was contemplated, and an interim report, Bulletin No. 60, "Salinity Control Barrier Investigation", was published in March 1957, by the Department of Water Resources. This report outlined a water plan for the San Francisco Bay area, and recommended that the North Bay Aqueduct be authorized for construction. The North Bay Aqueduct was authorized by the Legislature in 1957. The report also compared the Biemond Plan, a system of works in the Delta, with the Chipps Island Barrier Plan, and recommended that further study be limited to the Biemond Plan.

1957, ABSHIRE-KELLY SALINITY CONTROL BARRIER ACT

The Legislature concurred in limiting further study to the Biemond Plan and stressed the need for improving the quality of water in the Delta and making the most beneficial use of the water resources of the State. A report on the further studies was scheduled for release by March 30, 1959.

CHAPTER 2092

An act relating to barriers for salinity and flood control purposes.

[Approved by Governor July 8, 1957. Filed with Secretary of State July 10, 1957.]

The people of the State of California do enact as follows:

SECTION 1. The Department of Water Resources may limit its studies of salinity control barriers to the Biemond Plan as described in Bulletin No. 60 of the Department of Water Resources entitled "Salinity Control Barrier Investigation," dated March, 1957, subject to such modifications thereof as the department may adopt, said studies being for the purposes of developing complete plans of the means of accomplishing delivery of fresh water to the Counties of Solano, Sonoma, Napa and Marin, providing urgently needed flood protection to agricultural lands in the Sacramento-San Joaquin Delta, accomplishing salinity control, improving the quality of water exported from the delta to the San Francisco Bay area, San Joaquin Valley, and southern portions of California, making the most beneficial use of the water resources of the State, and studying integration of the proposed project in The California Water Plan.

SEC. 2. The department may contract with such other public agencies, federal, state or local, as it deems necessary for the rendition and affording of such services, facilities, studies, and reports to the department as will best assist it to carry out this act.

SEC. 3. It is the intent of the Legislature that in conducting the study and investigation the department shall confer and exchange information with and shall seek the participation of the United States Navy, the United States Bureau of Reclamation, the United States Corps of Engineers, and the local port districts to the extent possible.

SEC. 4. The department shall submit a report to the Legislature stating the result of its study and investigation not later than March 30, 1959.

SEC. 5. This act shall be known and may be cited as the "Abshire-Kelly Salinity Control Barrier Act of 1957."

1959, ADDITIONAL LEGISLATION

The potential expansion of water requirements of the urban and industrial complex in the western Delta area, and greater upstream water use with resultant depletion of inflow to and outflow from the Delta, indicated need for more concentrated study of the water requirements and supplies of the Delta. Legislation was enacted in 1959 to undertake studies of the type and extent of future water requirements of lands which can be served from present channels in the western Delta, effects of upstream water uses on Delta supplies, plans for water service and costs thereof, and economic and financial feasibility of the plans. Additional legislation authorized studies of the most economical and efficient procedures of constructing levees for flood control.

CHAPTER 1765

An act providing for the investigation of water supplies and flood control levees for the Sacramento-San Joaquin Delta and making an appropriation therefor.

[Approved by Governor July 10, 1959. Filed with Secretary of State July 13, 1959.]

The people of the State of California do enact as follows:

SECTION 1. The Department of Water Resources shall investigate the water supplies for the Sacramento-San Joaquin Delta. The investigation shall include, among other things: (1) the type and extent of the future water requirements of lands which can be served from present channels in the western Delta; (2) the extent and nature of effects of upstream water developments on water supply available to such lands; (3) the development of plans for water service to such lands and estimates of costs thereof; and (4) economic and financial analyses of such plans. In carrying out the investigation, the department shall seek the co-operation and assistance of the counties and other local agencies and entities in the Sacramento-San Joaquin Delta and of the United States; may enter into contracts with such entities to assist it in carrying out the purposes of such investigation, and shall consult with and keep appropriate legislative committees informed of the progress of this work.

SEC. 2. There is appropriated from the California Water Fund to the Department of Water Resources the sum of two hundred thousand dollars ($200,000) to be expended for the purposes of this act.

SEC. 3. Section 4.5 is added to the Abshire-Kelly Salinity Control Barrier Act of 1957 (Chapter 2092, Statutes of 1957), to read:

Sec. 4.5. As a part of the studies being performed hereunder and to obtain such information as may be required to implement the plan included in the report referred to in Section 4, the department may conduct studies and investigations to determine the most economical and efficient type and methods and procedures of construction to provide an adequate levee system in the Delta.

SEC. 4. There is hereby appropriated to the Department of Water Resources from the California Water Fund the sum of two hundred thirty thousand dollars ($230,000), of which one hundred eighty thousand dollars ($180,000), may be expended for the studies and investigations authorized by Section 3 hereof, and fifty thousand dollars ($50,000) may be expended for such remedial work as may be necessary in connection with levee tests being performed as a part of the studies and investigations authorized by Section 3 hereof.

Intensive studies were made of the future economic growth of lands which can be served from channels in the western Delta. Particular attention was given to the future municipal and industrial water needs in the area and the future water supplies available in the Delta. Due to the expanded scope of the studies, the report was delayed.

CHAPTER 2038

An act to amend Section 4 of Chapter 2092, Statutes of 1957, relating to barriers for salinity and flood control purposes.

[Approved by Governor July 17, 1959. Filed with Secretary of State July 20, 1959.]

The people of the State of California do enact as follows:

SECTION 1. Section 4 of Chapter 2092, Statutes of 1957, is amended to read:

Sec. 4. The department shall submit a report to the Legislature stating the result of its study and investigation not later than January 2, 1961.

The unique character of the water supply problems of the Delta was recognized by the State Legislature when it amended the California Water Code in 1959 to include general policy regarding the Delta. This legislation calls for provision of salinity control and adequate water supplies in the Delta and states that water to which the users within the Delta are entitled should not be exported. The policy in this act is basic to the planning and operation of all works in the Delta or diversions therefrom.

CHAPTER 1766

An act to add Part 4.5 (commencing at Section 12200) to Division 6 of the Water Code, relating to delivery of surplus water into, and extractions thereof for exportation from, the Sacramento-San Joaquin Delta.

[Approved by Governor July 10, 1959. Filed with Secretary of State July 13, 1959.]

The people of the State of California do enact as follows:

SECTION 1. Part 4.5 (commencing at Section 12200) is added to Division 6 of the Water Code, to read:

PART 4.5. SACRAMENTO-SAN JOAQUIN DELTA

CHAPTER 1. GENERAL POLICY

12200. The Legislature hereby finds that the water problems of the Sacramento-San Joaquin Delta are unique within the State; the Sacramento and San Joaquin Rivers join at the Sacramento-San Joaquin Delta to discharge their fresh water flows into Suisun, San Pablo and San Francisco Bays and thence into the Pacific Ocean; the merging of fresh water with saline bay waters and drainage waters and the withdrawal of fresh water for beneficial uses creates an acute problem of salinity intrusion into the vast network of channels and sloughs of the Delta; the State Water Resources Development System has as one of its objectives the transfer of waters from water-surplus areas in the Sacramento Valley and the north coastal area to water-deficient areas to the south and west of the Sacramento-San Joaquin Delta via the Delta; water surplus to the needs of the areas in which it originates is gathered in the Delta and thereby provides a common source of fresh water supply for water-deficient areas. It is, therefore, hereby declared that a general law cannot be made applicable to said Delta and that the enactment of this law is necessary for the protection, conservation, development, control and use of the waters in the Delta for the public good.

12201. The Legislature finds that the maintenance of an adequate water supply in the Delta sufficient to maintain and expand agriculture, industry, urban, and recreational development in the Delta area as set forth in Section 12220, Chapter 2, of this part, and to provide a common source of fresh water for export to areas of water deficiency is necessary to the peace, health, saftey and welfare of the people of the State, except that delivery of such water shall be subject to the provisions of Section 10505 and Sections 11460 to 11463, inclusive, of this code.

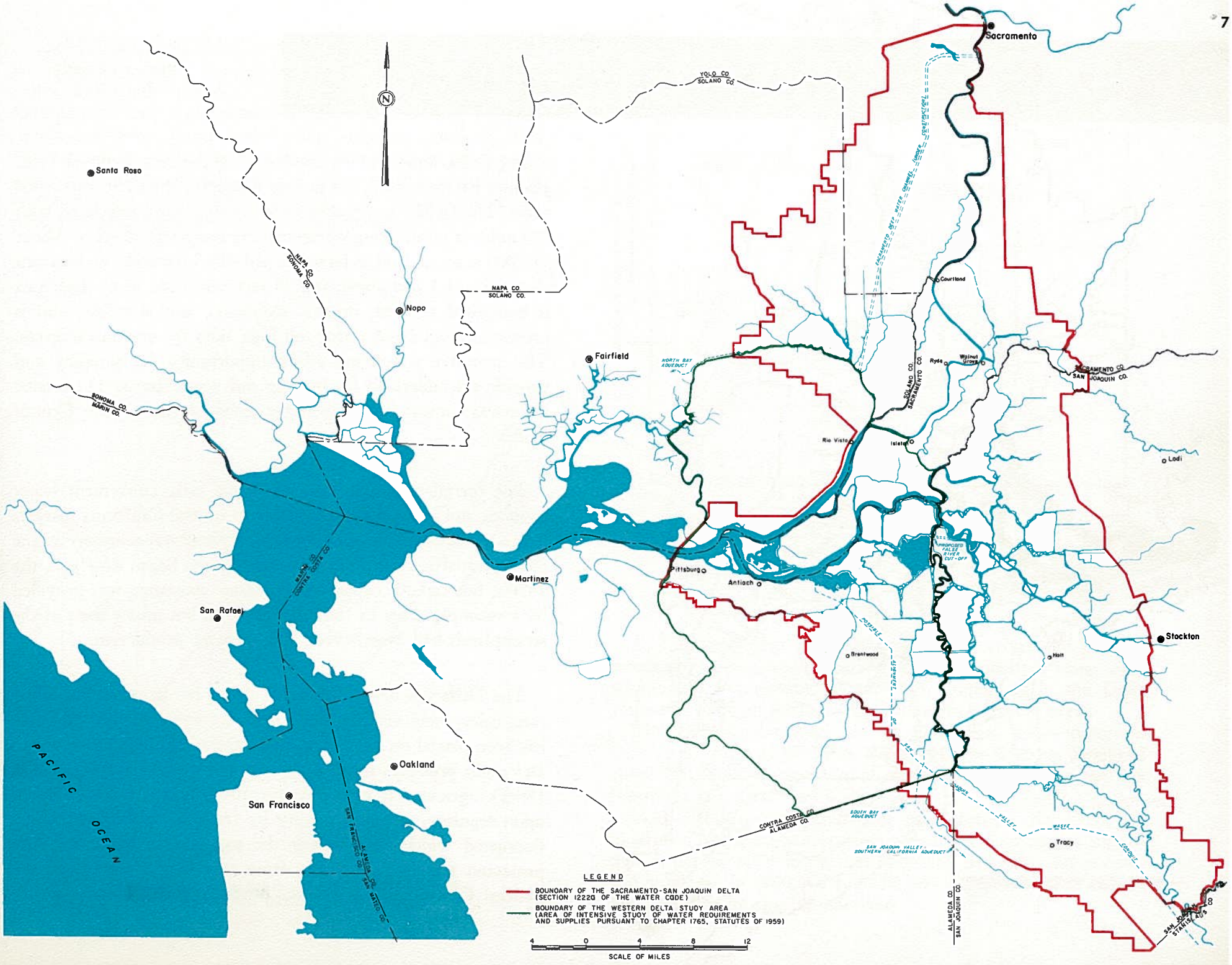
12202. Among the functions to be provided by the State Water Resources Development System, in coordination with the activities of the United States in providing salinity control for the Delta through operation of the Federal Central Valley Project, shall be the provision of salinity control and an adequate water supply for the users of water in the Sacramento-San Joaquin Delta. If it is determined to be in the public interest to provide a substitute water supply to the users in said Delta in lieu of that which would be provided as a result of salinity control no added financial burden shall be placed upon said Delta water users solely by virtue of such substitution. Delivery of said substitute water supply shall be subject to the provisions of Section 10505 and Sections 11460 to 11463, inclusive, of this code.

12203. It is hereby declared to be the policy of the State that no person, corporation or public or private agency or the State or the United States should divert water from the channels of the Sacramento-San Joaquin Delta to which the users within said Delta are entitled.

12204. In determining the availability of water for export from the Sacramento-San Joaquin Delta no water shall be exported which is necessary to meet the requirements of Sections 12202 and 12203 of this chapter.

12205. It is the policy of the State that the operation and management of releases from storage into the Sacramento-San Joaquin Delta of water for use outside the area in which such water originates shall be integrated to the maximum extent possible in order to permit the fulfillment of the objectives of this part.

This legislation also described the area of the Delta to which the general policy applies. The boundary of the Delta, as described in Section 12220 of the Water Code, is indicated on the facing map. The area considered in the intensive studies of water requirements and supplies is described as the Western Delta Study Area.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Holt
Tracy
San Rafael
Oakland
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SACRAMENTO RIVER DEEP WATER CHANNEL (UNDER CONSTRUCTION)
NORTH BAY AQUEDUCT
PROPOSED FALSE RIVER CUT-OFF
DELTA-MENDOTA CANAL
SAN JOAQUIN VALLEY-SOUTHERN CALIFORNIA AQUEDUCT
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BOUNDARY OF THE SACRAMENTO-SAN JOAQUIN DELTA (SECTION 12220 OF THE WATER CODE)
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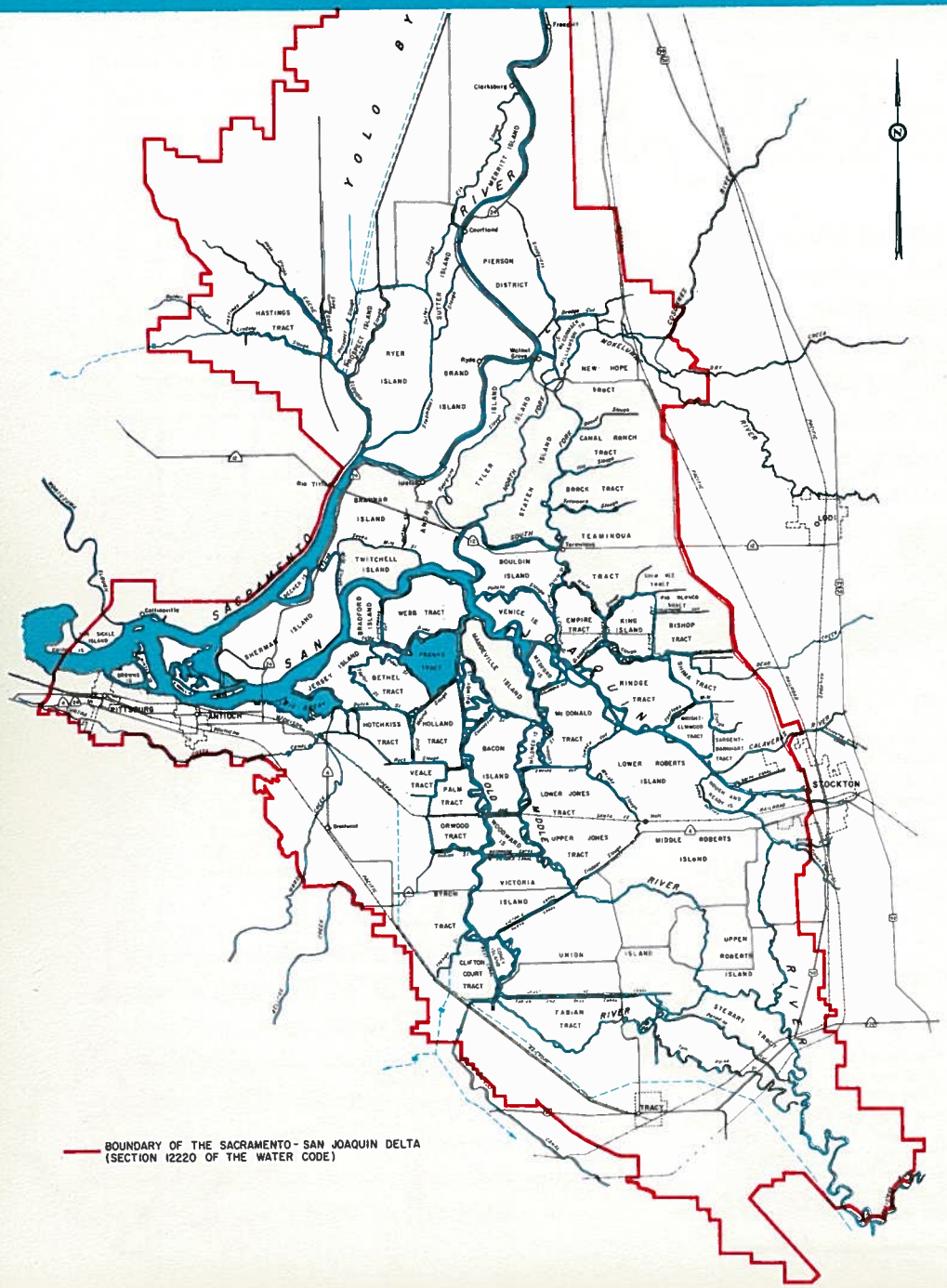
SCALE OF MILES

The Delta—its geography and economy

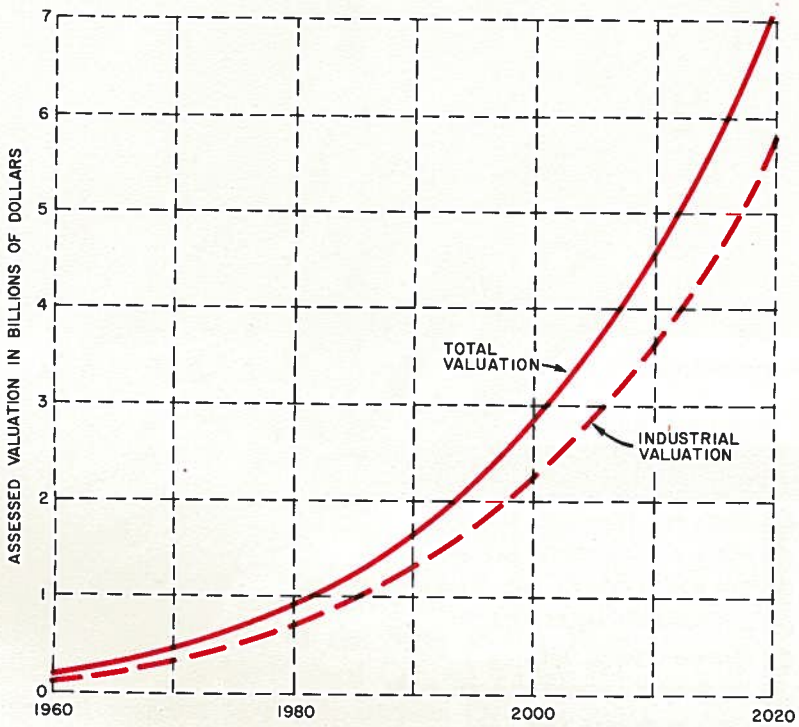


The Delta, located at the confluence of the Sacramento and San Joaquin Rivers system, is a unique feature of the California landscape. The Delta encompasses some 738,000 acres, interlaced with 700 miles of meandering waterways covering 50,000 acres. About 415,000 acres of land, referred to as Delta Lowlands, lie between elevations of 5 feet above and 20 feet below sea level. This area is composed of peat, organic sediments, and alluvium, and is protected from flood water and high tides by man-made levees. The extensive waterways afford opportunity for shipping and provide a wonderland for boating and water sports. These same waterways must safely discharge flood waters of the Central Valley.

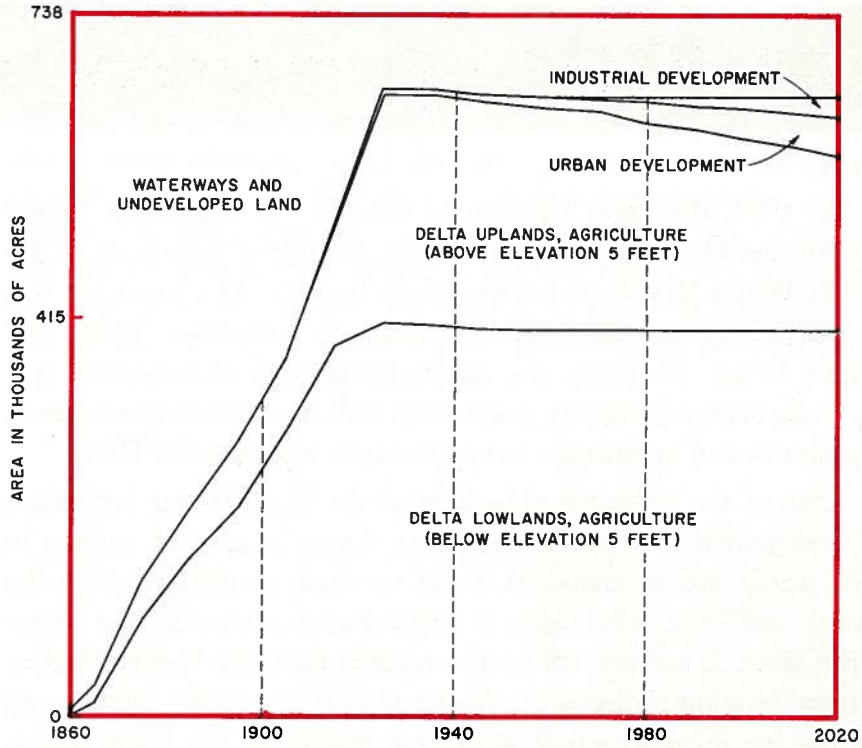
The fortunate combination of fertile soils, convenient water supplies, and shallow-draft shipping to central California markets led to development of an intensified agricultural economy in the Delta. Initial reclamation of the marshlands began slowly in the 1850's, but rapidly expanded after state assistance was provided by a swampland act in 1861. By 1930, all but minor areas of the swamplands had been leveed and were in production.

The Delta has historically been noted for its asparagus, potatoes, celery, and varied truck crops. Recently, greater emphasis has been placed on field corn, milo, grain, and hay, although the Delta still produces most of the nation's canned asparagus. The Delta's agricultural economy for many years was dependent upon repulsion of ocean salinity by fresh water outflow, which fluctuated widely, but during the past sixteen years has been protected largely by releases from upstream reservoirs of the Federal Central Valley Project during summer months.

Several towns and cities are located in the upland areas and an industrial complex is expanding in the western part of the Delta. Early industrial development centered around food and kindred products, steel production, fibreboard, lumber, and shipbuilding activity. Large water-using industries, such as steel, paper products, and chemicals, have developed in the western area where water, rail, and highway transportation, coupled with water supplies, has stimulated growth. The manufacturing employment in this area was about 10,000 people in 1960.



PROJECTED ASSESSED VALUATIONS WITHIN THE WESTERN DELTA STUDY AREA



TRENDS IN LAND USE

A deep-draft ship channel serving commercial and military installations terminates at Stockton, and another is being constructed to Sacramento. Water-borne shipments in the Delta amounted to about 6,000,000 tons annually in recent years.

The Delta encompasses one of California's most important high quality natural gas fields. Since 1941 the field has produced about 300,000,000 cubic feet of methane gas for use in the San Francisco Bay area.

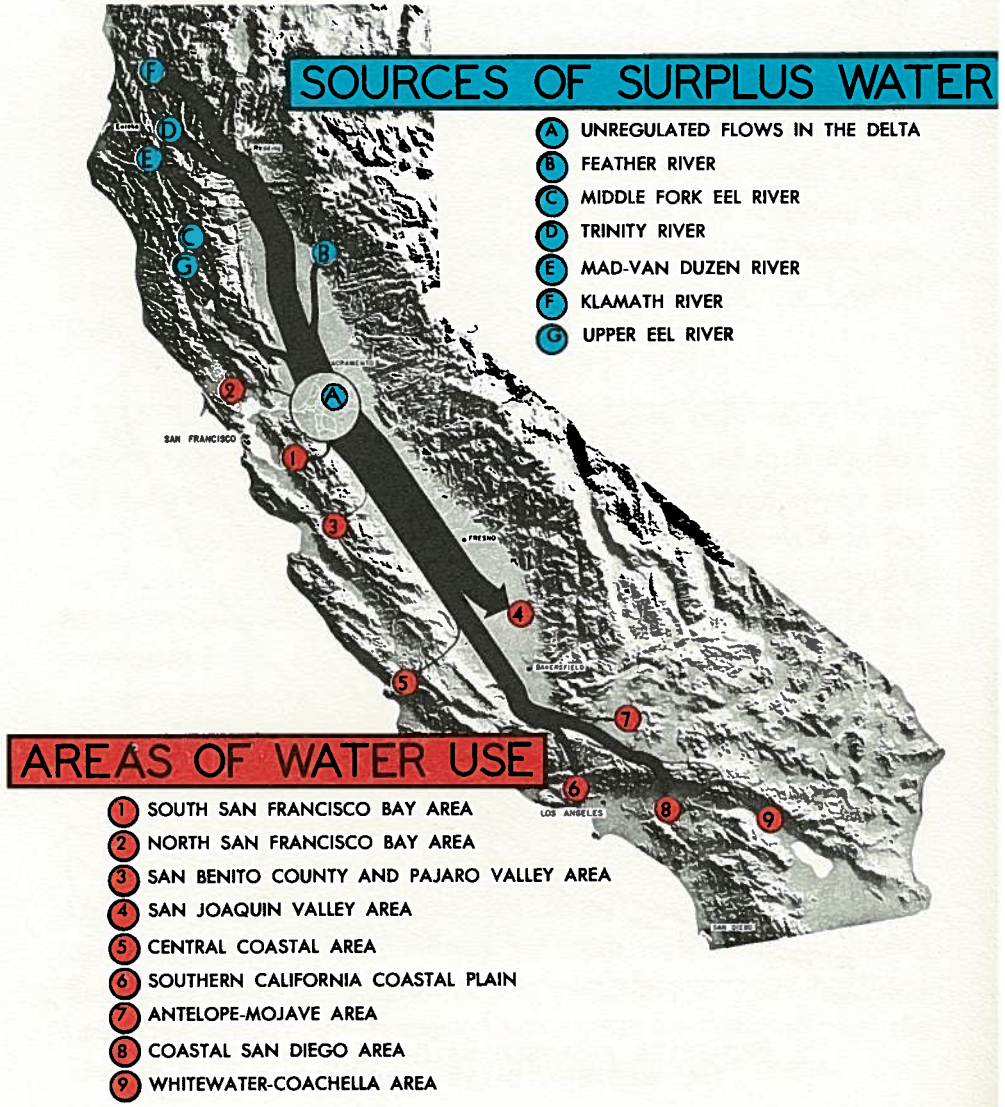
With the growing significance of recreation, the Delta has blossomed into a major recreation area at the doorsteps of metropolitan development in the San Francisco Bay area, Sacramento, and Stockton. In 1960, nearly 2,800,000 recreation-days were enjoyed in this boating wonderland.

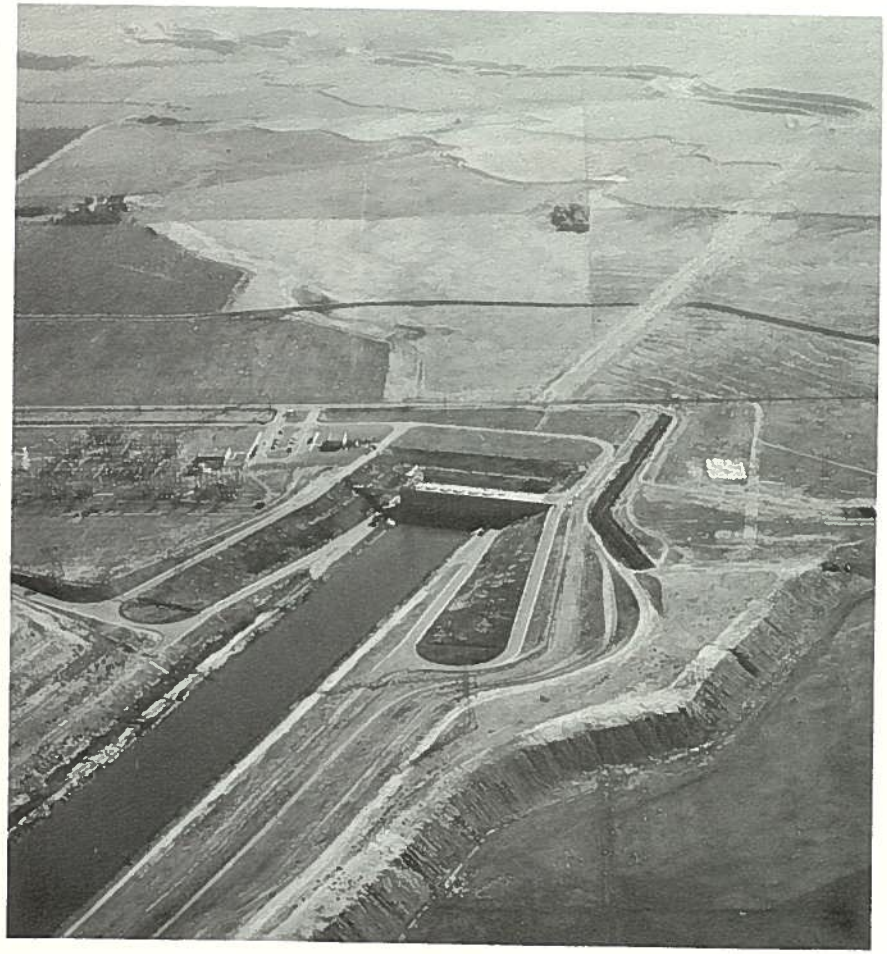
The Delta — its role in California's water development

In 1959, the State Legislature enacted the California Water Resources Development Bond Act to finance construction of the State Water Resources Development System. The bond act was approved by the California electorate in November 1960. The State Water Facilities, the initial features of this system, will complement continuing local and federal water development programs and include the very necessary works in the Delta.

One of the principal objectives of the State Water Resources Development System is to conserve water in areas of surplus in the north and to transport water to areas of deficiency to the south and west. The Delta is important in achieving this objective, since it receives all of the surplus flows of Central Valley rivers draining to the ocean during winter and spring months and is the last location where water not needed in the Delta or upstream therefrom can conveniently be controlled and diverted to beneficial use. Surplus water from the northern portion of the Central Valley and north coastal rivers will be conveyed by the natural river system to the Delta, where it must be transferred through Delta channels to export pumping plants without undue loss or deterioration in quality. Aqueducts will convey the water from the Delta to off-stream storage and use in areas of deficiency to the south and west.

In addition to being an important link in the interbasin transfer of water, the Delta is a significant segment of California's economy, and its agricultural, municipal, and industrial water supply problems, and flood control and related problems, must be remedied. A multipurpose system of Delta water facilities, which will comprise one portion of the State Water Resources Development System, is the most economical means of transferring water and solving Delta problems.

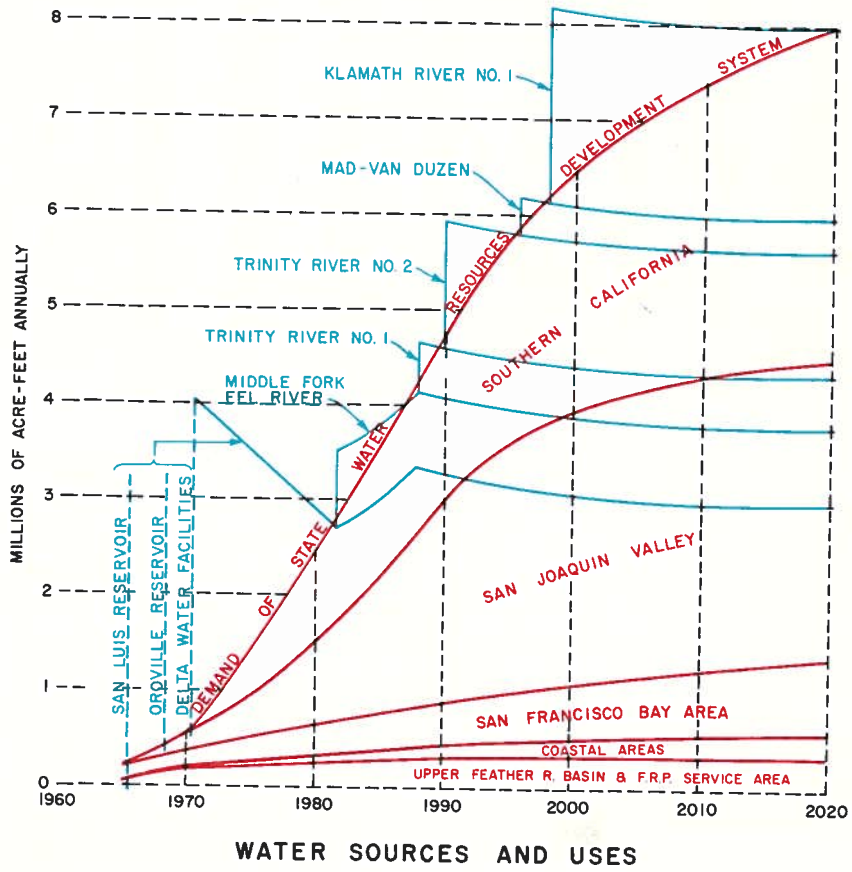




Tracy Pumping Plant

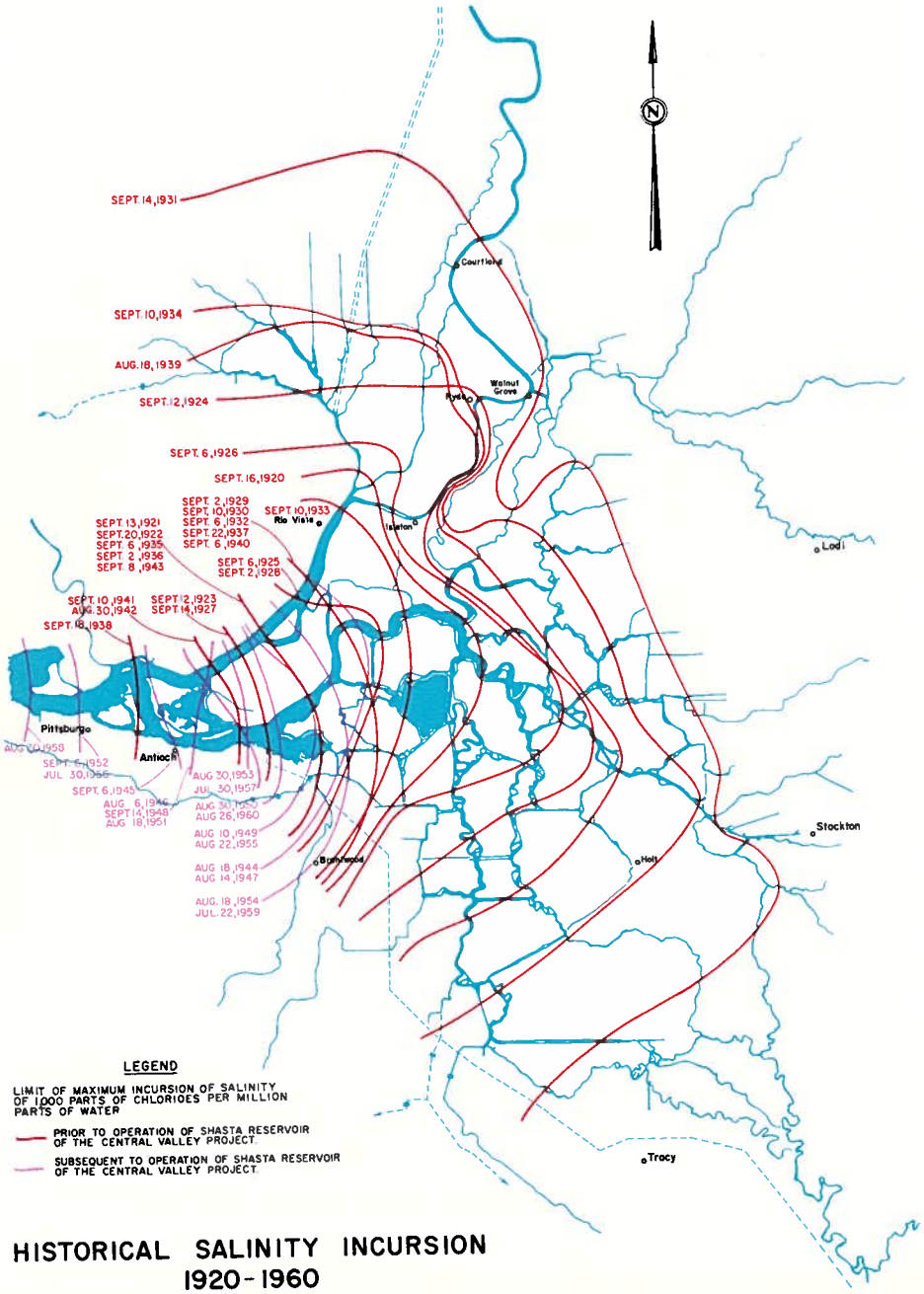
Full demands on the State Water Resources Development system can be met until about 1981 from surplus water in and tributary to the Delta with regulation by the proposed Oroville and San Luis Reservoirs. However, upstream depletions will reduce the available surplus supplies and water will have to be imported from north coastal sources after that year. It is anticipated that coordinated operation of the State Water Resources Development System and the Federal Central Valley Project will afford a limited increase in usable surplus Delta supplies beginning in 1981. As indicated in the chart, upstream depletions will continue to decrease the available surplus supplies.

The coordinated use of surplus water in and tributary to the Delta and of regulated or imported supplements to this supply, as required, is referred to as the Delta Pooling Concept. Under this concept of operation the State will ensure a continued supply of water adequate in quantity and quality to meet the needs of export water users. Advantage will be taken of surplus water available in the Delta, and as the demand for water increases and the available surplus supply is reduced by further upstream uses, the State will assume the responsibility of guaranteeing a firm supply of water, which will be accomplished by construction of additional storage facilities and import works. At the same time, the water needs of the Delta will be fully met.



WATER SOURCES AND USES

Delta Problems — salinity incursion and water supplies

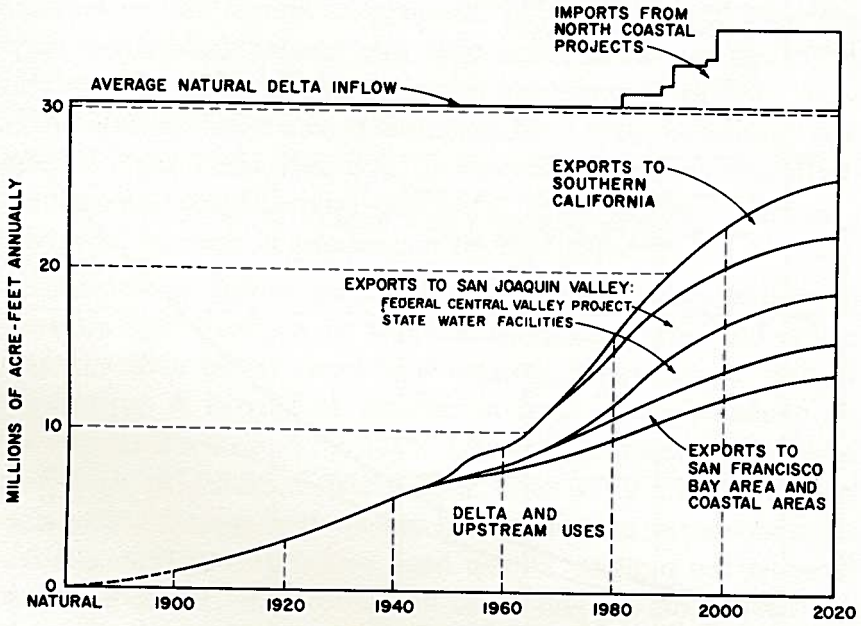


HISTORICAL SALINITY INCURSION
1920-1960

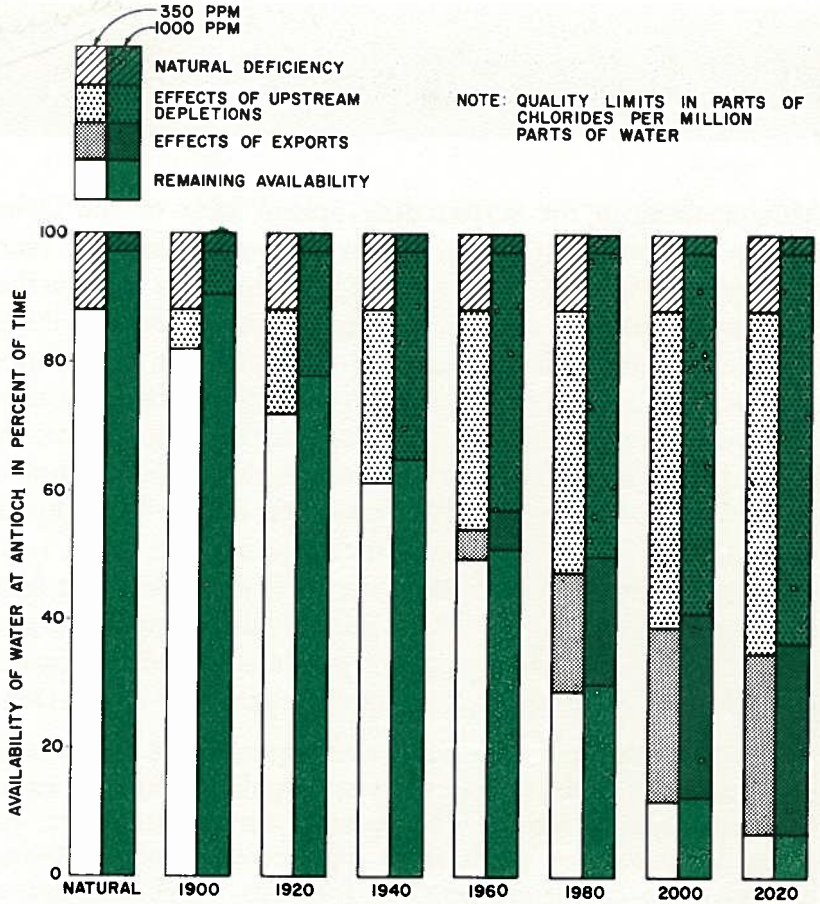
Salinity incursion into the Delta results from the flooding and ebbing of ocean tides through the San Francisco Bay and Delta system during periods when the fresh water outflow from the Delta is insufficient to repel the saline water. The natural fresh water outflow from the Central Valley was historically inadequate to repel salinity during summer months of some years. The first known record of salinity encroachment into the Delta was reported by Cmdr. Ringgold, U. S. Navy, in August 1841, whose party found the water at the site of the present city of Antioch very brackish and unfit for drinking. Since that time, and particularly after the turn of the century, with expanding upstream water use salinity incursion has become an increasingly greater problem in Delta water supplies. The maximum recorded extent of salinity incursion happened in 1931, when ocean salts reached Stockton. Since 1944 extensive incursion has been repulsed much of the time by fresh water releases from Central Valley Project storage in Shasta and Folsom Reservoirs. Without such releases, saline water would have spread through about 90 percent of the Delta channels in 1955 and 1959. Although upstream uses might not have reached present levels in the absence of the Central Valley Project, salinity problems would still have been very serious during most years.

Further increase in water use in areas tributary to the Delta will worsen the salinity incursion problem and complicate the already complex water rights situation. To maintain and expand the economy of the Delta, it will be necessary to provide an adequate supply of good quality water and protect the lands from the effects of salinity incursion. In 1959 the State Legislature directed that water shall not be diverted from the Delta for use elsewhere unless adequate supplies for the Delta are first provided.

The natural availability of good quality water in the Delta is directly related to the amount of surplus water which flows to the ocean. The graph to the right indicates the historic and projected availability of water in the San Joaquin River at Antioch containing less than 350 and 1,000 parts chlorides per million parts water, under long-term average runoff and *without* specific releases for salinity control. It may be noted that even under natural conditions, before any significant upstream water developments, there was a deficiency of water supplies within the specified quality limits. It is anticipated that, without salinity control releases, upstream depletions by the year 2020 will have reduced the availability of water containing less than 1,000 ppm chlorides by about 60 percent, and that exports will have caused an additional 30 percent reduction.



USE OF DELTA WATER SUPPLIES



DELTA WATER QUALITY WITHOUT SALINITY CONTROL

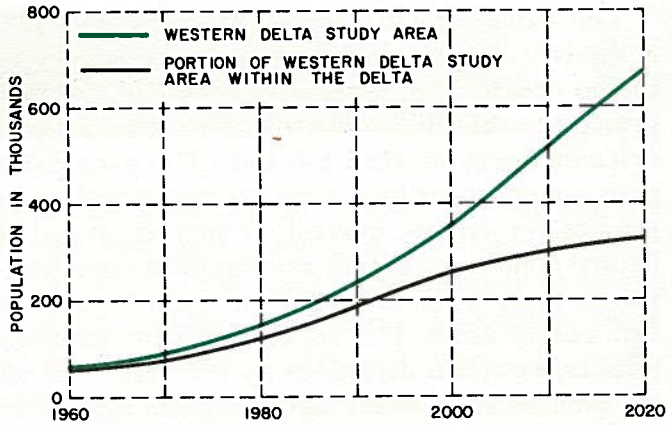
The magnitude of the past and anticipated future uses of water in areas tributary to the Delta, except the Tulare Lake Basin, is indicated in the diagram to the left. It may be noted that, while the present upstream use accounts for reduction of natural inflow to the Delta by almost 25 percent, upstream development during the next 60 years will deplete the inflow by an additional 20 percent. By that date about 22 percent of the natural water supply reaching the Delta will be exported to areas of deficiency by local, state, and federal projects. In addition, economical development of water supplies will necessitate importation of about 5,000,000 acre-feet of water seasonally to the Delta from north coastal streams for transfer to areas of deficiency.

Delta Problems—municipal water

Municipalities in the surrounding upland areas of the Delta, except in the western portion, obtain their water supplies from surface or underground sources which are, or will be with further development, adequate to meet their needs. In the western Delta, the principal municipalities rely on supplies from the Contra Costa Canal which are diverted from Delta channels. The main problem relates to quality of the water. At the present time, the mineral quality of the supplies deteriorates during some summer and fall months below standards established by the U. S. Public Health Service. This results from incursion of ocean salts, combined with industrial wastes and poor quality return water from the Central Valley. Assurance of good quality supplies in adequate quantities to meet present requirements and anticipated future growth is one of the most pressing problems in the Delta.

Estimates of future municipal water requirements in the western Delta area were based on projected population and per capita use. Population projections were founded on national, state, and regional forecasts for moderately high economical conditions. Although these conditions result in forecasts which may exceed an anticipated "most probable" projection by about ten percent, it is believed that this approach will assure adequate consideration of Delta water requirements in plans for diversion of surplus water from the Delta.

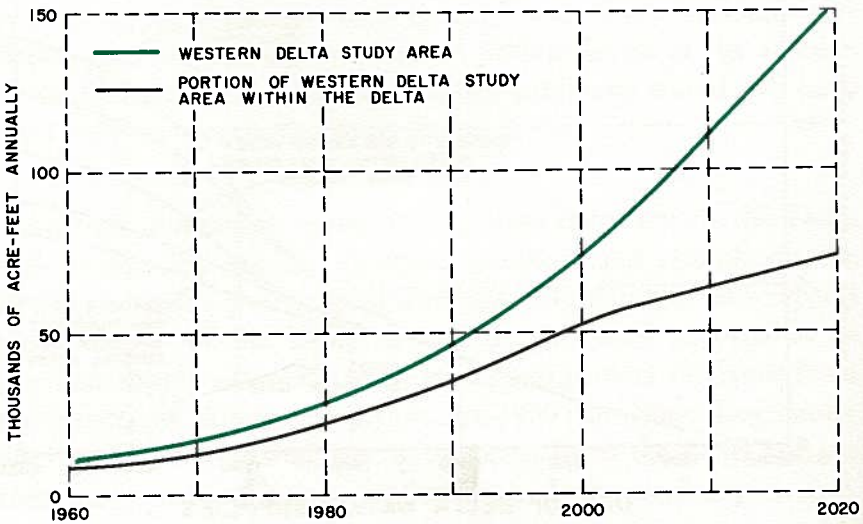
Projected estimates of per capita water uses reflect anticipated increases due to greater emphasis on water-using appliances in homes, additional lawns and landscaping, and the general trend toward higher standards of living. An average municipal water use of about 140 gallons per capita per day at this time reflects the climatic and economic conditions of the area. It is anticipated that the average use in low density residential areas will increase to about 200 gallons per capita per day by 2020. The estimated total annual municipal water requirement in the western Delta area indicates about a fifteenfold increase by 2020.



POPULATION
WESTERN DELTA STUDY AREA

ESTIMATED MUNICIPAL WATER REQUIREMENTS
WESTERN DELTA STUDY AREA
(In thousands of acre-feet annually)

Area	1960	1980	2000	2020
Western Delta Study Area				
Contra Costa Co.	9.6	26.8	62.7	116.4
Solano Co.	0.7	1.4	10.0	35.4
Portion of Western Delta Study Area Within the Delta				
Contra Costa Co.	8.6	22.6	52.0	71.4
Solano Co.	0.0	0.0	0.4	2.5



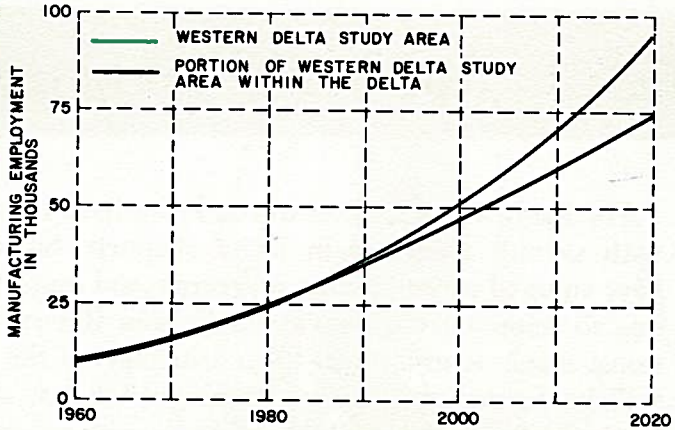
MUNICIPAL WATER REQUIREMENTS
WESTERN DELTA STUDY AREA

Delta Problems—industrial water

The problems of industrial water supply are similar to municipal supply problems in that they are concentrated in the western Delta area and center around quality aspects. Deterioration of water supplies by salinity incursion in 1959 caused curtailment of production in several plants and a production halt in one major industry. As additional upstream development and beneficial use of water takes place, the duration and degree of salinity incursion each year will become more extended. It will become increasingly necessary to provide adequate industrial water supplies in the western Delta area for maintenance and expansion of the present economy.

Estimates of future industrial growth were based on correlation of state and regional manufacturing employment with national projections. Projections to 1980 were based on detailed analyses of the several components of the industrial complex, while projections beyond that date reflect total manufacturing employment. A sevenfold increase in manufacturing employment in the western Delta area is anticipated by 2020. Increasing productivity per employee, due to automation and technical advancements, coupled with projected employment, indicates a thirtyfold increase in production by that date.

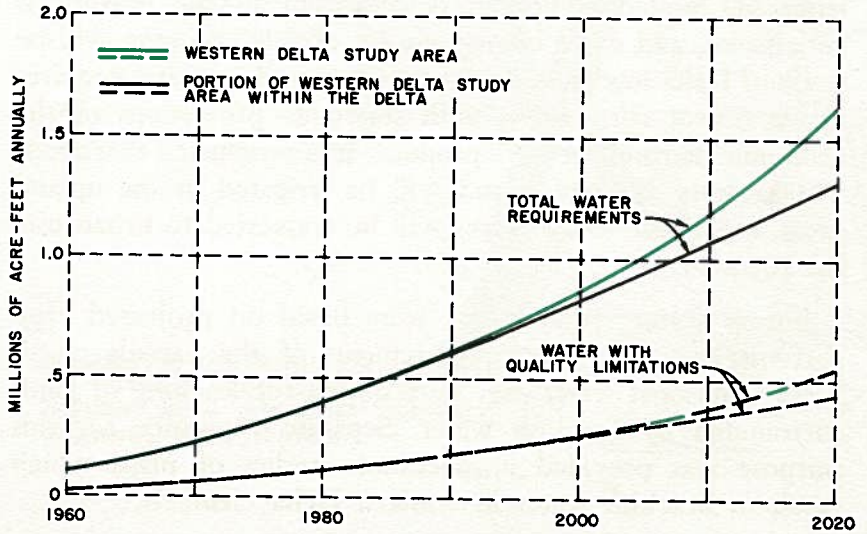
Estimates of future water supplies to enable the production increases were based on six manufacturing categories, and reflect a continuation of the trend of decreasing water use per unit of production. A fifteenfold increase in total industrial water requirements is indicated by 2020. The total requirement includes two types of industrial water. One type is for processing and recirculated cooling with quality limitations, and the second type is for general cooling where good quality water is not required because materials of construction in cooling equipment can satisfactorily withstand a wide range of quality conditions.



MANUFACTURING EMPLOYMENT
WESTERN DELTA STUDY AREA

ESTIMATED INDUSTRIAL WATER REQUIREMENTS
WESTERN DELTA STUDY AREA
(In thousands of acre-feet annually)

Area	1960	1980	2000	2020
Western Delta Study Area				
Total water requirements, Contra Costa Co.	106	396	790	1,270
Total water requirements, Solano Co.	1	7	67	387
Water with quality limitations, Contra Costa Co.	30	120	251	423
Water with quality limitations, Solano Co.	–	2	21	129
Portion of Western Delta Study Area Within the Delta				
Total water requirements, Contra Costa Co.	106	396	790	1,270
Total water requirements, Solano Co.	–	–	9	56
Water with quality limitations, Contra Costa Co.	30	120	251	423
Water with quality limitations, Solano Co.	–	–	3	19



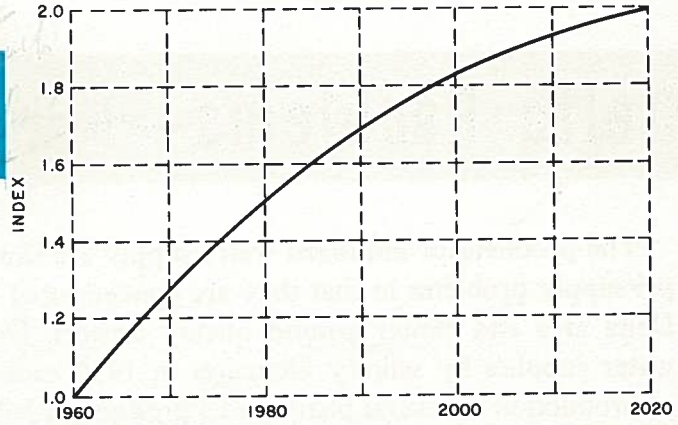
INDUSTRIAL WATER REQUIREMENTS
WESTERN DELTA STUDY AREA

Delta Problems—agricultural water

For many years farmers in the Delta have been confronted with salinity incursion in Delta channels. Since 1944 they have enjoyed partial salinity protection and supplemental water due to releases from Shasta and Folsom Reservoirs. As additional water is utilized in areas tributary to the Delta, there will be further reductions in unregulated late spring runoff to the Delta, which will result in diminishing supplies in the western Delta and greater Delta-wide reliance on regulated fresh water outflow. About 40,000 acres in the western Delta are faced with water supplies of poor quality even if future export projects are not constructed. In the southern portion of the Delta the present water supplies during summer months consist mainly of very poor quality drainage water in the San Joaquin River. Operation of the proposed San Joaquin Valley waste conduit may reduce the amount of return drainage water available in the San Joaquin River. If this occurs, substitute water supplies would have to be provided.

Although most of the suitable land in the Delta is now irrigated, limited additional development in the uplands is anticipated, and more intense use by double-cropping will be made of Delta lowlands. Estimates of expanding water requirements reflect correlations with statewide projections of the economic demand for farm produce. It is anticipated that about 10,000 acres of "new" land will be irrigated in the upland areas, but about 40,000 acres will be converted to urban uses by 2020.

Future water requirements were based on projected crop patterns and unit water requirements of the various crops. Some additional water may be required for leaching of lands surrounded by brackish water. Separate allowance for this purpose was provided in operation studies of plans which result in brackish water in western Delta channels.



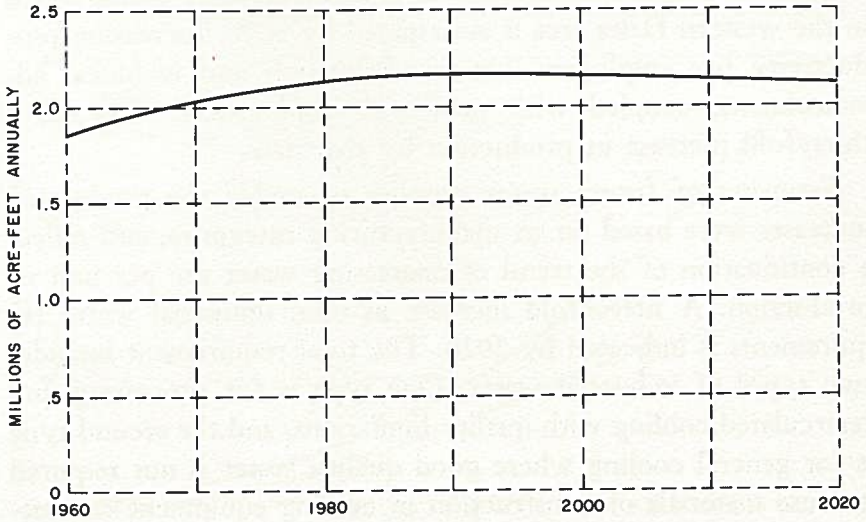
INDEX OF AGRICULTURAL PRODUCTIVITY

ESTIMATED AGRICULTURAL WATER REQUIREMENTS WITHIN THE DELTA [1]

(In thousands of acre-feet annually)

Area	1960	1980	2000	2020
Alameda County	13	15	15	15
Contra Costa County	236	272	275	270
Sacramento County	294	339	342	336
San Joaquin County	838	967	977	958
Solano County	238	264	267	261
Yolo County	244	282	285	279
TOTAL	1,863	2,139	2,161	2,119

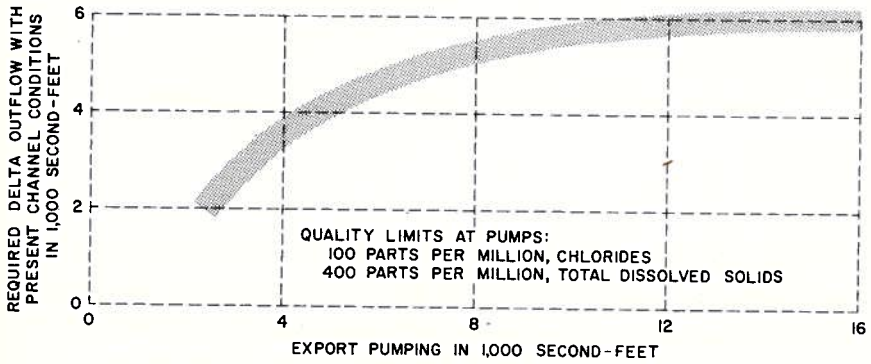
[1] Including effective precipitation.



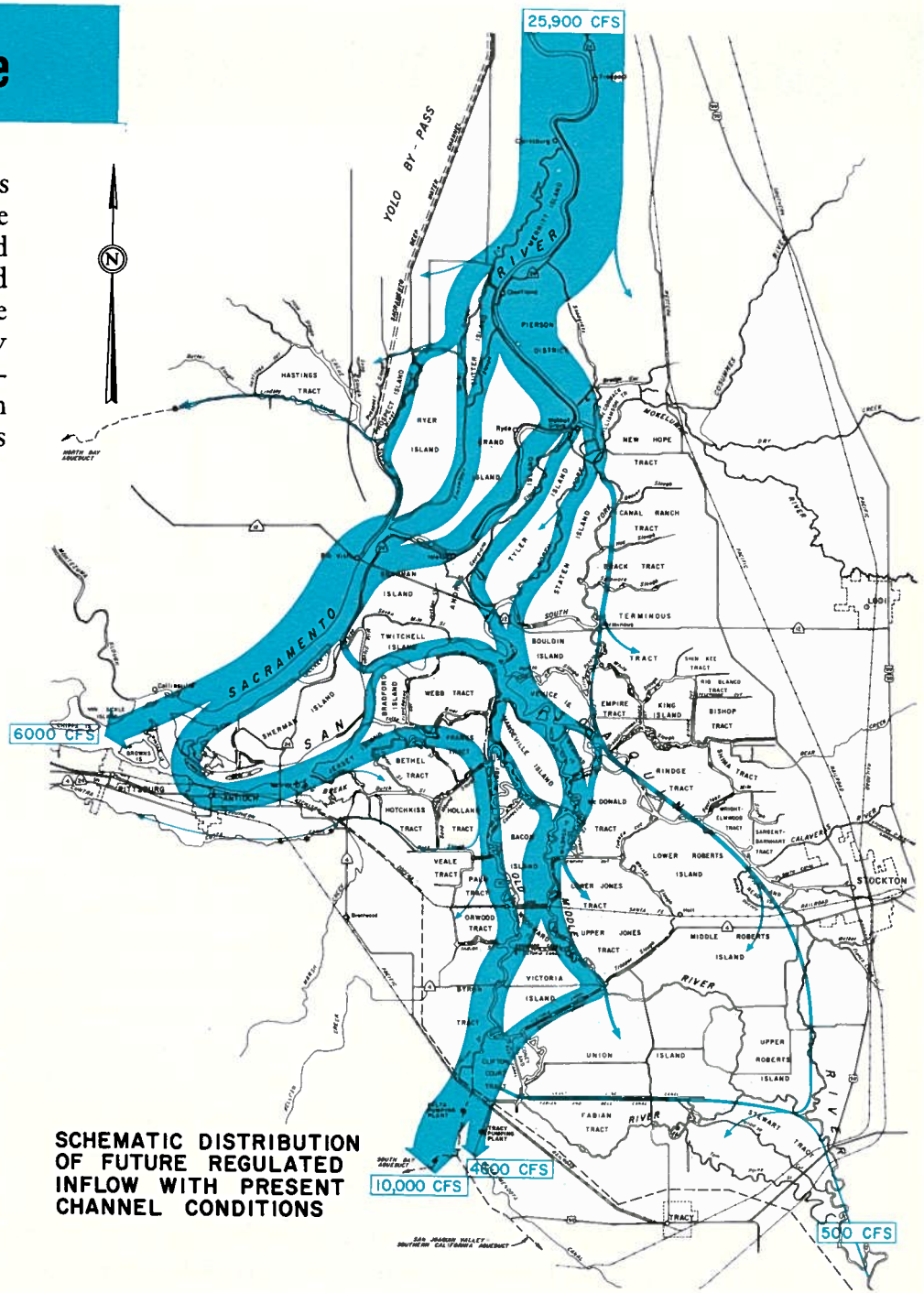
AGRICULTURAL WATER REQUIREMENTS

Delta Problems—water salvage

During winter months of most years, flood flows exceed Delta uses and flush ocean salts from the channel system. Surplus water can be diverted from the Delta under these conditions. During summer and early fall months, the inflow to the Delta is generally limited to regulated flow in the Sacramento River. This supply must meet all uses in the Delta and export therefrom, and prevent salinity incursion from unduly degrading the quality of water in the Delta. Due to the hydraulic characteristics of the complex channel system, the amount of outflow from the Delta necessary for quality control at the export pumping plants increases as the rates of export increase.

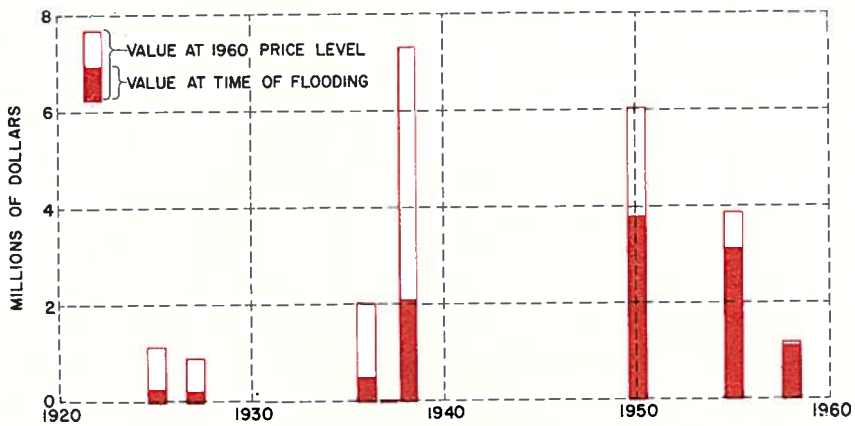


Water in the Sacramento River follows two basic routes to the export pumping plants. It flows from the vicinity of Walnut Grove through several generally parallel channels in a southerly direction across the central portion of the Delta, and also through channels in the western portion around Sherman Island and then upstream into the central area. The quantities transferred by the first route are *not sufficient* to supply the pumps and enroute Delta users during summer months, and water transferred around Sherman Island by the second route is mixed with and carries ocean salts into the Delta. Therefore, greater quantities of water will be necessary to reduce the salinity concentrations in the western Delta, unless a physical barrier is constructed or water is diverted directly southward across the Delta.

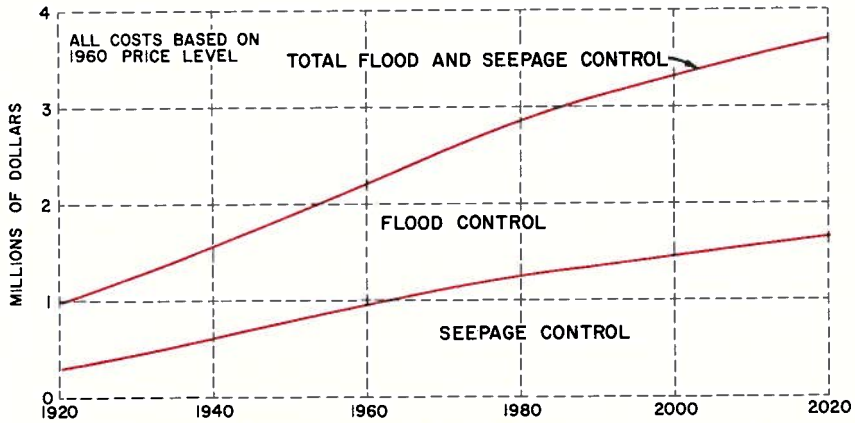


SCHEMATIC DISTRIBUTION OF FUTURE REGULATED INFLOW WITH PRESENT CHANNEL CONDITIONS

Delta Problems—flood and seepage control



HISTORICAL FLOOD DAMAGE IN THE DELTA

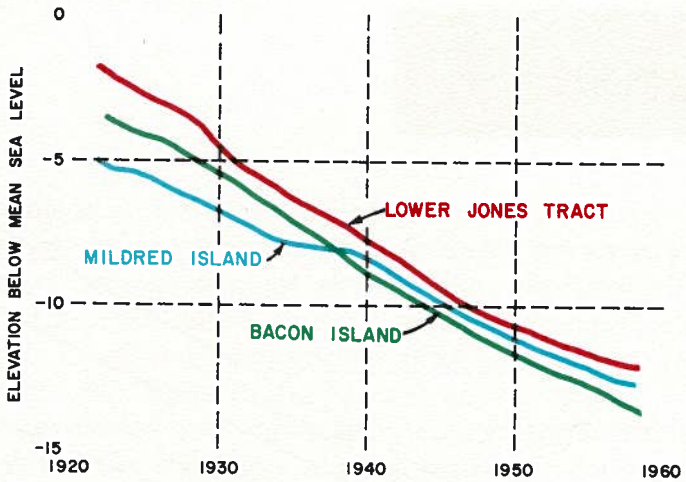


ANNUAL COSTS - FLOOD AND SEEPAGE CONTROL

While the peat soils of the Delta are excellent for growing crops, they cause several difficult levee maintenance and farming problems. Levees along the channels have been constructed on the peat and periodically must be raised and widened as the organic foundation soils are consolidated. During the early stages of land reclamation, islands were frequently flooded by overtopping of the levees. However, under present conditions floods due to overtopping are infrequent in the central portion of the Delta, but numerous islands have been flooded when sections of the levees have suddenly failed. This apparent trend toward decreasing levee stability results from subsidence of the land surface and resultant greater forces on the levees. Despite increasing maintenance work on many existing levees, no significant improvement in protection is achieved.

The land surface in areas of peat soils is subsiding at an average rate of about three inches per year. This is generally attributed to oxidation of the peat fibers, wind erosion, compaction by farm equipment, and loss of water in the upper few feet. As a result of land subsidence, future levees in many areas will be 30 to 35 feet high. Work must be initiated soon to gradually increase the stability of the levees for these future conditions. In this connection, it must be recognized that flood protection for the Delta must include works in the Delta. Flood stages in the Delta result from inflow and high tides, frequently amplified by heavy winds on the ocean and Bay system. Although upstream flood control reservoirs will afford some relief, more stable levees are needed to safely resist the high tide and flood stages.

As the peat soils are lost by oxidation and erosion, the seepage problems are compounded. Differences in elevation between water levels in the channels and in the islands will increase, and the resistance by the peat to upward movement of water from

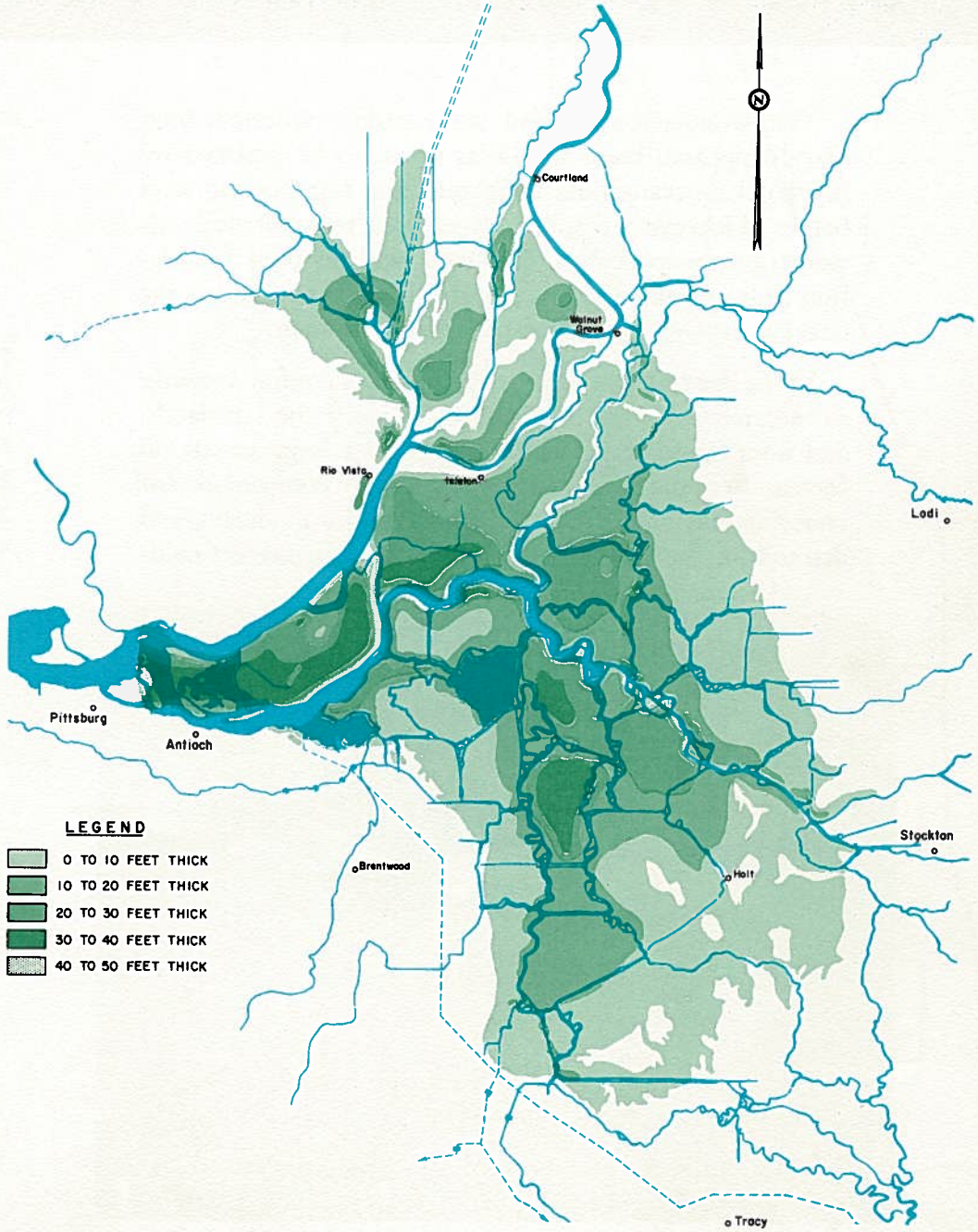


LAND SUBSIDENCE

underlying sand aquifers will be reduced. Unless suitable methods of arresting the loss of peat are developed, farming in the Delta will cause continued subsidence. Experience has shown that this subsidence will continue to within about two to three feet above the bottom of the peat. Significant tracts of Delta land will become impractical to farm unless seepage is controlled and the danger of inundation is reduced.

The largest natural gas field in areal extent in the State of California is located in the Delta. The geological structure of this field is strikingly similar to the structure of the oil fields of Wilmington, California, but the gas pressures are dissimilar. Because of the similarity of geologic conditions, studies are being conducted to determine if deep-seated subsidence might occur as the gas is extracted. Estimates based on preliminary data indicate a maximum subsidence of two feet in the Rio Vista area, if all the gas is extracted from the field.

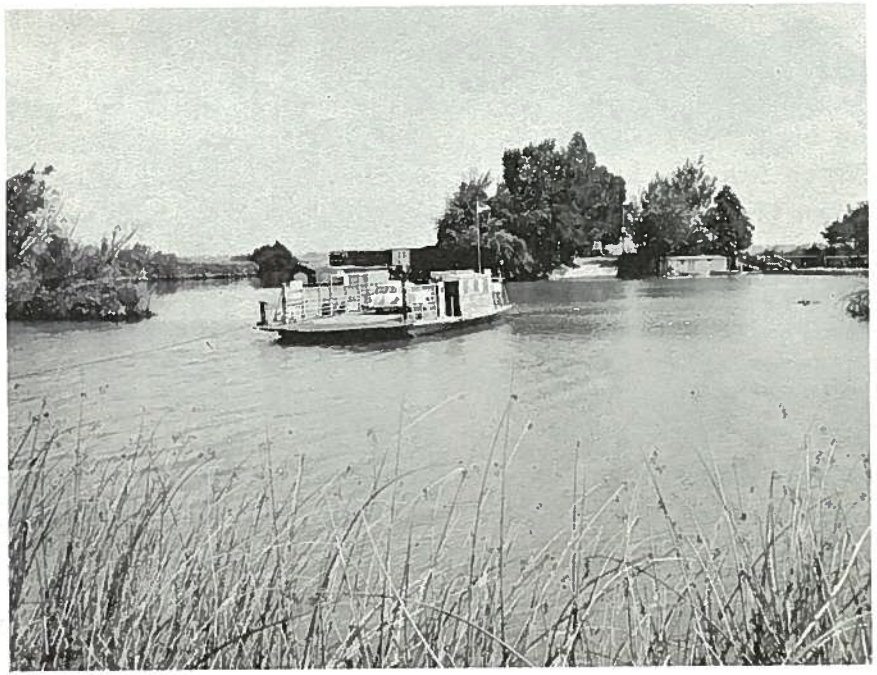
AREAS OF PEAT AND RELATED ORGANIC SEDIMENTS

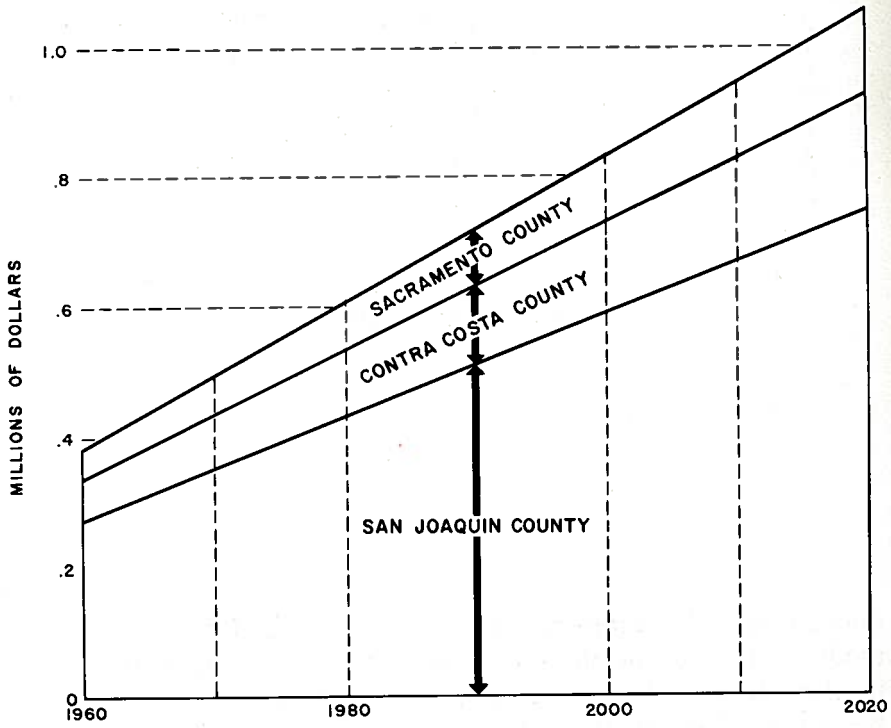


Delta Problems—vehicular transportation

The wooden barges and stern paddle wheelers long ago disappeared from the Delta scene, to be replaced by fast trucks, ocean-going freighters, and tugs towing steel barges. However, despite tremendous technological advances in transportation, the Delta, with its poor foundation soils and miles of open waterways, has hindered the development of a satisfactory highway system.

Vehicular transportation, even today, is confined mainly to the crowns of the levees which encircle the farmlands, and inter-island traffic is dependent to a large extent on ferries. Periodic levee reconstruction to compensate for consolidation and land subsidence results in delays and detours for the traveling public and farm-to-market commerce. In winter months much of the area is inaccessible because of muddy roads. There are 950 miles of paved roads in the area, but because of the unstable peat foundation, the costs of maintenance and operation are disproportionately high. For example, in San Joaquin County only 12 percent of the county's 1,780 miles of roads is in the Delta, but almost 30 percent of the county's annual costs of $1,000,000 for highway facilities is expended in the Delta. Future costs will increase due to greater use of the road system.

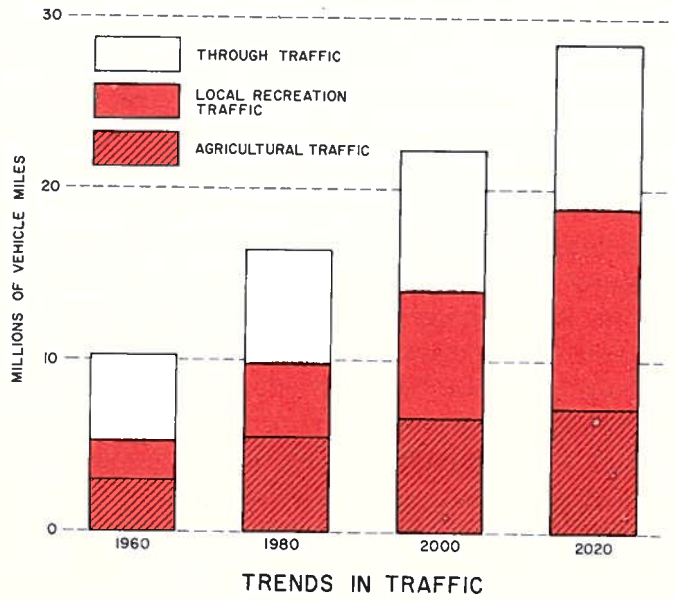




ANNUAL COST OF MAINTAINING
COUNTY ROADS WITHIN THE DELTA

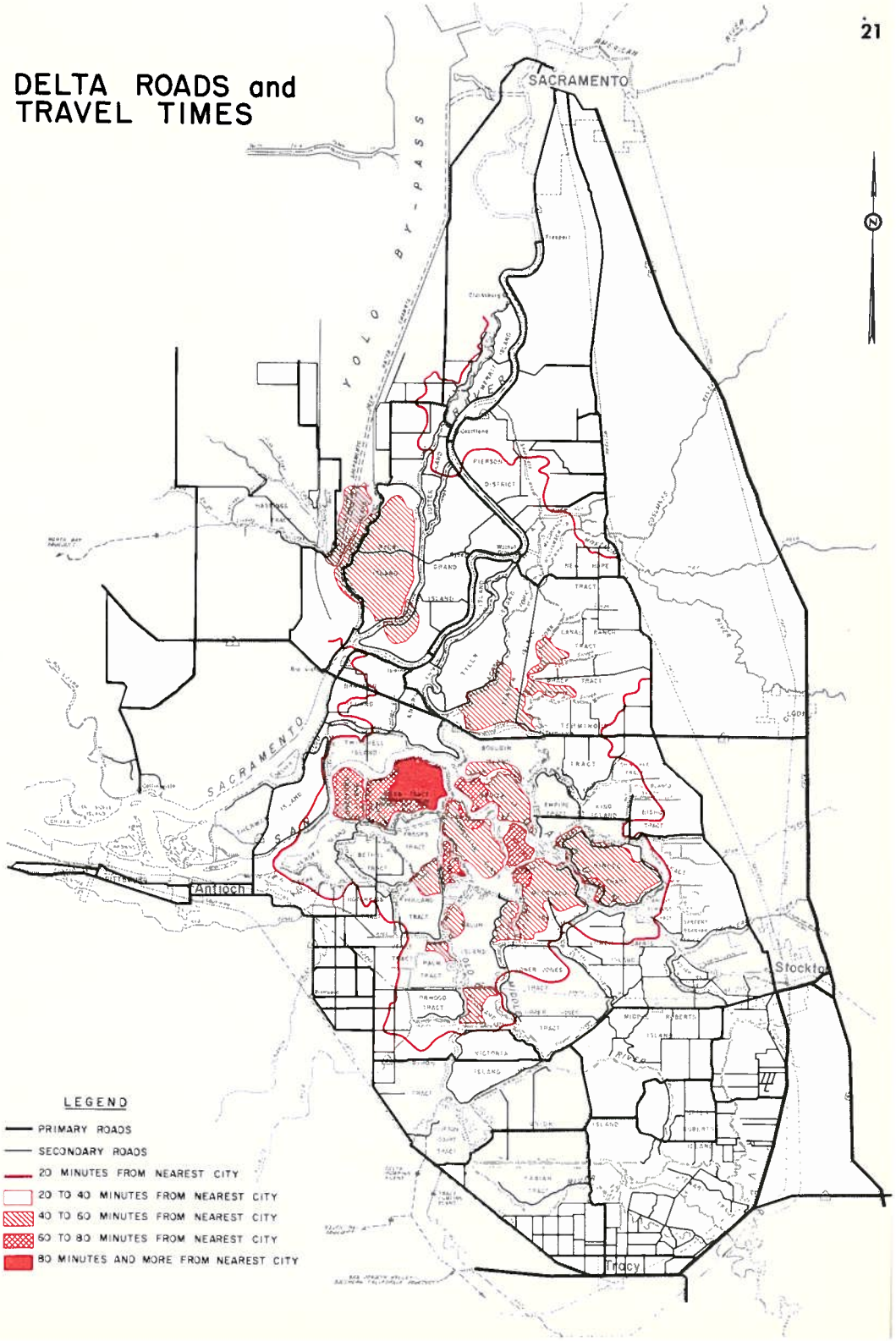
While it is true that today's Delta roads are greatly improved over those of the past, there still remains a serious lack of access to many remote locations of the Delta. Improvements are also needed in roads linked with the state and county highway networks. Travel times to principal cities of Stockton, Tracy, Sacramento, and Antioch are depicted on the map.

An expanded and improved system of roads would unquestionably make the Delta more attractive to the recreation industry. The new roadways also would benefit many local landowners who are presently at an economic disadvantage in shipment of their crops to markets. Increasing production in the Delta, due to anticipated double-cropping and improvements in farming practices, will increase the amount of agricultural road traffic.



TRENDS IN TRAFFIC

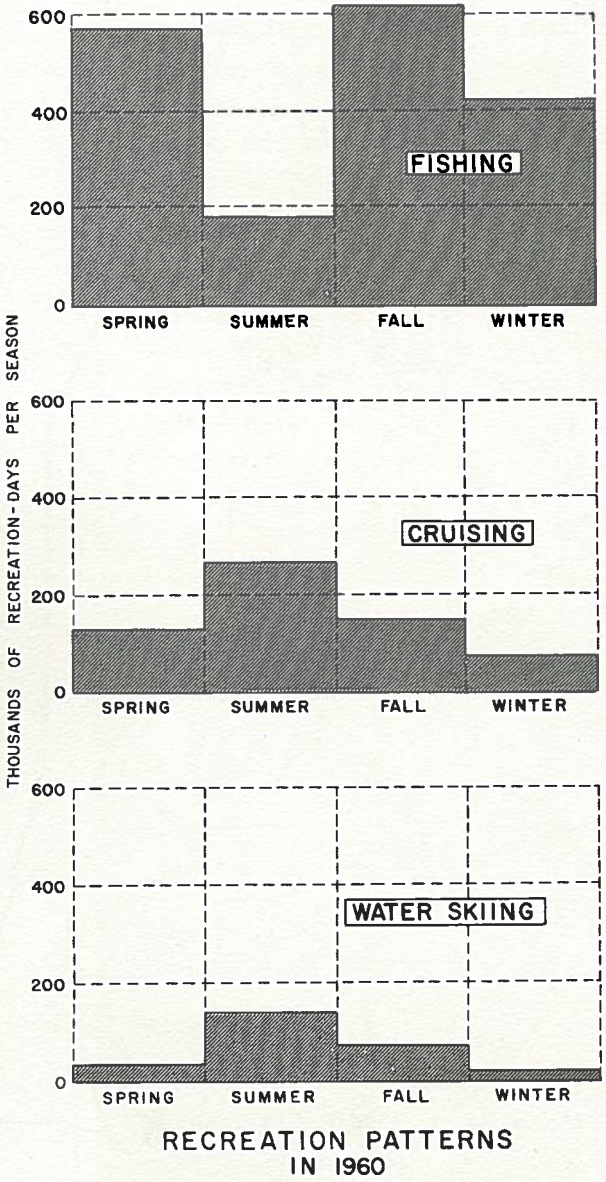
DELTA ROADS and TRAVEL TIMES



Delta Problems—recreation

Courtesy of Los Angeles Times

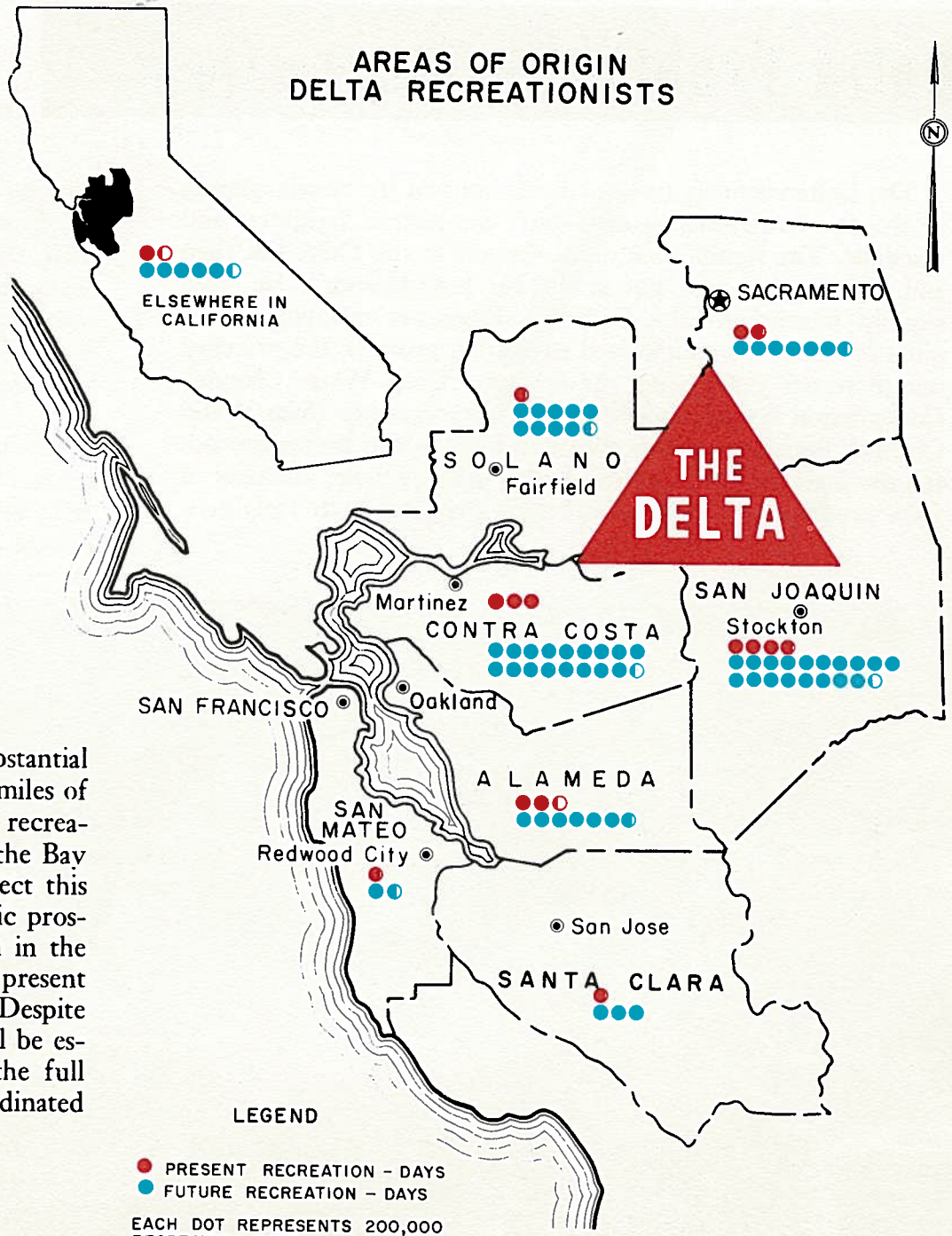
Courtesy of Los Angeles Times



RECREATION PATTERNS
IN 1960

The 50,000 acres of water surface and almost 1,000 miles of shore line in the Delta offer a vast and fascinating area with a great diversity of recreational opportunities. Fishing is the favorite pursuit and striped bass is the leading catch. Salmon, shad, black bass, catfish, and sturgeon are also important in the sportsman's bag. The maze of Delta channels is appealing to boatmen for cruising, and the many miles of calm water are ideal for water skiing and high-speed boating. While many of the channels are not extensively used, due mainly to difficulty of access and lack of service facilities, other areas have become congested and competition is developing between fishermen, boatmen, and skiers. Safety of the recreationists is becoming a significant problem and local law enforcement agencies are increasing their patrols. Levee erosion problems due to speeding boats also have developed in some localities. Picnicking and swimming are becoming more attractive as facilities are developed, and duck and pheasant hunting is very popular. There are now 123 private and public resorts which cater primarily to fishermen and boatmen in the Delta. In addition, many of these resorts are also developing facilities for picnicking and camping.

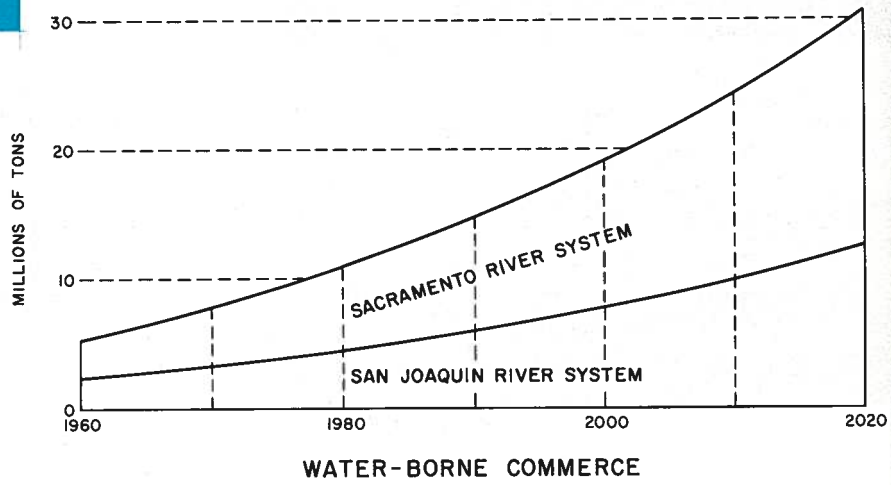
Courtesy of Hubert Miller



Although the Delta at the present time is a scene of substantial recreation use, there is ample room for expansion. Many miles of shore line and large areas of water are still available for recreational development. As the rapid population growth of the Bay area continues, recreation activity in the Delta will reflect this increase. Based on a future of continued general economic prosperity and population growth, the amount of recreation in the Delta will increase from 2,800,000 recreation-days at the present time to as many as 14,000,000 recreation-days by 2020. Despite the size of the Delta, proper local zoning and control will be essential for public safety and continued enjoyment. If the full recreation potential of the region is to be realized, coordinated planning by state and local agencies will be required.

Delta Problems—navigation

The Delta channels are extensively utilized by vessels ranging in size from rowboats to deep-draft commercial freighters and warships. The significance of navigation in the Delta has risen and fallen in the past, but in the last few decades it has been steadily increasing. The Corps of Engineers maintains many miles of channels in authorized navigation projects, the principal one in recent years being the Stockton Deep Water Channel. Construction is now underway on the Sacramento Deep Water Channel. Petroleum products carried by tugs and barges account for the majority of commercial shipping, but large amounts of farm produce are shipped by barges and deep-draft freighters.



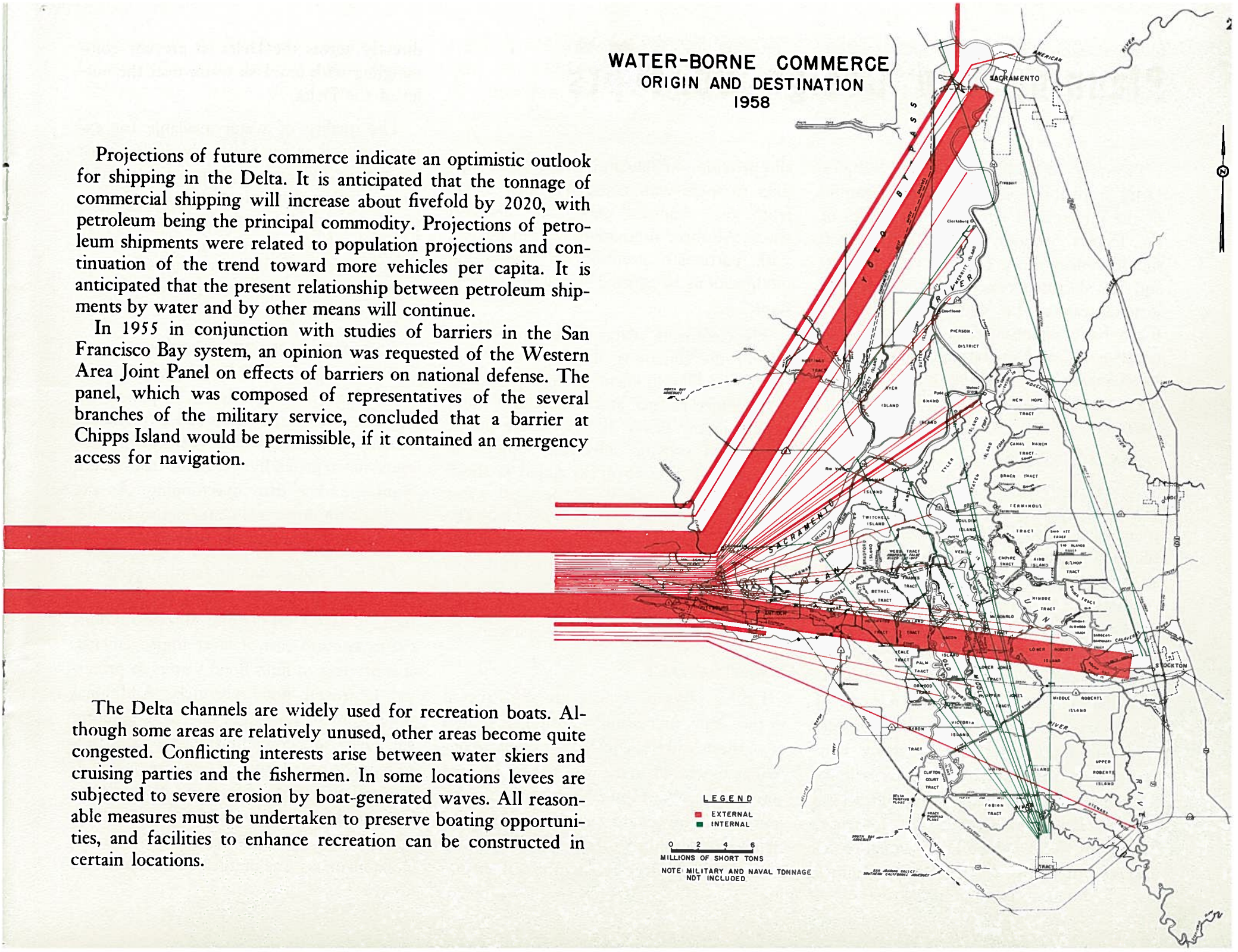
WATER-BORNE COMMERCE

Courtesy of Robert Yellan

Projections of future commerce indicate an optimistic outlook for shipping in the Delta. It is anticipated that the tonnage of commercial shipping will increase about fivefold by 2020, with petroleum being the principal commodity. Projections of petroleum shipments were related to population projections and continuation of the trend toward more vehicles per capita. It is anticipated that the present relationship between petroleum shipments by water and by other means will continue.

In 1955 in conjunction with studies of barriers in the San Francisco Bay system, an opinion was requested of the Western Area Joint Panel on effects of barriers on national defense. The panel, which was composed of representatives of the several branches of the military service, concluded that a barrier at Chipps Island would be permissible, if it contained an emergency access for navigation.

The Delta channels are widely used for recreation boats. Although some areas are relatively unused, other areas become quite congested. Conflicting interests arise between water skiers and cruising parties and the fishermen. In some locations levees are subjected to severe erosion by boat-generated waves. All reasonable measures must be undertaken to preserve boating opportunities, and facilities to enhance recreation can be constructed in certain locations.



Planning and Design Concepts

Planning for solutions to the complex Delta problems necessitates full recognition of the interrelated effects on all phases of the Delta's economy. The best solution should reflect the greatest overall benefits and least detriments, realizing that both objectives cannot be completely achieved when basic interests differ. Economies of construction and operation generally may be effected by multi-use of facilities. Therefore, consideration must be given to multipurpose development.

DELTA WATER SUPPLY

Water users in the Delta enjoy a naturally convenient source of supply in the numerous channels from which water is diverted by siphon or low-lift pumps. The supply problem in portions of the Delta stems from the poor quality of water, due to salinity incursion from the Bay and degradation by agricultural and industrial wastes. Adequate water supplies could be provided either by regulated releases of stored fresh water to repel salinity incursion and flush other wastes, or by constructing a physical barrier against salinity incursion and conveying unusable wastes beyond the barrier. A third alternative would involve a reduction of present salinity control in the western Delta channels and provision of substitute fresh water supplies to users who could not then divert from the channels containing brackish water. All three alternatives were evaluated, with particular attention to minimizing modifications to existing water supply systems.

The California Water Code specifies that one of the functions of the State Water Resources Development System is to provide salinity control and an adequate water supply in the Delta. If it is in the public interest to provide substitute supplies in lieu of salinity control, no added financial burden shall be placed on the local water users as a result of such substitution. The code also declares that water to which the Delta is entitled shall not be diverted. It is clearly established that supplying water for the Delta must be a primary and integral function of the State Water Facilities.

WATER SALVAGE

Unless physical works are constructed in the Delta, increasingly greater quantities of outflow will be required for quality control as more and more water is transferred across the Delta. However, most of the required outflow could be salvaged by constructing a physical barrier against salinity incursion, or by transferring the water more directly across the Delta to prevent commingling with brackish water near the outlet of the Delta.

The quality of water available for export, as well as for use in the Delta, must be suitable for various purposes. Standards for mineral quality, adopted by the Department of Water Resources and incorporated in water service contracts, permit not more than 400 parts of total dissolved solids and 100 parts of chlorides per million parts of water.

FLOOD AND SEEPAGE CONTROL

Flood stages in the Delta result from a combination of high tides, amplified by heavy winds on the ocean and Bay system, and inflow to the Delta. Historic inundations have generally resulted from levee failures, rather than overtopping. As the land behind the levees continues to subside, the stability of the levees decreases.

Physical and economic factors dictate an extended construction period for improvement of levees on organic soils. To reduce the extent and cost of levee improvements, it is prudent to limit flood waters to principal improved flood channels. Additional flood control reservoirs on rivers entering the Delta are contemplated for construction in the near future. Therefore, it is economical to design Delta flood channels for rates of flow anticipated after construction of upstream storage. Design of improved flood channels was predicated on additional

regulation of the Cosumnes, Mokelumne, Calaveras, Stanislaus, and Tuolumne Rivers. Although the "design" floods reaching the Delta after completion of these works may generally be expected to occur on an average of once every fifty years, the degree of frequency is not particularly meaningful in the tidal channels of the Delta, since protection is largely dependent on levee stability. It should be recognized that complete flood protection generally cannot be assured by construction of control works. Continued emphasis should be placed on flood plain zoning in the Delta for low value improvement uses as generally associated with farming.

Construction of principal flood channels and creation of interior channels would afford an opportunity to regulate water stages in the interior channels. Since the rate of seepage inflow to the islands is directly related to the level of water in the surrounding channels, seepage could be reduced by lowering the water levels.

However, project operation might cause increased seepage problems in certain locations. Where these problems are evidenced by future operation, remedial measures would be necessary. Allowances for cost of such works were included in planning for areas of anticipated damage.

VEHICULAR TRANSPORTATION

Improvements in the road network of the Delta to enhance recreational opportunities and reduce costs of farm-to-market travel, could conveniently and economically be incorporated in master levee construction for flood and seepage control. Construction of the master levees would involve a wide berm on the landward side of existing levees in most locations. This berm would provide a suitable base for a road. Parking areas off the roadway could also be constructed at many locations. Channel closures in the master levee system would eliminate the need for ferries in certain locations.

Where existing roads would be rendered unusable by construction and operation of the Delta water facilities, equivalent service would be provided. Road improvements which would enhance the existing system, such as better road surfacing or extensions to connect with nearby routes, could be incorporated, if local agencies desire these improvements and participate in the costs.

RECREATION

The Delta is extensively used for recreation at this time, yet its potential use is several times greater. Planning for any facilities in the Delta should seek to minimize adverse effects on recreation, consistent with sound economics, and to enhance the attractiveness and advantages of the Delta for further recreational development. It is recognized that flood and seepage control measures or other works which restrict free movement of boats, tend to limit recreation activity. While such effects could be reduced by providing small craft locks and portage facilities, some inconvenience would remain. Where such conflicts occur, local choice will be necessary between flood and seepage control works or open channels for recreation. Additional recreation facilities and joint use of certain lands for recreation and other purposes should be planned to enhance the potential recreational development. Local desires, as evidenced by questionnaires and discussions with county recreation agencies, guided planning for recreation facilities.

NAVIGATION

Principal ship channels in the Delta serve deep-draft commercial and military shipping. Shallow-draft tug and barge traffic utilizes the ship channels and many other channels in the Delta. The effects of alternative plans on commercial navigation can be readily evaluated, and the nature and extent of compensating measures or benefits can be determined. Unfortunately, it is not possible to evaluate in comparable terms the effects of war-damaged facilities on national defense. However, comparisons of alternative plans must include recognition of national defense aspects.

FISH

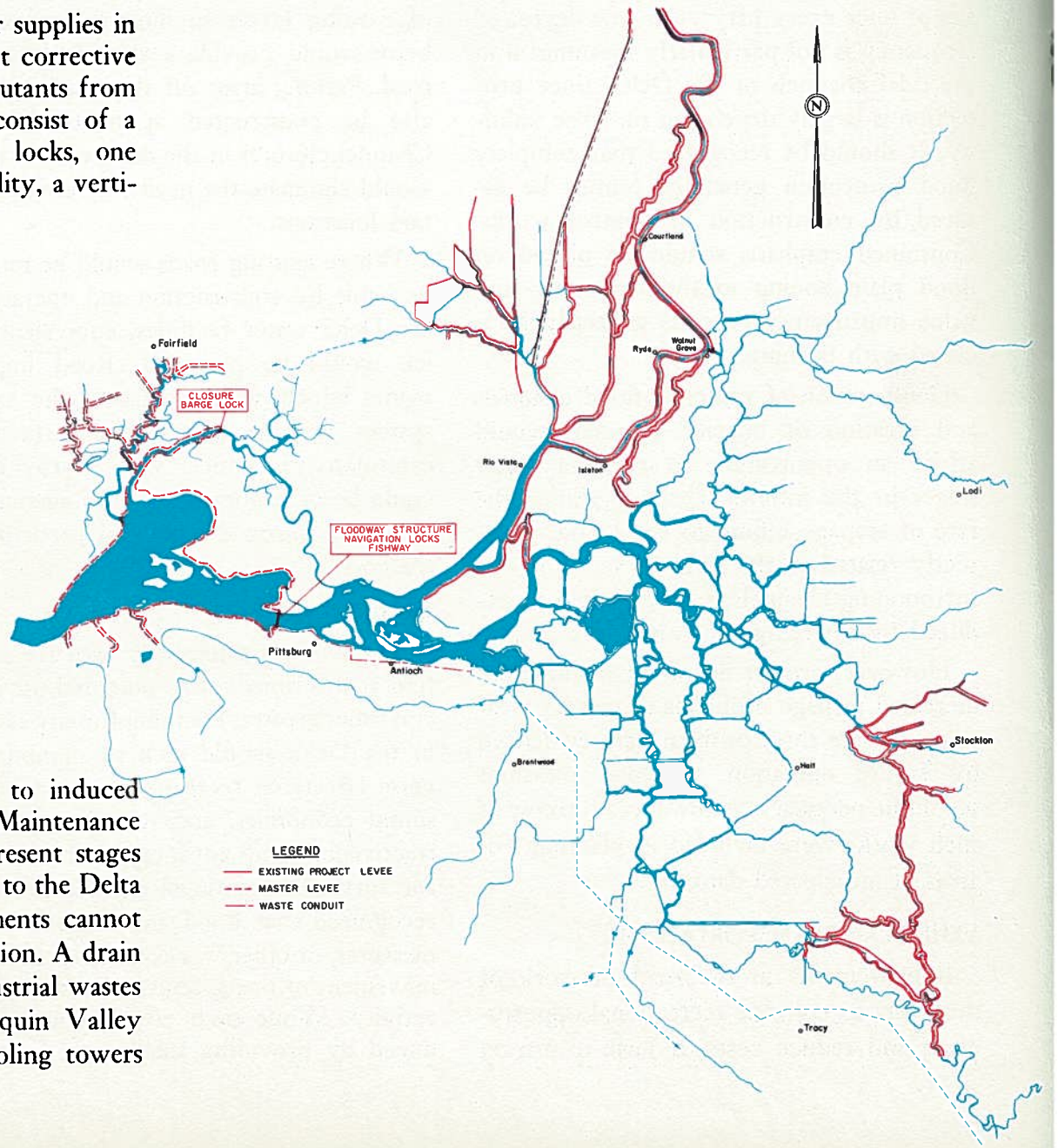
The Delta is a dominant factor in the habitat of several anadromous species of fish and the residence of several additional sport fish. All reasonable measures must be taken to minimize the adverse effects of planned facilities on the fisheries in the Delta and, when possible, to provide for their enhancement.

Courtesy of Los Angeles Times

Chipps Island Barrier Project—physical works

A barrier at Chipps Island would insure the water supplies in the Delta against salinity incursion from the Bay, but corrective features would be necessary to dispose of other pollutants from sources upstream. The principal structure would consist of a gated floodway section, two deep-draft navigation locks, one barge lock, one small craft lock, a tug assistance facility, a vertical baffle fishway, emergency navigation access, and appurtenant operating facilities. The floodway section would have a net area of openings equivalent to the existing channel in order to preclude interference with flood flows. The conventional navigation locks would allow a limited amount of denser saline water to enter the upstream pool, but this water would be removed from a sump by a salt-scavenging system of pipes and pumps. A barge lock would be located on Montezuma Slough near the new Grizzly Island bridge, about ten miles north of Chipps Island.

A barrier at the Chipps Island site would require a master levee system along principal channels in Suisun Bay to contain the high tidal stages, which would be higher than the present high stages. Additional dredging of navigation channels also would be necessary, due to induced lower low tidal stages downstream from the barrier. Maintenance of water levels in Delta channels at lower than present stages during summer months would require improvements to the Delta levees, but the nature and extent of the improvements cannot be accurately evaluated without the project in operation. A drain would be constructed to convey municipal and industrial wastes and agricultural drainage water from the San Joaquin Valley into tidal water downstream from the barrier. Cooling towers

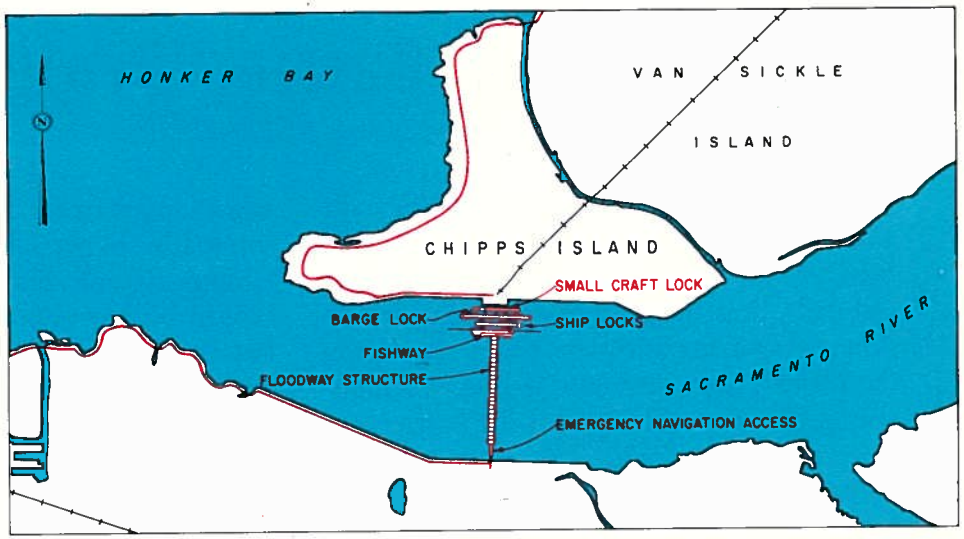


would be required for the two principal power plants which would discharge warm water into the barrier pool.

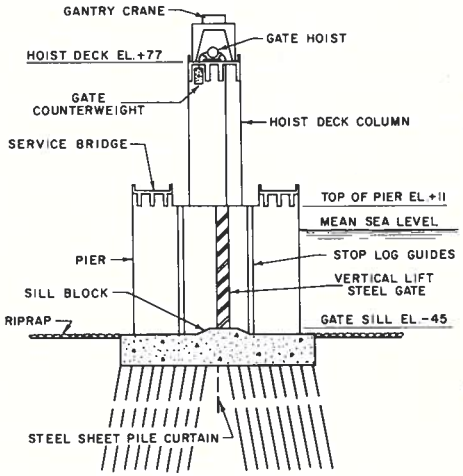
The type and design of the facilities described in this report incorporate results of preliminary designs and quantity estimates of the Corps of Engineers in current work on barriers in the San Francisco Bay system. Estimates of the capital cost of the facilities were based on construction costs prevailing in 1960, plus 15 percent for contingencies and 15 percent for engineering and overhead. The anticipated schedule of construction of the facilities is indicated in the tabulation of estimated capital costs.

SUMMARY OF ESTIMATED CAPITAL COSTS
CHIPPS ISLAND BARRIER PROJECT

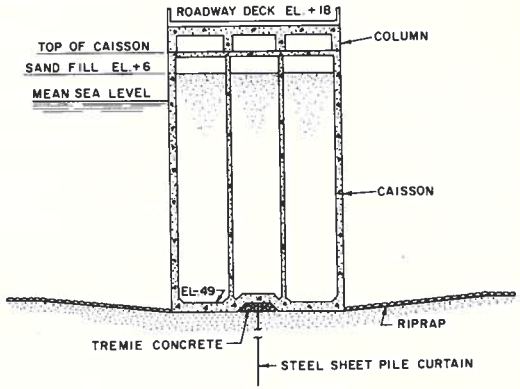
Feature and date of construction	Capital cost
On Site Features	
Floodway structure (1964-70)	$44,119,000
Locks (1964-70)	74,278,000
Salt-scavenging system (1968-70)	3,768,000
Emergency navigation access (1964-66)	6,092,000
South abutment and access facilities (1964-65)	723,000
Fishway (1969)	79,000
Buildings and miscellaneous (1966)	2,062,000
Montezuma Slough closure and barge lock (1968-70)	3,492,000
Subtotal, On Site Features	$134,613,000
Off Site Features	
Waste disposal facilities (1967-70)	$26,914,000
Extension San Joaquin Valley drain (1967-70)	17,356,000
Suisun Bay levee system (1964-73)	21,608,000
Shoreline facilities and dredging (1968-70)	1,481,000
Subtotal, Off Site Features	$67,359,000
TOTAL CAPITAL COST, CHIPPS ISLAND BARRIER PROJECT	$201,972,000



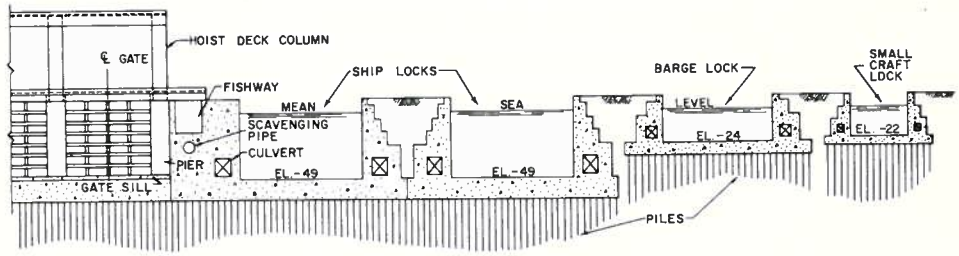
CHIPPS ISLAND BARRIER SITE



TYPICAL SECTION
FLOODWAY STRUCTURE



TYPICAL SECTION
EMERGENCY NAVIGATION ACCESS



TYPICAL SECTION OF FISHWAY AND LOCKS

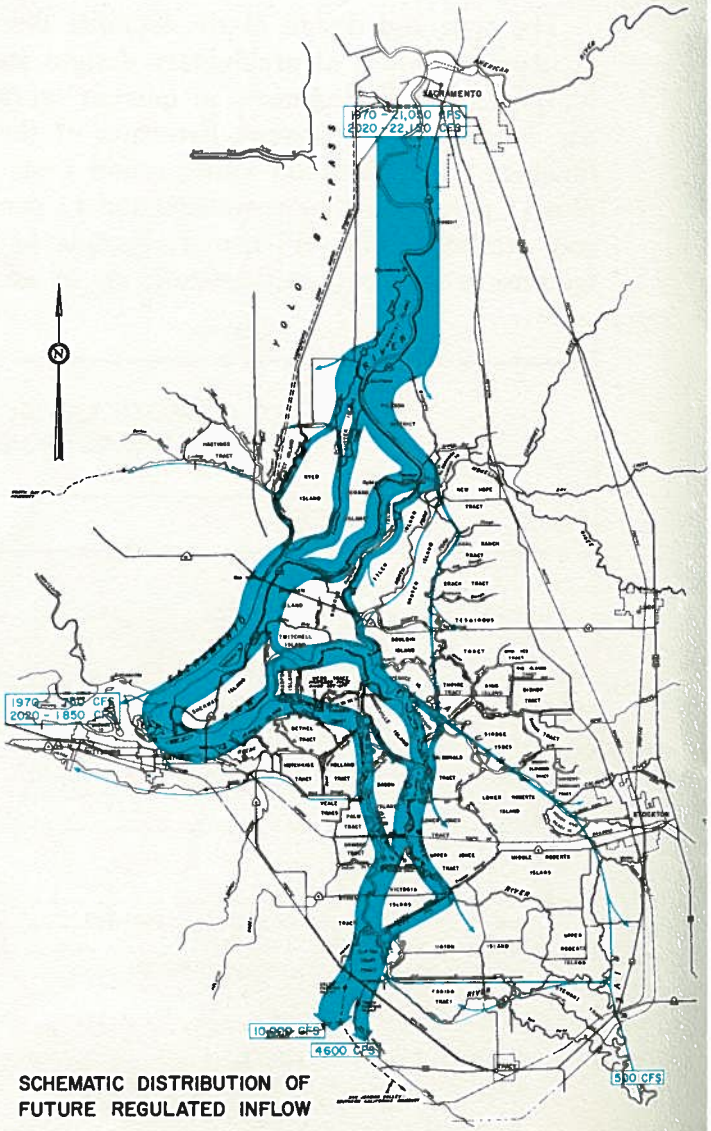
Chipps Island Barrier Project — operation

A barrier at Chipps Island would provide a definite separation between saline water in the Bay system and fresh water in the Delta channels, thereby preventing salinity incursion and assuring adequate water supplies in the Delta. However, there would be attendant operating problems, and the barrier and appurtenances would not provide flood control and related benefits to the Delta.

With the floodway gates closed, the inflow to the Delta to supply local uses and export pumping plants would be distributed in the channels as shown in the schematic diagram. Large quantities of water would be directed through channels in the western Delta to remove heat wastes and maintain satisfactory water quality conditions. Storage in the channels could be utilized to achieve a limited amount of regulation. However, navigation requirements would prevent controlling the water level lower than one foot below mean sea level, without additional dredging. Seepage and levee stability problems would limit the maximum level for sustained storage to about two feet above mean sea level. Economic analyses of various operating ranges indicate that a three-foot range in water levels for conservation of flood water would be most economical.

Electric analog model studies reveal that the barrier would increase the tidal amplitudes downstream from the structure. An unusually large amplitude of 6.3 feet at Chipps Island under present conditions would be increased to about 12 feet by a barrier. Changes indicated on the electric analog model were generally confirmed by preliminary tests by the U. S. Corps of Engineers on a hydraulic model which indicated slightly smaller increases in tidal amplitudes and a slight decrease in the mean tide level. The lower low water would seriously affect navigation depths, and the higher high water would seriously affect levees along the downstream bays and municipal, industrial, and military installations along the shore lines. Remedial measures would be necessary.

Disposal of cooling water from power plants and other industries would cause an increase in temperature in the nearly quiescent barrier pool. This increase in temperature would reduce the efficiency of cooling equipment and adversely affect fish, and could cause significantly increased corrosion in equipment exposed to the warmer water. The monetary magnitude of these effects would be dependent upon the amount of heat energy dissipated in the pool by existing and future industries, and many other factors which cannot be fully evaluated at this time. Satisfactory conditions could probably be achieved by passing cool-



SCHEMATIC DISTRIBUTION OF FUTURE REGULATED INFLOW

ing water from the principal power plants over cooling towers.

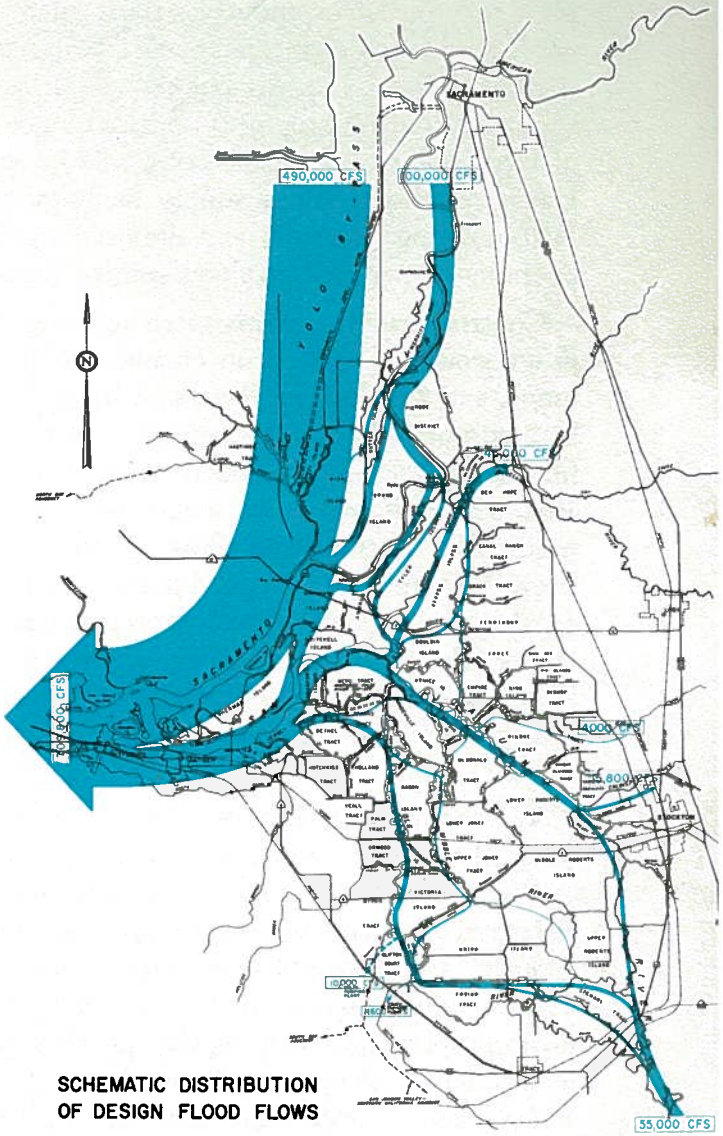
To maintain satisfactory water quality conditions in the barrier pool, it would be necessary to convey industrial and municipal wastes to tidal water. Drainage water from the San Joaquin Valley would also have to be discharged into tidal water.

Saline water entering the pool through the locks would be allowed to settle in a sump from which it would be pumped by a salt-scavenging system. Operation of locks would cause delays of about 35 minutes per transit for deep-draft vessels and 20 minutes for tugs and smaller vessels. Assistance would have to be provided to maneuver deep-draft ships through the locks. A tug and operating crew for this purpose would be necessary at all times.

National defense aspects dictate that an emergency navigation access be incorporated in the barrier. This access would consist of concrete bins filled with sand in a section of the barrier. In an emergency, the sand would be pumped out and the bins towed out of the channel.

Anadromous fish would be passed through a vertical baffle fishway, comprising a series of baffles with vertical slots extending to the bottom to provide passages for water and fish. The baffles would dissipate the energy of the water and create a series of bays with a slightly lower water level in each adjacent downstream bay. The bays would provide resting areas for the fish after passing through short distances of high velocity water in the slots. During high tides downstream from the barrier, the fishway would be closed by a gate to prevent saline water from entering the pool.

During flood conditions the gates in the barrier floodway would be opened. Flood stages in the Delta would be essentially the same as under present conditions for comparable flood flows. Since master levees in the Delta are not incorporated in this plan, high flood water would occur in all the channels. Although the flood stages would not be changed, levee stability problems would increase. Tidal fluctuations presently keep the levees saturated a few feet above the mean tide elevation, but under barrier conditions the peat levees would dry out and crack when water levels would be drawn down to about one foot below sea level. Should a sudden flood occur the open barrier gates would permit tidal fluctuations throughout the Delta and sections of some dried-out levees might become unstable and fail as the water levels rapidly rise and fall. Remedial work would be required as problems develop. Allowances for cost of this as yet undefined work are not included in the cost estimate.



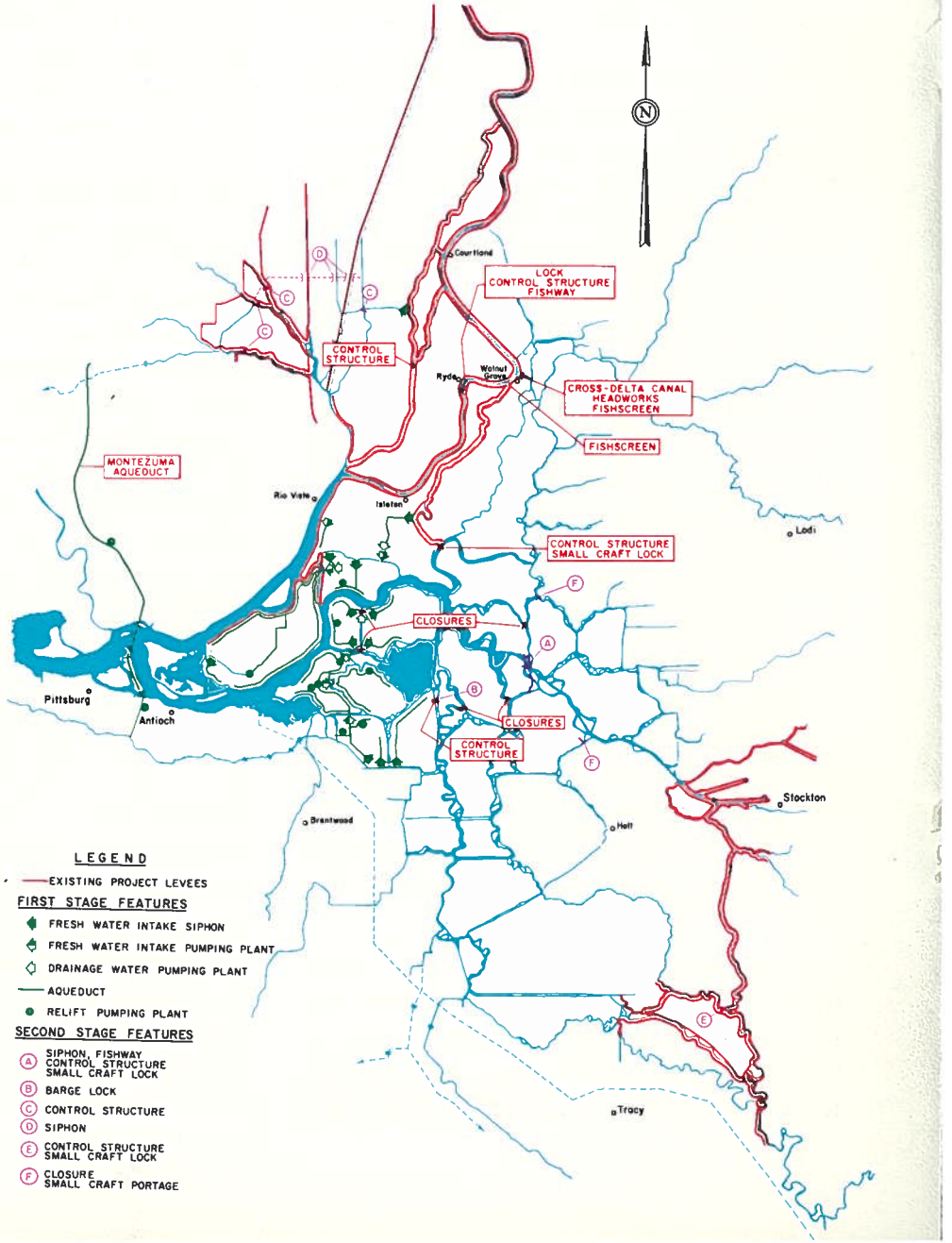
SCHEMATIC DISTRIBUTION OF DESIGN FLOOD FLOWS

Single Purpose Delta Water Project—physical works

This system of works would accomplish essentially the same results as a barrier at Chipps Island, that is, adequate water supplies for the Delta and for export therefrom, but would not necessitate costly remedial works. Good quality water supplies for the Delta and export pumps would be separated from saline water by control structures operated with a relatively small rate of fresh water outflow. Water would be supplied in the western Delta area through new supply facilities, and in the rest of the Delta existing irrigation and drainage works would continue in operation. There are no flood control features in this plan.

Control structures with gated openings for discharging flood flows would be located on channels of the Sacramento, Mokelumne, and San Joaquin Rivers. A barge lock and fishway would be incorporated in the Sacramento River control structure. Earth fill channel closures would be constructed at four locations. In 1980-82, additional gates would be constructed at the existing headworks of the Delta Cross Channel of the Central Valley Project. Small craft locks and portage facilities would be incorporated in certain control structures and channel closures. Vertical louver fish screens would be constructed at the head of Georgiana Slough and at the Delta Cross Channel near Walnut Grove, and rotary drum fish screens would be constructed at other diversions.

Water supply facilities would serve areas in the western Delta. The Montezuma Aqueduct would be constructed in about 1968-71 and in subsequent stages to serve water to potential industrial land and some agriculture in central southern Solano County, and to supplement supplies in Contra Costa County. Works would also be included to remedy detrimental effects of project operation, such as seepage alleviation along the Sacramento River channels and modifications to existing irrigation and drainage works made necessary by the project.



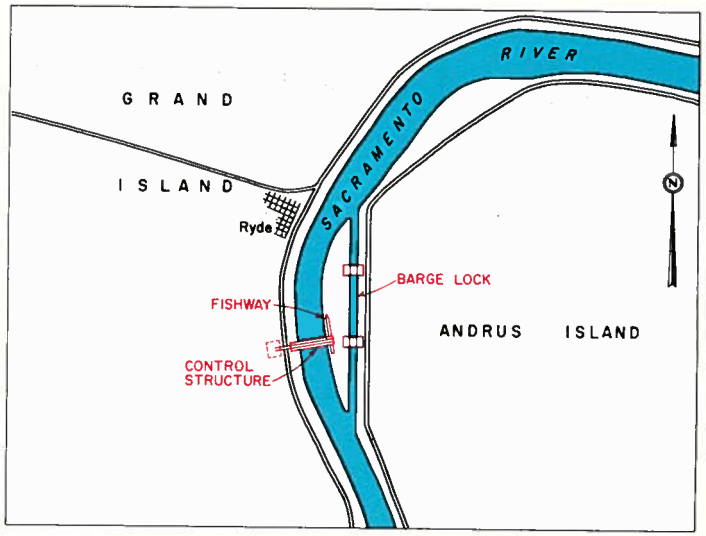
About 1,900 acres of land in the Delta, mostly small unreclaimed islands, would be used for disposal of excess dredged material. Many of these areas would be available and desirable for development as recreation areas.

Additional water could be salvaged by completely separating good quality cross-Delta flows from tidal water, and thereby reducing the amount of fresh water outflow needed for salinity repulsion. These second stage features would include a siphon under the San Joaquin River, additional channel closures, control structures and appurtenances, and water supply facilities. These works may be indefinitely deferred, depending on their need.

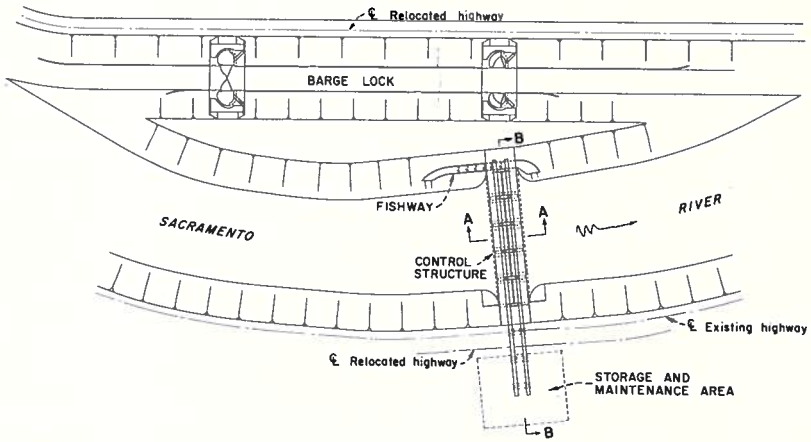
Estimates of the capital costs reflect 1960 construction costs, plus 15 percent for contingencies and 15 percent for engineering and overhead. The anticipated construction schedule is indicated in the following tabulation:

SUMMARY OF ESTIMATED CAPITAL COSTS
SINGLE PURPOSE DELTA WATER PROJECT

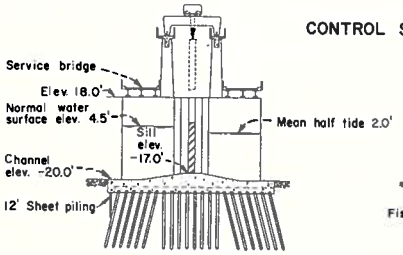
Feature and date of construction	Capital cost
Steamboat Slough control structure (1968-70)	$2,943,000
Miner Slough closure (1970)	108,000
Ryde control structure, barge lock, and fishway (1968-71)	5,653,000
Holland Cut control structure (1973-75)	2,761,000
Mokelumne River control structure and small craft lock (1973-75)	1,951,000
Cross-Delta Canal headworks (1980-82)	1,223,000
Fish screens: Cross-Delta Canal and Georgiana Slough (1968-70)	3,500,000
Closures: Potato Slough, Old River, and Middle River (1974-76)	404,000
Fishermans Cut closures (2) (1964)	133,000
Agricultural water facilities (1963-65)	4,300,000
Municipal and industrial water facilities (1968-71, 1980, 1995, 2010)	13,952,000
Channel dredging (1974-78)	7,154,000
Bank protection (1976-78)	1,880,000
Seepage alleviation facilities (1971)	593,000
TOTAL CAPITAL COST, FIRST STAGE FEATURES	$46,555,000
TOTAL CAPITAL COST, SECOND STAGE FEATURES	$23,765,000



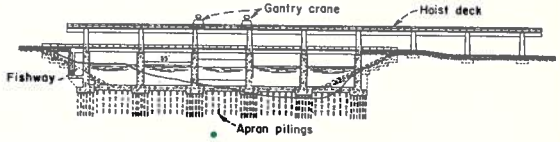
RYDE STRUCTURE SITE



PLAN
CONTROL STRUCTURE, FISHWAY AND LOCK



SECTION A-A
CONTROL STRUCTURE



SECTION B-B
CONTROL STRUCTURE AND FISHWAY

Single Purpose Delta Water Project—operation

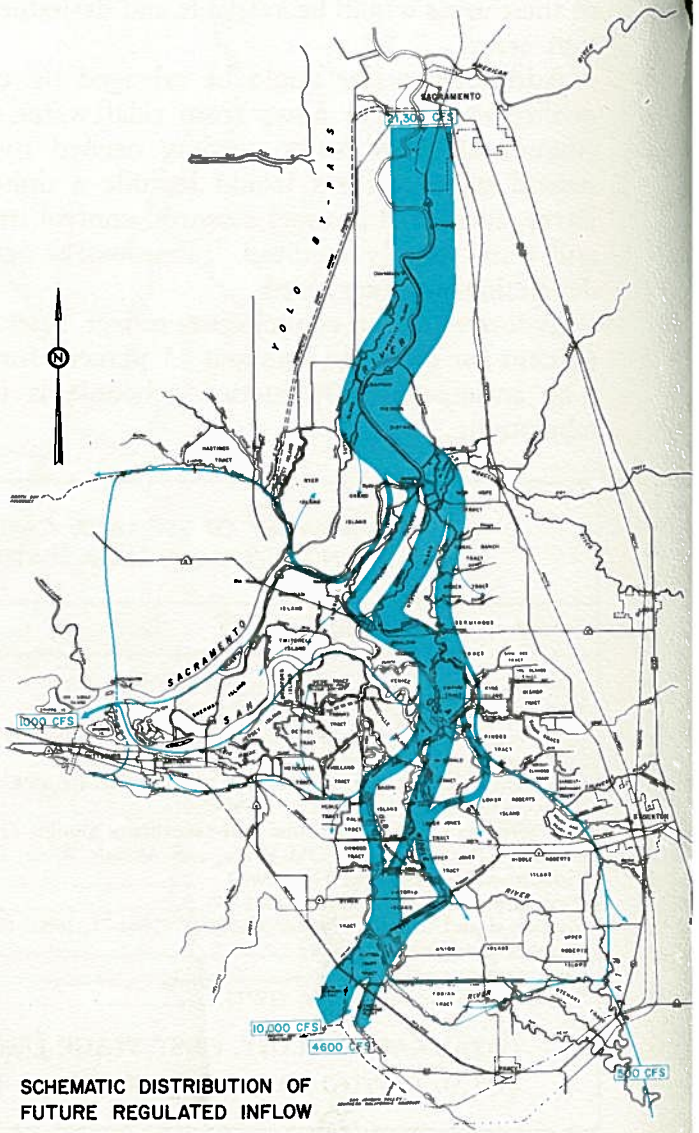
A Single Purpose Delta Water Project would salvage water otherwise wasted to Suisun Bay for salinity control, and would provide water supplies for the Delta and for export and use in areas of deficiency. The project would allow salinity to encroach somewhat farther into the Delta than under present operations; however, the area affected by this controlled incursion would be supplied water by new facilities. Certain aspects of operation described in the following paragraphs would also apply to other variations of the Delta Water Project.

Control structures on the Sacramento River system would divert water southward toward the center of the Delta. Control structures and closures on channels east of Franks Tract would cause the water to flow toward the export pumping plants in channels in the center of the Delta. With this type of operation, it would be necessary to prevent brackish saline water from mixing with fresh water in the center of the Delta. This control could be accomplished by providing fresh water outflow in the Sacramento and San Joaquin Rivers.

The salinity control line, with control to a mean concentration of 1,000 parts of chlorides per million parts of water (1,000 ppm), would be maintained in the San Joaquin River near the mouth of False River, about 7 miles upstream from Antioch and in the Sacramento River at Decker Island, about 1½ miles below Threemile Slough. Salinity control at these locations could be accomplished by maintaining an outflow from the Delta of 1,000 second-feet, of which about 60 percent would be released through the San Joaquin River and the remainder through the Sacramento River.

Good quality water from the cross-Delta flows would be available in existing channels throughout 90 percent of the Delta lowlands. Water would be provided to all agricultural lands downstream of the line of *maximum* salinity encroachment of 500 ppm of chlorides. The mean concentration of chlorides would be about 250 ppm at locations on this line. Research studies by the University of California indicate that seepage of any brackish water from the channels into the Delta islands can be controlled below the plant root zone by application of good quality water on the surface. The supplies diverted from the cross-Delta flows would normally contain between 20 and 80 ppm of chlorides.

Water would also be provided to municipalities and for certain industrial uses in the western Delta area. Most of the required industrial cooling water could be supplied from the adjacent channels. The Contra



SCHEMATIC DISTRIBUTION OF FUTURE REGULATED INFLOW

Costa Canal could serve the projected industrial requirements in its service area until about 1970, and significant industrial development in southeastern Solano County is not anticipated before 1980. The Montezuma Aqueduct would be constructed to convey supplemental water from the proposed North Bay Aqueduct and would be linked to the Contra Costa Canal near Pittsburg in 1980. The capacity of the Contra Costa Canal would then be utilized primarily between the Delta and the connection with the Montezuma Aqueduct. The estimated quality of the water would be very good, with a chloride content generally ranging between 15 and 80 ppm, total dissolved solids ranging between 125 and 300 ppm, and with total hardness of between 40 and 160 ppm.

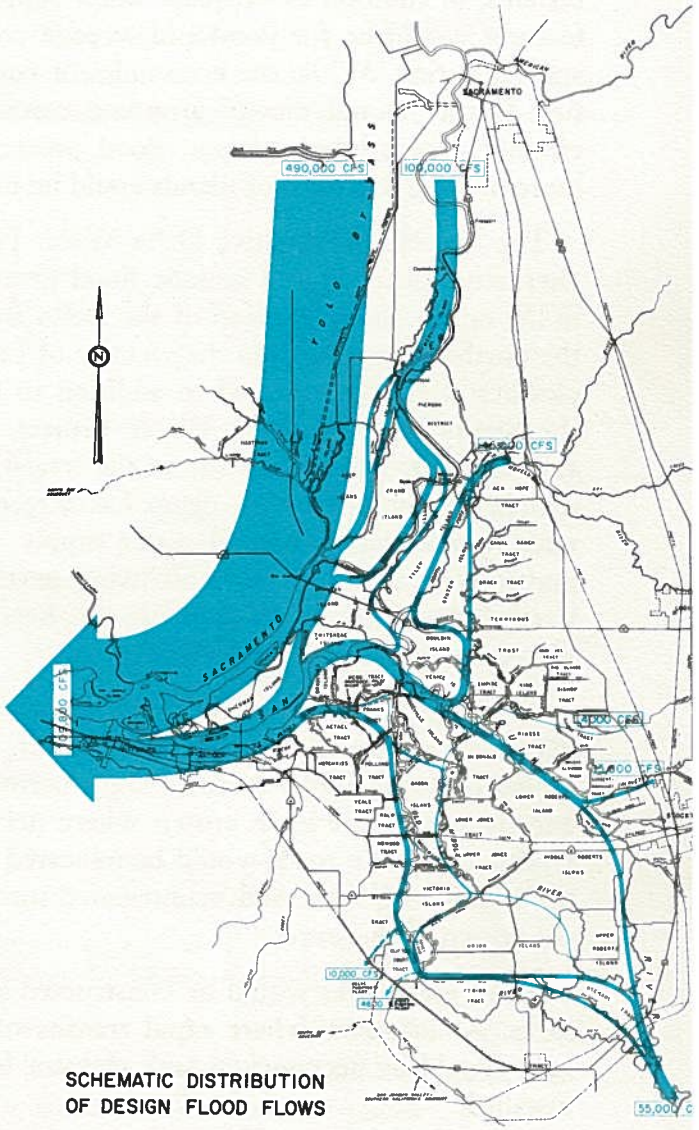
Existing irrigation water supply facilities throughout most of the Delta would not be affected by operation of the export pumps, but the average water level in the southern portion of the Delta would be lowered slightly. Irrigation facilities affected thereby would be modified under the project.

Small increases in tidal amplitudes of about 1.5 feet would occur at the Sacramento River and Steamboat Slough control structure sites, but the mean water level would not significantly change. The effects would be very minor at Rio Vista.

The average water level upstream from the control structures would be gradually raised to a maximum of about 2.5 feet under full project operation in about 30 years. The increase would occur during summer months, and any resultant increased seepage from the channels would be fully consumed by crops on adjoining lands without damage.

During flood periods, the control structures would be opened and flood stages throughout the Delta would be similar to those under present conditions. Flood stages on the Sacramento River would be slightly higher for longer periods due to closing of Miner Slough. This effect would tend to increase seepage conditions during a critical crop planting time, and might necessitate installation of seepage alleviation works. Such works would also alleviate existing seepage problems.

The future value of water and quality considerations might justify construction of the second stage features to permit further reduction in the fresh water outflow from the Delta. The outflow could be reduced to the amount of unavoidable losses, or about 750 second-feet. The value of the additionally salvaged water would probably not justify construction of these works before 1990.



SCHEMATIC DISTRIBUTION
OF DESIGN FLOOD FLOWS

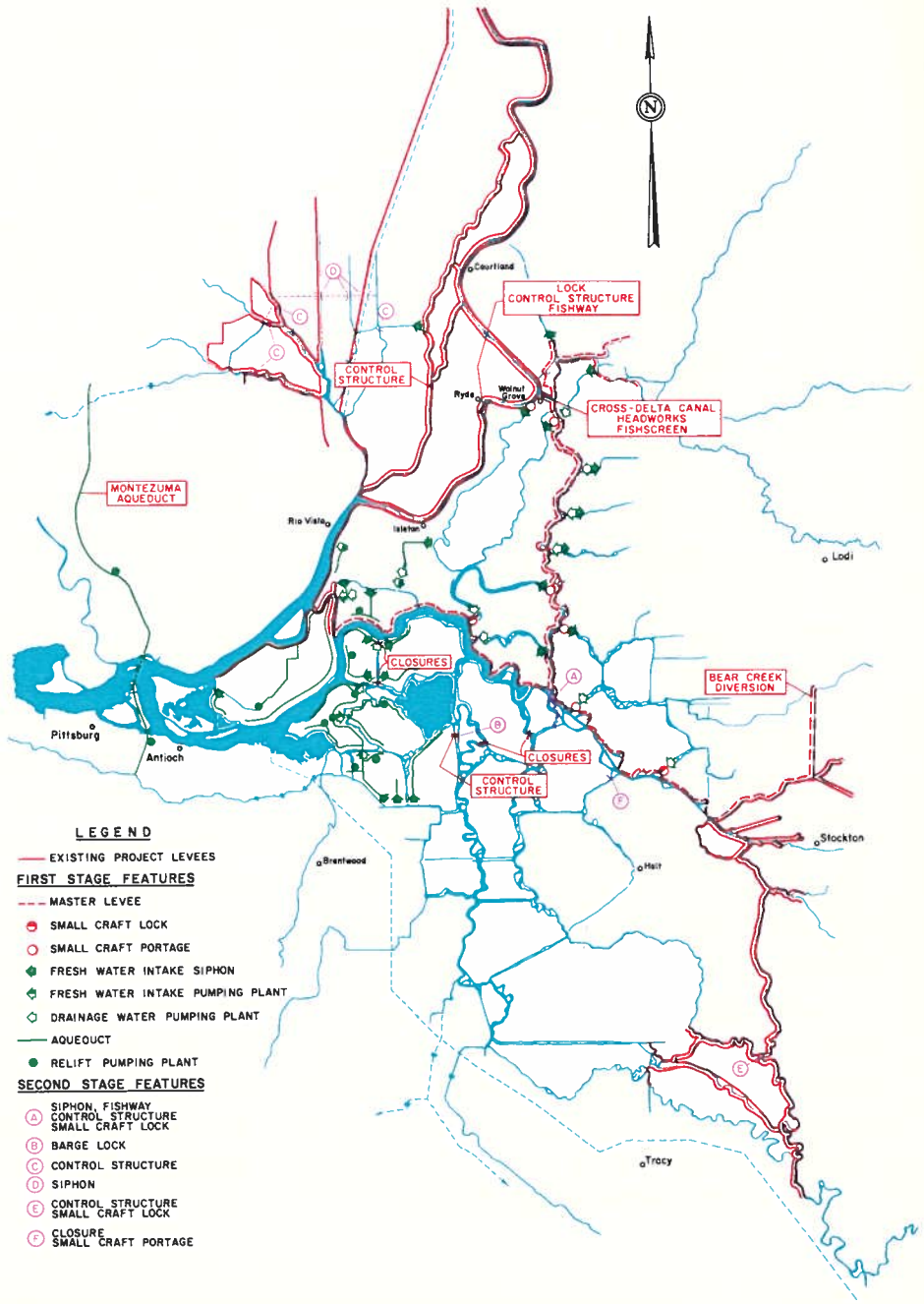
Typical Alternative Delta Water Project — physical works

Several additional features can be added to the basic Single Purpose Delta Water Project to provide varying degrees of local benefits, in addition to adequate water supplies. These additional features would be for flood and seepage control, transportation, and recreation. While the economics of construction and operation factors would dictate grouping certain islands within encircling master levee systems, flood protection for any one or more of several groups of islands could be undertaken.

The Typical Alternative Delta Water Project, one of several alternative plans, would include flood protection for the islands in the north central portion of the Delta around Isleton, and for the northeastern islands in the vicinity of Lodi. Fourteen channel closures would be required in addition to those incorporated in the Single Purpose Delta Water Project. Minor modifications and additions would be made in the irrigation water supply and drainage facilities. Rotary drum fish screens would be incorporated where required in all water supply works, and a vertical louver screen would be constructed at the headworks of the Cross-Delta Canal at Walnut Grove. Bear Creek would be diverted into the Calaveras River.

The master levee system would include existing levees of the Sacramento River Flood Control Project. Other existing levees would be improved by constructing a berm on the landward side, and by raising the levee crown where necessary to increase the freeboard. Public roads would be relocated from levee crowns to the berms. A service and maintenance road would be placed on the crown of the levees.

Small craft locks would be constructed at certain channel closures. At locations where rapid transits of boats under 25 feet long would be necessary, a tank elevator boat portage would be installed.



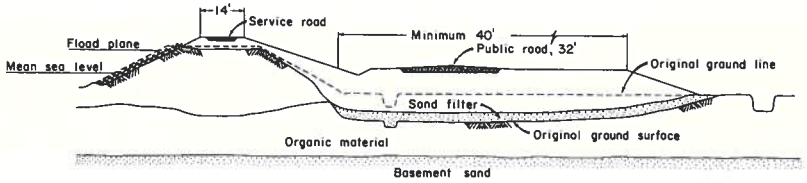
About 1,900 acres of Delta land would be filled with excess dredged material, and most of this land would be available for recreational development. The additional gates on the Cross-Delta Canal headworks and the extensions of the adjacent highway and railroad bridges would be constructed with about 16 feet of clearance above the present average water level to improve small craft access between the Sacramento River and channels of the Mokelumne River system.

The second stage features of this project would be similar to those contemplated for the Single Purpose Delta Water Project.

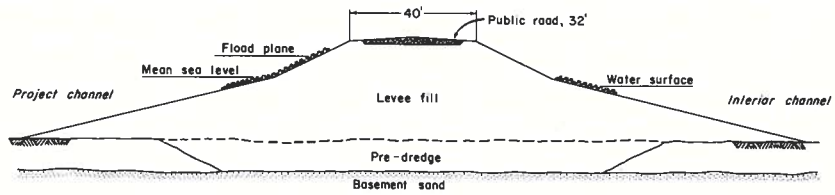
Estimates of capital cost were based on 1960 construction costs plus 15 percent for contingencies and 15 percent for engineering and overhead.

SUMMARY OF ESTIMATED CAPITAL COSTS
TYPICAL ALTERNATIVE DELTA WATER PROJECT

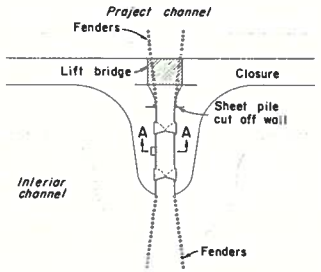
Feature and date of construction	Capital cost
Steamboat Slough control structure (1968-70)	$2,943,000
Miner Slough closure (1970)	108,000
Ryde control structure, barge lock, and fishway (1967-70)	5,653,000
Holland Cut control structure (1973-75)	2,761,000
Cross-Delta Canal headworks (1975-77)	1,998,000
Cross-Delta Canal fish screen (1968-70)	3,500,000
Old River and Middle River closures (1975)	258,000
Fishermans Cut closures (2) (1964)	133,000
Agricultural water facilities (1963-65)	4,282,000
Municipal and industrial water facilities (1968-71, 1980, 1995, 2010)	13,952,000
Channel dredging (1974-78)	7,224,000
Master levee system (small craft locks and portages, irrigation and drainage works)	
Isleton island-group (1964-80)	12,610,000
Lodi island-group (1964-81)	11,439,000
Bear Creek diversion (1967-70)	670,000
TOTAL CAPITAL COST, FIRST STAGE FEATURES	$67,531,000
TOTAL CAPITAL COST, SECOND STAGE FEATURES	$23,635,000



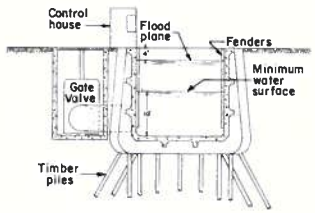
TYPICAL SECTION OF MASTER LEVEE



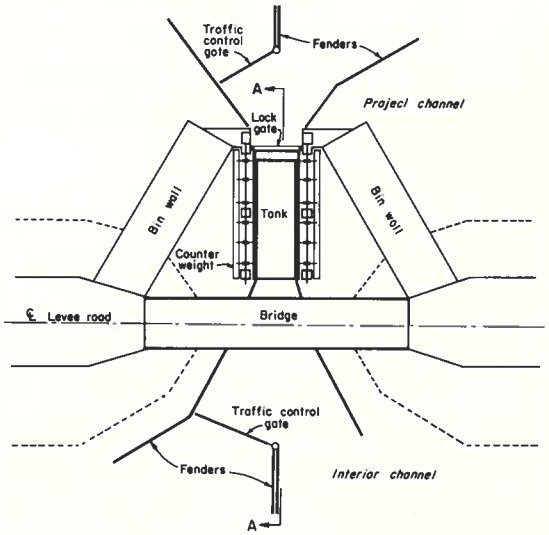
TYPICAL SECTION OF CHANNEL CLOSURE



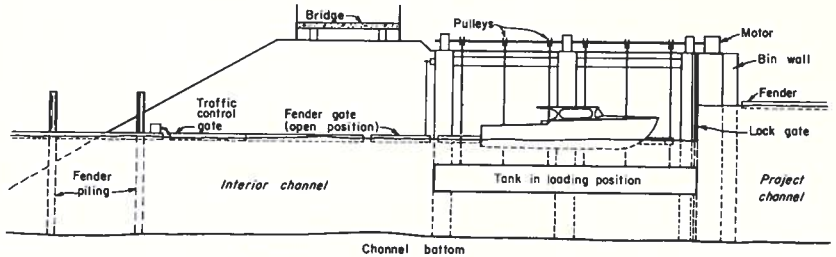
SMALL CRAFT LOCK SITE



SECTION A-A
SMALL CRAFT LOCK



PLAN OF SMALL CRAFT PORTAGE



SECTION A-A OF SMALL CRAFT PORTAGE

Typical Alternative Delta Water Project — operation

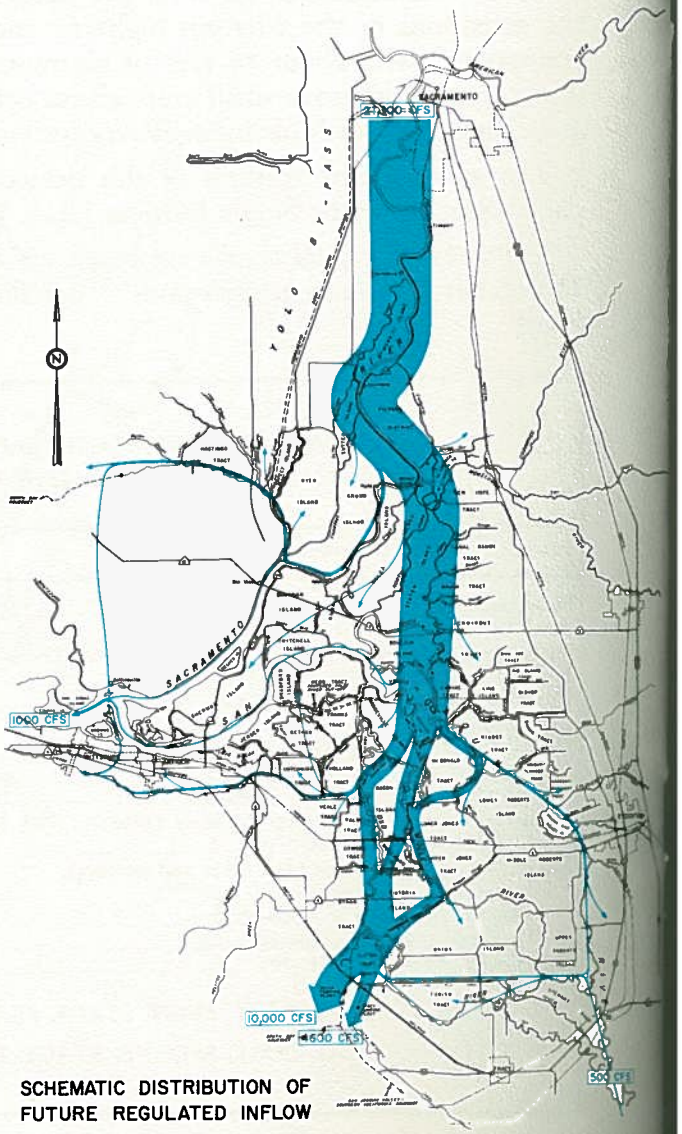
Operation of the Typical Alternative Delta Water Project would be basically the same as with the Single Purpose Delta Water Project. Good quality water would be transferred directly across the Delta and degradation in water quality from salinity incursion would be prevented by limited releases of fresh water with the same degree of control as under the Single Purpose Delta Water Project. Water supplies for the Delta would be distributed from the cross-Delta flows.

Irrigation water for the Isleton island-group and the Lodi island-group would be diverted through siphons from the Cross-Delta Canal into interior channels. Existing diversion works out of the Cross-Delta Canal, which would be rebuilt during construction of the master levees, and diversion works out of the interior channels would continue in operation. Drainage pumping plants at channel closures would have capacity to remove all water pumped from the islands into the interior channels. Under all alternative plans for the Delta Water Project, the irrigation and drainage works would be managed by local districts. Adjustments in costs of operation and maintenance would be made with the districts to reflect costs allocated to interests other than the local districts. Water supply facilities serving several districts or agencies would be operated by the State or by an appropriate master district or agency.

Flood flows would be contained in principal project channels in those portions of the Delta protected by the master levee system, and levees along interior channels would no longer be subject to high flood stages. Levees on interior channels would not need to be as high as for present conditions, and could be allowed to settle. Experience has shown that Delta levees reach a state of equilibrium if they are allowed to settle a limited amount. Thus much of the periodic reconstruction of the interior levees would no longer be necessary. Bank erosion problems due to flood flows also would be eliminated on interior levees.

Storm runoff from upland areas surrounding the Delta would be pumped into flood channels, except in the case of Bear Creek which would be diverted into flood channels.

Water levels in the interior channels could be lowered to achieve reductions in the amount of seepage into the islands. In



SCHEMATIC DISTRIBUTION OF FUTURE REGULATED INFLOW

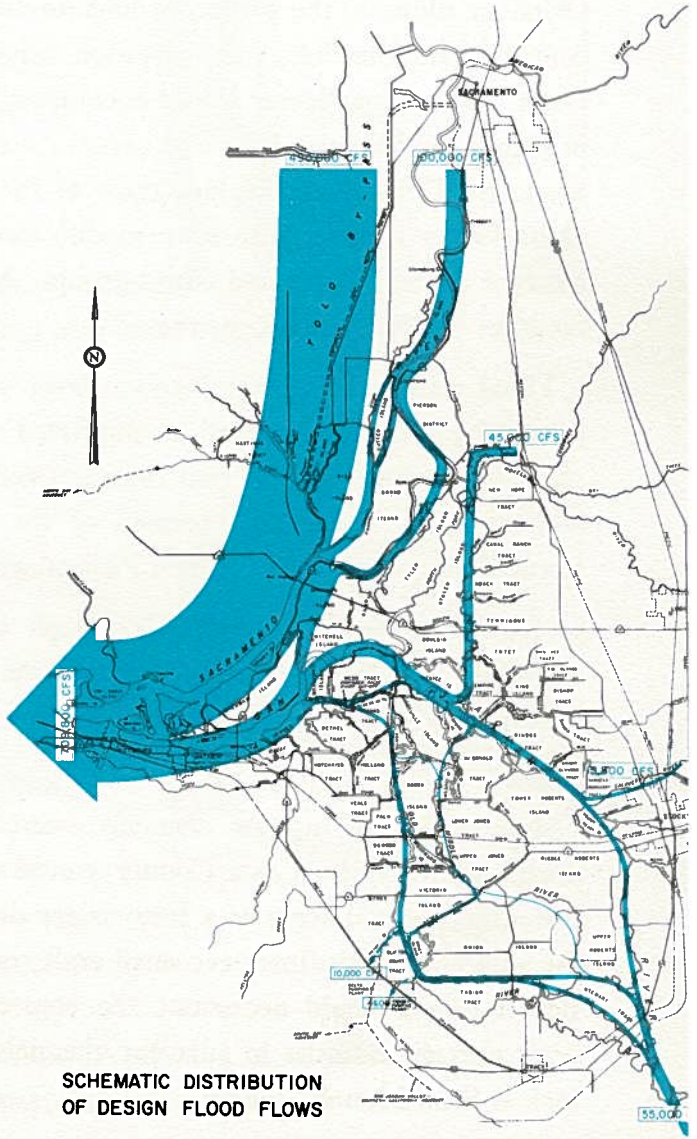
practically all channels the level could be five feet lower than the present average level, or about three feet below sea level, without causing maneuvering problems for small craft. Any resultant shallow depths in specific locations could be increased by dredging.

Small craft locks and portage facilities would be operated without cost to the boating public as the costs would be allocated to beneficiaries of the master levee system. The locks would be operated in a standard manner with pumps for filling and draining. The boat portages would be tank elevators with a gate at one end. The tank would be lowered below the hull of the boat, and the boat would then move between guides over the tank. The counterweighted tank would then be raised to the higher water level and the gate opened to permit the boat to move out under its own power. The time for operation after positioning of the boat over the tank would be less than one minute. The boat would be in the water at all times and there would be no contact with the bottom of the hull.

The operation and maintenance of public roads located on the berm of the master levees would be less costly than for existing roads, which must be periodically reconstructed due to levee settlement and levee rebuilding. Maintenance of the public roads would be by local agencies. Closures in the master levee system of this plan would eliminate the need for continued operation of four ferries.

Reduction of the water surface area under tidal influence would cause limited increases in tidal amplitudes in the Delta, but no significant changes in the average water levels. Such changes on the Sacramento River and Steamboat Slough would be similar to those under the Single Purpose Delta Water Project, and amplitude changes in the San Joaquin River in the heart of the Delta would be less than one foot. However, dredging would be necessary in some navigable channels.

Small islands in bends and side channels, which would be reclaimed and raised by filling, would be available for recreational development after the areas are no longer needed for disposal areas. It is contemplated that arrangements would be made with local governmental agencies for recreational development of the lands, either by direct means or by leasing to concessionaires.



SCHEMATIC DISTRIBUTION
OF DESIGN FLOOD FLOWS

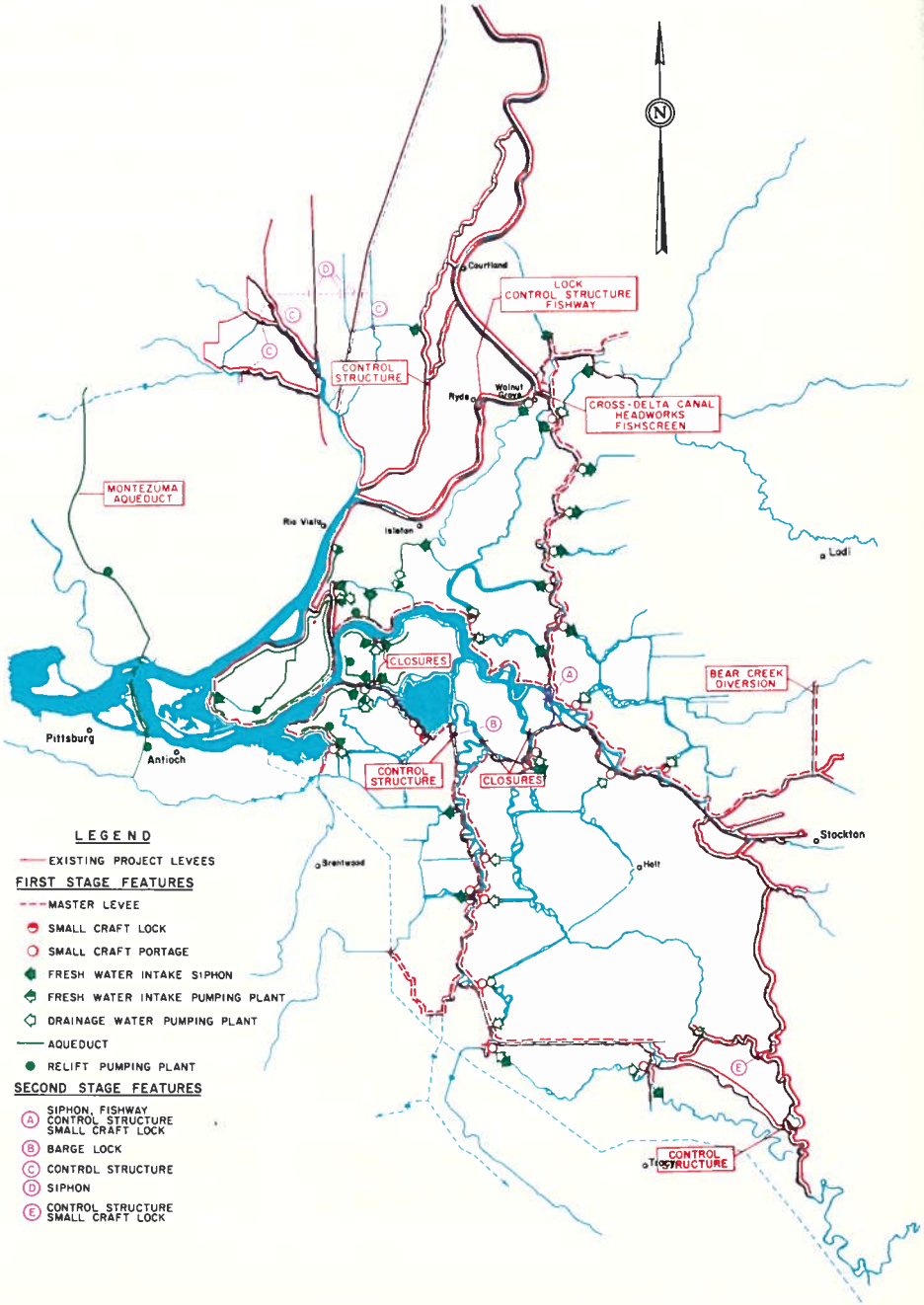
Comprehensive Delta Water Project—physical works

The Comprehensive Delta Water Project would salvage water otherwise needed for salinity control and provide water for the Delta. In addition, the project would provide flood and seepage control, transportation, and recreation benefits for most of the Delta. New master levees would encompass five principal groups of islands and Sherman Island. Works for water supply and drainage in the Delta would include those of the Typical Alternative Delta Water Project, with some modifications, plus other works to serve the newly formed island-groups. Additional small craft facilities would also be constructed.

Flood waters of the San Joaquin River would be divided between the main channel and an improved chain of distributary channels to the west, the two branches coming together in the western Delta. Improved channels of the Lower San Joaquin River Tributaries Flood Control Project would be incorporated.

The master levee along Piper Slough east of Bethel Island would be constructed on old levees on Franks Tract to minimize interference with existing developments on the Bethel Island levee.

The additional interior channels created by the project in northeastern Contra Costa County would contain good quality water, and would serve as a fresh water distribution system for the adjacent islands. Intensive small craft traffic in the vicinity of Bethel Island would necessitate the construction of four small craft portage facilities in adjacent channels and one small craft lock at Sand Mound Slough.

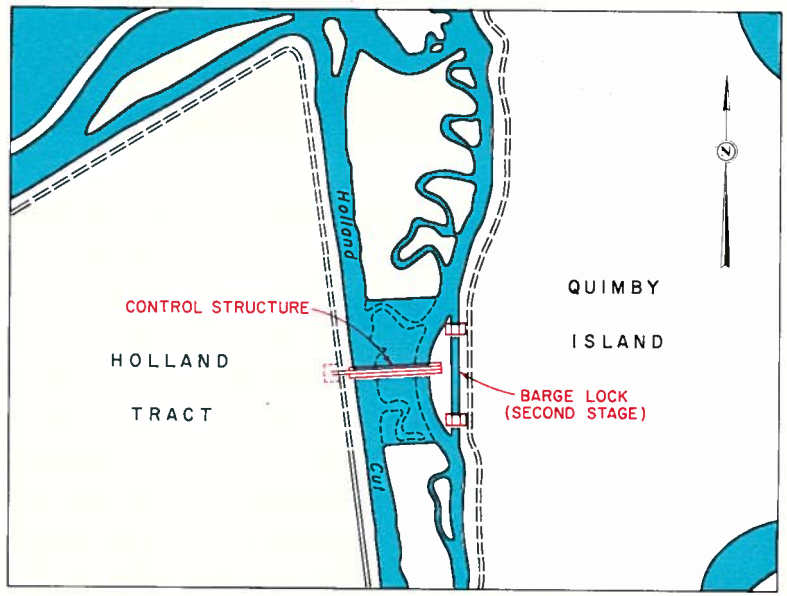


The second stage features of the Comprehensive Delta Water Project would be similar to those in other variations of the Delta Water Project.

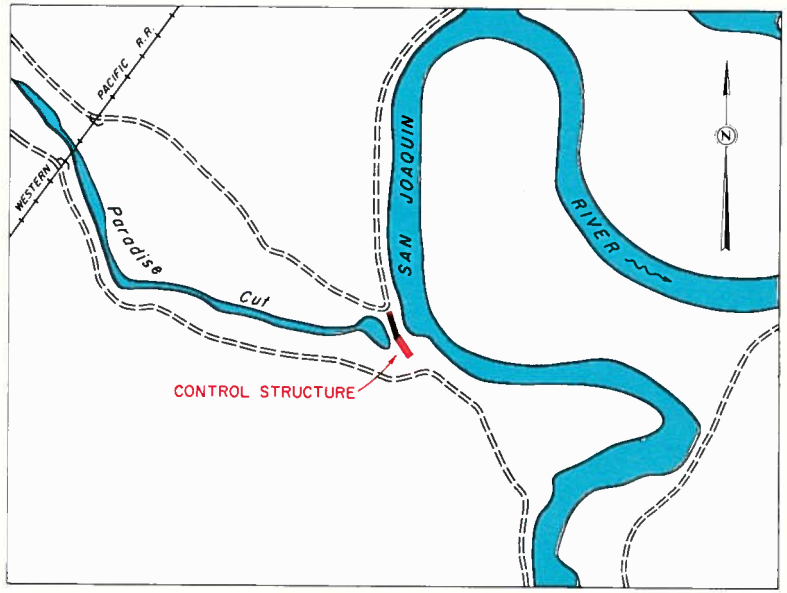
Estimates of the capital costs reflect 1960 construction costs, plus 15 percent for contingencies and 15 percent for engineering and overhead.

SUMMARY OF ESTIMATED CAPITAL COSTS
COMPREHENSIVE DELTA WATER PROJECT

Feature and date of construction	Capital cost
Steamboat Slough control structure (1968-70)	$2,943,000
Miner Slough closure (1970)	108,000
Ryde control structure, barge lock and fishway (1967-70)	5,653,000
Holland Cut control structure (1973-75)	2,761,000
Cross-Delta Canal headworks (1975-77)	1,998,000
Cross-Delta Canal fish screen (1968-70)	3,500,000
Old River and Middle River closures (1975)	258,000
Fishermans Cut closures (2) (1964)	133,000
Agricultural water facilities (1963-65)	2,520,000
Municipal and industrial water facilities (1968-71, 1980, 1995, 2010)	13,952,000
Channel dredging (1968-78)	8,950,000
Master levee system (small craft locks and portages, irrigation and drainage works)	
Isleton island-group (1964-80)	12,610,000
Lodi island-group (1964-81)	11,439,000
Holt island-group (1964-80)	13,810,000
Tracy island-group (1968-74)	4,722,000
Brentwood island-group (1964-79)	9,802,000
Sherman Island (1964-79)	2,030,000
Paradise Cut control structure (1969-71)	121,000
Bear Creek diversion (1967-70)	670,000
Kellogg Creek diversion (1971)	79,000
TOTAL CAPITAL COST, FIRST STAGE FEATURES	$98,059,000
TOTAL CAPITAL COST, SECOND STAGE FEATURES	$21,560,000



HOLLAND CUT STRUCTURE SITE



PARADISE CUT STRUCTURE SITE

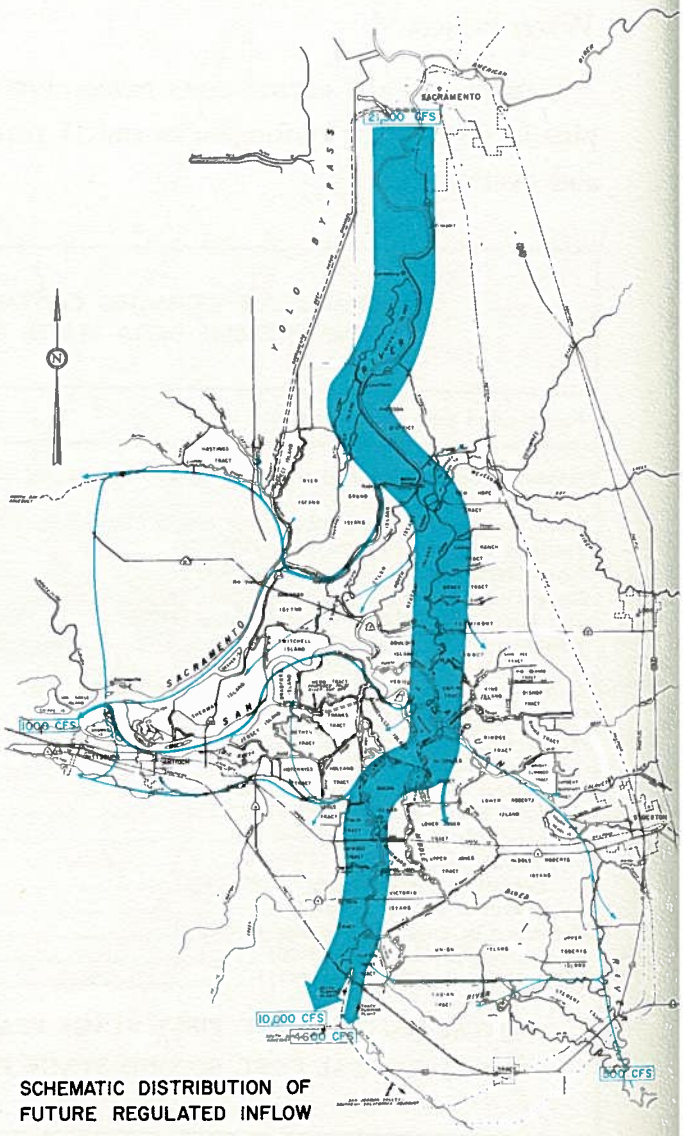
Comprehensive Delta Water Project—operation

Integrated operation of the multipurpose facilities of the Comprehensive Delta Water Project would enhance all principal phases of the Delta's economy, salvage water otherwise needed for salinity control, and provide very good quality water throughout the Delta. Although the project would have some adverse effects on certain segments of the Delta's economy, such as recreation and navigation, the multipurpose works would afford opportunity for enhancement of these same segments in other ways.

Operation of the water supply and transfer facilities during summer months would be similar to that described for the Single Purpose and Typical Alternative plans. Where representative districts or agencies are organized, the facilities could be locally operated and maintained, and appropriate adjustments in costs thereof could be made to achieve equitable distribution of costs to all beneficiaries.

Creation of interior and project channels in the southern portion of the Delta would separate irrigation water supplies from drainage water originating on lands east of the San Joaquin River. Good quality water from cross-Delta flows would be available throughout most of the southern Delta. Lands adjacent to the San Joaquin River upstream from Stockton would continue to divert from the river, but the quality of the water in this area could be improved by upstream flow in the San Joaquin River past Stockton induced by the pumping plants. A small net upstream flow occurs during summer months under present conditions. The quality of water in Paradise Cut could also be improved with circulation induced by pumping from the upper end into the San Joaquin River. Diversions from the river in this vicinity might be affected by operation of a San Joaquin Valley waste conduit. If current studies indicate that substitute supplies would then be necessary, or if further improvement of the quality of the supplies is desired even in the absence of adverse effects of a waste conduit, such supplies could be readily diverted from Delta channels without affecting works described herein.

Lands in the Holt island-group in the south central portion of the Delta range in elevation from several feet below sea level to a few feet above sea level. Irrigation water for the higher islands is pumped from the channels, while siphons are utilized for the lower islands. To achieve seepage control benefits for the lower islands, water



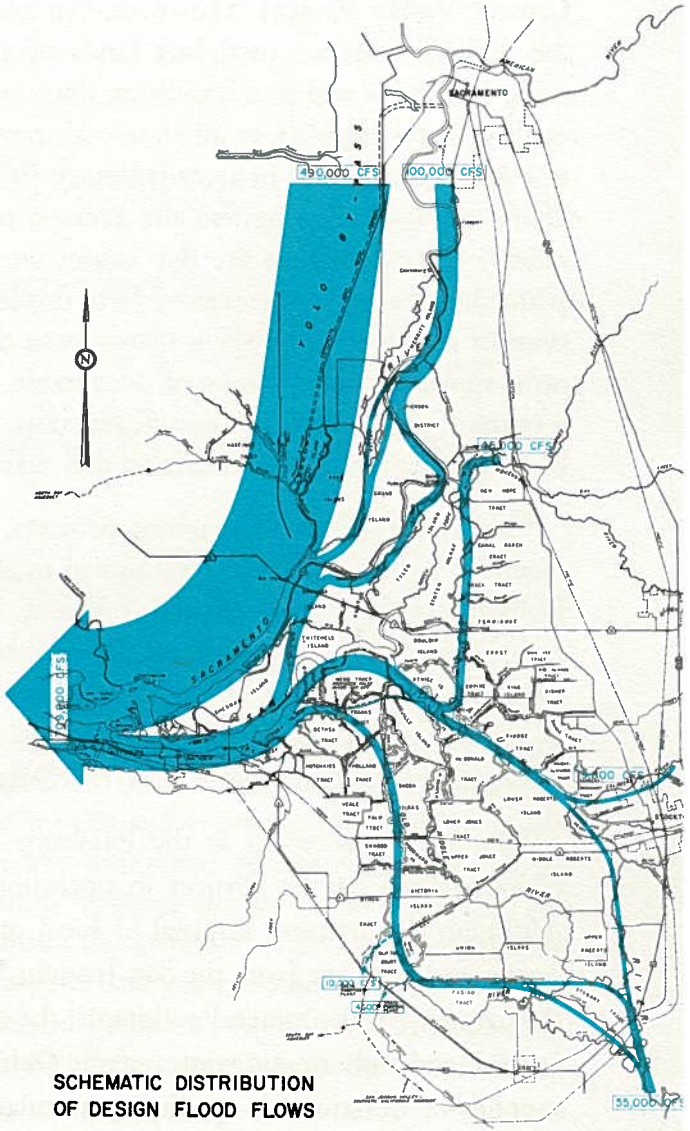
SCHEMATIC DISTRIBUTION OF FUTURE REGULATED INFLOW

levels in the channels could be lowered. This could be accomplished locally without detriment to the higher lands by constructing low dams with pumping plants in the channels and maintaining different water levels in the interior channel system.

Large volumes of small craft and fishing boats move between marinas and resorts in the Bethel Island area and Franks Tract or more distant points in the Delta and San Francisco Bay system. Peak small boat traffic would be served by three small craft portages on Piper Slough, and by one small craft lock on Sand Mound Slough. Lock or portage service for small craft would be provided at various other locations in the Delta when dictated by construction of channel closures. It should be recognized that subsequent developments and changes in patterns of use may necessitate revisions in the planned local service. While the lock and portages would cause some inconvenience to recreationists, creation of interior channels not subject to flood and tidal stages would benefit shore line installations. An expected great increase in boating in the future would intensify problems of patrolling and safety enforcement. Opportunities would be available to local public agencies to designate certain waterways for specific uses, and problems of regulation would be reduced under controlled access.

Master levees of the project in the southern half of the Delta would cause increased tidal amplitudes in the project channels. The maximum increase in the San Joaquin River system would be about one foot at Stockton. There would be no significant change in the mean water level. Some dredging in navigation channels would be necessary.

Tug and barge shipments into the southern Delta would be limited to the Cross-Delta Canal. Most of the present traffic involves beet shipments to a sugar refinery near Tracy, and the Holland Cut channel east of Franks Tract is generally used. The Cross-Delta Canal would be open to the San Joaquin River, and a barge lock at the Holland Cut control structure would not be economically justified. Although a slightly greater travel distance from northern and western Delta points would be involved under the project, the channel to the vicinity of the sugar refinery would be dredged. This would permit use of larger barges, which are presently precluded by shallow channel depths.



SCHEMATIC DISTRIBUTION
OF DESIGN FLOOD FLOWS

Project Accomplishments—Delta water supply

Over 90 percent of the Delta lowlands now has adequate water supplies during summer months due in part to operation of the Central Valley Project. However, ten percent of the Delta in the western portion, including lands occupied by large water-using industries and municipalities, does not have adequate good quality water supplies at all times. Moreover, additional regulation and use of water in areas tributary to the Delta, exclusive of Delta exports, will lengthen the average period each year when salinity incursion from the Bay causes increased operating costs, plant shutdowns, and decreased farm production. The concentrations of dissolved minerals in water from the Contra Costa Canal now approach upper limits of acceptable quality during several months of most years, and significant sums of money are expended by industries for demineralization and water softening.

Under any of the foregoing projects, water of very good quality would continue to be supplied to about 90 percent of the Delta lowlands through existing facilities. It is estimated that the mineral quality of the supplies would generally range between about 15 to 80 parts of chlorides and between 100 and 350 parts of total dissolved solids per million parts water. The quality of water in the southern portion of the Delta would be improved.

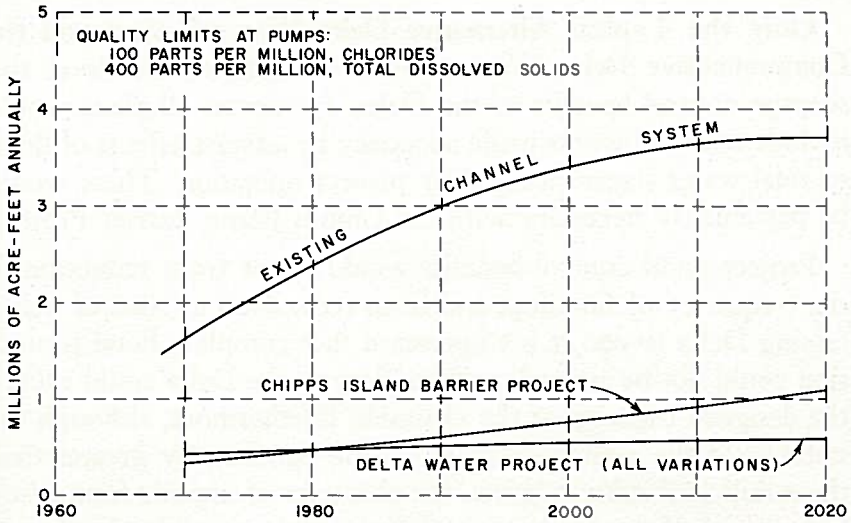
The quality of water in the Pittsburg-Antioch area with the Chipps Island Barrier Project in operation would be uncertain. Although downstream disposal of local municipal and industrial wastes and drainage from the San Joaquin Valley would eliminate the majority of the mineral pollutants, the effects of cooling water and mineral and organic wastes of the Delta might result in water supplies of questionable quality, particularly during critical dry periods. Elimination of the tidal effects in this area by construction of the barrier would also reduce the supply of dissolved oxygen in the water, which is now partly replenished from Suisun Bay.

All of the alternative plans for the Delta Water Project would involve dual water supplies with different water quality characteristics. While the concentrations of minerals in water in certain western channels would increase due to greater ocean salinity incursion, the quality of water from the Contra Costa Canal and from proposed water supply facilities would be excellent. It is estimated that substitute industrial water supplies would generally contain between 15 and 80 parts of chlorides per million parts of water. Similarly, the total dissolved solids would generally range between 125 and 300 parts per million. Irrigation water supplies would be of similar quality. The Contra Costa Canal would annually supply about 195,000 acre-feet of water, including some substitute water in northeastern Contra Costa County. All additionally required supplemental and substitute water would be supplied from the Montezuma Aqueduct. This annual quantity would amount to about 120,000 acre-feet in 1990 and 330,000 acre-feet in 2020. Brackish water supplies in the western Delta channels would vary in quality with location. The mean quality would be about 3,000 parts of chlorides per million parts water at Antioch during summer months. Water containing this much salinity is not necessarily damaging to cooling equipment involving alloy metals. A composite of several factors, most of which would not be modified by alternative plans for the Delta Water Project, controls the rate of corrosion of cooling equipment.

Project Accomplishments — water salvage

Unless physical works are constructed in the Delta to prevent salinity incursion from the Bay system, or to channelize fresh water directly across the Delta channels, it will be necessary to release increasingly greater amounts of fresh water from upstream storage to maintain satisfactory quality conditions. Greater rates of fresh water outflow will be necessary as the rate of export pumping from the Delta increases, and greater quantities of stored water will have to be released as the amount of surplus water for outflow is reduced by upstream depletions and export from the Delta. If Delta works are not constructed, the yield of other features of the State Water Facilities would be reduced and subsequent features for importation of water from north coastal sources would be needed at an earlier date. Any such modifications in the program would increase the cost of water in the Delta.

With any of the plans for the Delta water facilities, the amount of outflow from the Delta otherwise necessary for salinity control would be greatly reduced. It would still be necessary to dispose of municipal and industrial wastes from the western Delta, and drainage from the San Joaquin Valley, into channels downstream from points of usable good quality water. All of the plans are comparable in this respect, except that these wastes would aid in repulsion of ocean salinity incursion with any of the alternatives of the Delta Water Project. Fresh water required for operation of locks and the fishway would be lost with a barrier at Chipps Island, but would be available for use downstream of the control structures with any of the alternatives of the Delta Water Project. A small amount of conservation yield could be obtained from limited storage in Delta channels with a barrier at Chipps Island, but alternatives of the Delta Water Project would not provide conservation storage.



UPSTREAM STORAGE RELEASES FOR PROJECT OPERATION

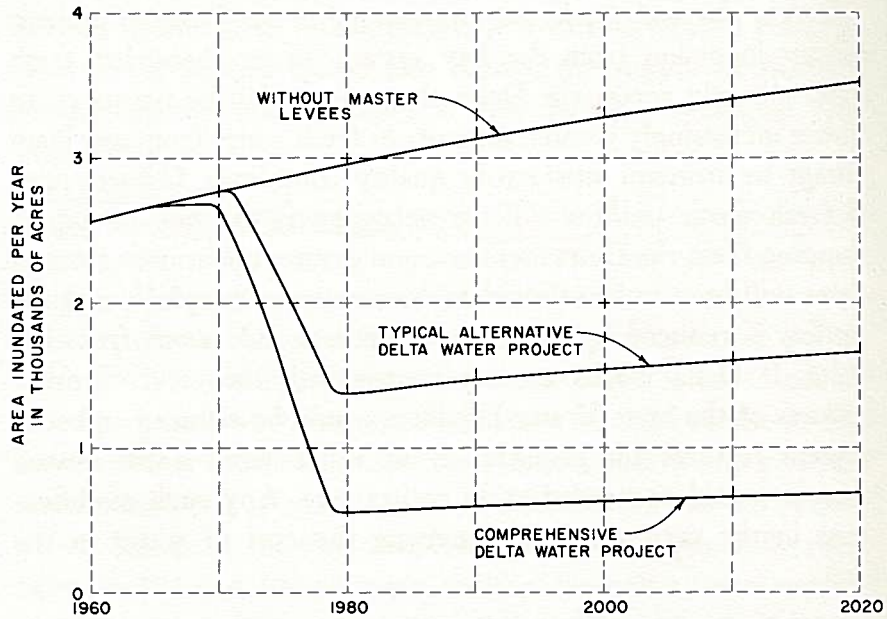
The amount of water otherwise necessary for salinity control which could be salvaged by Delta water facilities would vary with time, as indicated by the above graph. The amount of salvaged water would be the difference between demands on upstream storage for outflow without any works in the Delta, and demands with such works in operation. The estimated average annual salvage during the next 60 years would be 1,900,000 acre-feet with the Chipps Island Barrier Project, and 2,050,000 acre-feet with any of the alternative plans for the Delta Water Project.

Project Accomplishments—flood and seepage control

Only the Typical Alternative Delta Water Project and the Comprehensive Delta Water Project would provide flood and seepage control benefits to the Delta. However, all plans would include remedial works made necessary by adverse effects of flood or tidal water stages changed by project operation. These would be particularly necessary with the Chipps Island Barrier Project.

Project flood control benefits would result from reduction in the frequency of flooding, and from reductions in costs of maintaining Delta levees. It is emphasized that complete flood protection could not be assured, as the inflow to the Delta could exceed the designed capacity of the channels. Furthermore, although the stability of the master levees would be significantly greater than the stability of existing levees, the character of organic foundation soils is such that unforeseen stability problems might develop in some areas. For these reasons, emphasis should be given to zoning Delta lands lying below flood levels for uses involving low-value improvements such as farming, and precluding residential development. While complete flood protection for the Delta lands could not be assured under project conditions, there would be a marked improvement in protection over existing conditions which will worsen as land elevations in the Delta continue to subside.

About 103,000 acres would be benefited by master levees included in the Typical Alternative Delta Water Project, and about 143 miles of levees along interior channels would no longer require costly maintenance for high flood stages. The estimated average annual benefit of reduced flooding and operation and maintenance costs would be about $4.65 per acre. Master levees of the Comprehensive Delta Water Project would benefit about 252,000 acres and would reduce expensive maintenance on 295 miles of interior channel levees. The estimate of average annual flood control benefits is about $3.60 per acre.



PROJECTED AVERAGE ANNUAL AREA OF FLOODING

Seepage control benefits would be made available by lowering water levels in interior channels created by the Typical Alternative Delta Water Project or by the Comprehensive Delta Water Project. In addition, lower water levels would prolong the economic life of certain islands. These benefits and the extent of increased economic life would depend upon lowering average water levels in the interior channels. A general lowering of five feet could be made without adversely affecting depths for small craft, except in isolated locations, or the majority of water supply siphons. Based upon a five-foot lowering of water levels, seepage control benefits, averaging an estimated $0.50 per acre for 103,000 acres, would be available with the Typical Alternative Delta Water Project. The Comprehensive Delta Water Project would afford seepage benefits to 252,000 acres, and the estimated average annual benefit would be $0.45 per acre.

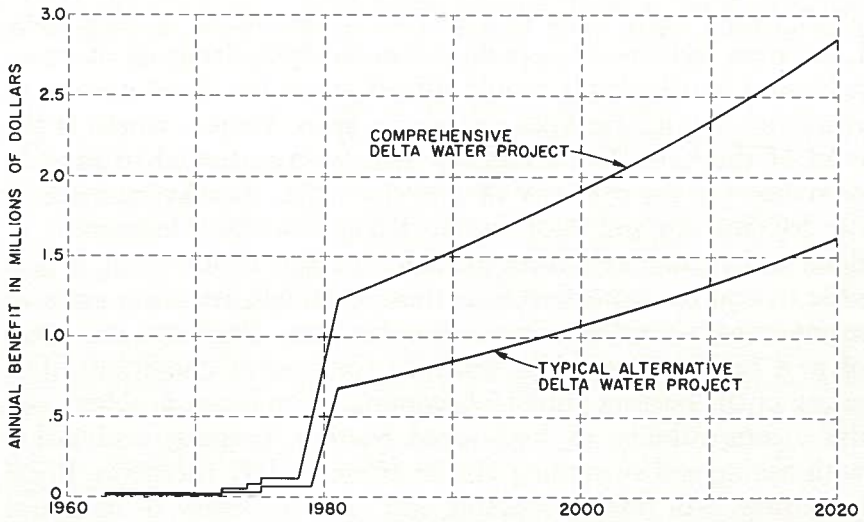
Project Accomplishments — vehicular transportation

The two basic problems of the existing road system in the Delta are (1) inadequate channel crossings and circuitous routes, with resultant excessive travel times, and (2) disproportionately high costs of maintenance. Projects involving master levees for flood control in the Delta would afford means for reducing both of these problems. However, the Chipps Island Barrier Project would provide no benefits to vehicular transportation, and the Single Purpose Delta Water Project would provide only incidental benefits of this kind.

The master levee system of the Typical Alternative Delta Water Project would include twenty-two channel closures upon which roads could be placed, and operation of four existing ferries could be terminated. The Comprehensive Delta Water Project would include thirty-nine channel closures providing new access and would eliminate the need for six ferries.

Roads on the landward berms of the master levees would be more stable and less difficult to maintain than existing roads on levee crowns. Driving on present levee roads is hazardous, as evidenced by frequent drownings when vehicles run off levees into adjacent channels. Passing clearance is often limited by parked vehicles. In addition to improved safety with roads on the levee berms, there would be ample width for parking off the roadways.

To realize the anticipated and needed development of recreation in the Delta, it will be necessary to greatly improve vehicular access. Realization of about 7,000,000 recreation-days each year by 1990, and almost 14,000,000 by 2020 will, in large degree, be dependent upon the improved vehicular access that could be provided by multipurpose use of the master flood control levees.



BENEFITS OF VEHICULAR TRANSPORTATION IMPROVEMENTS

The project benefits from enhancement of the road system would be a combination of savings in maintenance costs and savings in costs to Delta traffic associated with farming and to the recreationists. Savings to Delta interests reflect reduced costs of general travel and produce shipments through decreased travel times and distances. Savings to the recreationists were based upon projected recreation use and decreased travel times and distances.

Project Accomplishments — recreation

While some detriments to recreation are inherent in construction of any facilities in the Delta, substantial benefits would also be achieved. As has been stated, improvements in the road network would make more of the Delta accessible to recreationists. Land areas reclaimed by spoiling material from dredging of channels onto small islands would afford space for development of recreation service facilities and picnic areas. Project works at the head of the Cross-Delta Canal would be constructed to provide clearance for the majority of pleasure craft, thereby connecting the Sacramento and Mokelumne River systems. Elimination of flood and tidal effects from interior channels would make it possible to control water levels in those channels, reducing costs of maintaining waterfront recreation facilities. Furthermore, costs of new facilities would be less than for present conditions. The safety of the boating public is becoming a significant problem, and the incompatibility of high-speed boating, cruising, and skiing with fishing and swimming creates related safety problems. Local authorities will find it desirable and even necessary to designate certain Delta channels for specified types of recreation use. The interior project channels would lend themselves to this type of zoning and also to simplified enforcement.

Planning and construction of recreational developments in the Delta should involve local governmental agencies. Most project channel closures would not be constructed for eight or more years, and changing recreation patterns should be considered in future selection of remedial and enhancement facilities. Needs for small craft locks and boat portages should be re-evaluated at the time closures are constructed.

The most important form of recreation in the Delta is fishing. In terms of recreation-days, fishing is three times as important as the next most popular sport—cruising. A project which would cause a major reduction in fish populations might also cause very adverse effects on the recreation. In this connection the Chipps Island Barrier Project would result in losses of striped bass several times as great as those anticipated with any of the alternative plans for the Delta Water Project.

It is recognized that cruising, sailing, and water skiing are rapidly gaining in popularity in the Delta, and that construction of master flood control levees and channel closures would interfere with unrestricted boating access to certain channels. However, access would be provided through small craft locks or portage facilities at many of the channel closures, thus reducing the detriment primarily to short delays. Studies in other areas indicate that lockage delays are not too important to the majority of pleasure boatmen.

The following tabulation summarizes physical features of the several alternative projects which would affect recreational activity and growth in the Delta.

Item	Chipps Island Barrier Project	Single Purpose Delta Water Project	Typical Alternative Delta Water Project	Comprehensive Delta Water Project
Control structures	1	4	3	4
Channel closures	1	10	23	41
New master levees (miles)	0	0	90	185
Fishways	1	1	1	1
Principal fish screens	0	2	1	1
Barge locks	1	1	1	1
Small craft locks	0	0	2	5
Small craft portage facilities	0	0	5	17
Open navigable area (acres)	49,500	49,400	45,800	42,600
Navigable interior area (acres)	0	100	3,700	6,900
Open navigable channels (miles)	700	695	590	450
Navigable interior channels (miles)	0	5	110	250
Project roads (miles)				
Paved	0	0	33	70
Graveled	0	1	47	109
State and county levee roads (miles)	295	295	279	265
New inter-island accesses (closures)	0	6	22	39
New public waterfront land (acres)				
From master levees	0	0	1,900	3,600
From dredge spoils	0	1,900	1,900	2,300
Normal overhead clearance through Delta Cross Channel (feet)	6	16	16	16

Project Accomplishments — fish and wildlife

Any Delta water facilities would affect the habitat of fish in the Delta, but would have little effect, if any, on Delta wildlife. While it is known that the Delta plays an important role in the life cycle of migratory fish, and also supports resident sport fish, insufficient biological information is available with which to clearly define the potential effects of Delta water facilities. Nevertheless, relative comparisons of the alternative projects can be made.

Studies of effects of the Delta water facilities and export pumping plants were made by the California Department of Fish and Game in co-operation with the Department of Water Resources. Cooperative experiments with a full-scale vertical baffle fishway indicate that all migratory species would use this type of fishway. The conclusions of the Department of Fish and Game regarding the alternative projects are as follows:

"*Chipps Island Barrier*

"This project would be the most damaging of the four studied. It would probably cause a disastrous reduction of almost all species of fish found in the Delta. These losses would be brought about by the rapid salinity and temperature change across the barrier, loss of current in the fresh-water pool for migration direction, striped bass spawning eliminated due to lack of current behind the barrier, loss of important food items, and a threefold increase in pumping of water at Tracy. The amount of Sacramento River water being drawn around the tip of Sherman Island to the pumping plant would be greatly increased. Downstream migrants of the Sacramento River would be diverted to the pumps in large numbers. These fish would have to be screened at the pumps and returned to the river channel below the influence of this current. This condition would be a serious detriment to all fish using the Delta.

"*Single Purpose Delta Water Project*

"This project would be the least detrimental of the four projects studied. The reversal of flow around Sherman Island would be eliminated. Major fish screens would be installed at the Cross-Delta Canal headworks and at the head of Georgiana Slough. Therefore, downstream migrants in the Sacramento River would be guided down the western side of the Delta out of the influence of the pumps. In general, fish and eggs in the western portion of the Delta would no longer be affected by the pumps. The replacement of the hundreds of existing small irrigation siphons in the western Delta by screened irrigation supply systems would further reduce losses of small fish. In these respects conditions for fish in the Delta would be improved.

"Fish habitat would not be reduced in the Delta. The one channel that would be isolated under this project would be insignificant. An important effect of the project would be the increased reversal of flow in the San Joaquin River above the Cross-Delta Canal crossing. This reversal of flow would occur during an average of seven months of the year under full project operation. We were unable to evaluate the effect of the reversal. However, it could result in serious losses to salmon that now spawn in San Joaquin River tributaries south of the Mokelumne River. Most seriously affected would be upstream migrating salmon. The amount of water pumped from the Delta would be increased threefold. This increased withdrawal of water would divert proportionately more fish than is presently being diverted.

"*Typical Alternative Delta Water Project*

"This project would be the second least detrimental. Losses would be expected to be greater than the Single Purpose Project because of the reduction of 8 percent of the fish habitat through channel closures, and partial channelization of the Cross-Delta Canal. The channelization would cause a detriment by channeling the fish toward the pumps by a more direct route. Water diversions into isolated channels would be screened and loss of fish would be reduced. However, loss of eggs and fry would be unavoidable. Other project conditions would be the same as the Single Purpose Project.

"*Comprehensive Delta Water Project*

"This project would be the third least detrimental. It would cause greater loss than the Typical Alternative Project because of the reduction of 14 percent of the fish habitat, and the complete channelization of the Cross-Delta Canal. This would channel the fish directly to the pumps. Other project conditions would be the same as in the Single Purpose Project.

"From the foregoing, if one of the above-named projects is to be built in the Delta, the Department of Fish and Game would favor the Single Purpose Delta Water Project. However, all projects will cause serious fisheries problems and an intensive study would be required to solve these problems."

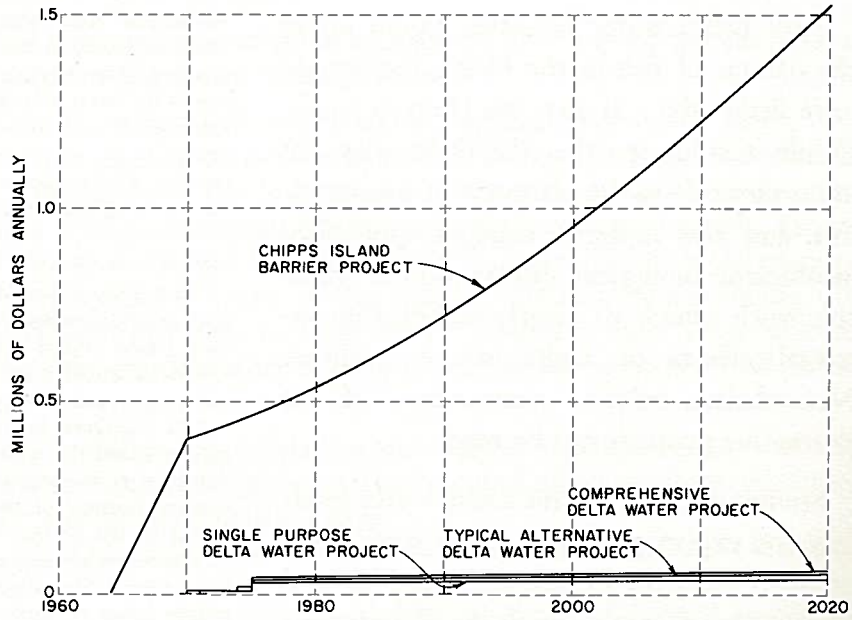
Formulation of project plans reflects comments and recommendations of the Department of Fish and Game. Fish screens would be installed at the heads of channels diverting water southward from the Sacramento River. Such screens would reduce the present rates of fish losses at the Tracy Pumping Plant and in numerous other diversions in the Delta. Project pumping plants would also be screened. Hundreds of diversion siphons and pumping plants in the Delta are not screened at this time. However, project diversions into interior channels would be screened, and the fish populations enhanced thereby.

Project Accomplishments — navigation

Commercial and military navigation in the Delta would be adversely affected in varying degrees by any Delta water facilities, but some potential benefits would also be realized through increases in channel depths and widths.

The Chipps Island Barrier Project would cause the greatest detrimental effect to navigation, since all traffic between the San Francisco Bay system and Delta points would have to pass through locks. At present, an average of about 570 deep-draft commercial vessels, and 10,300 tug and barge tows and small vessels pass Chipps Island each year. It is estimated the annual transits would increase to 2,800 and 40,000, respectively, by 2020. The volume of future military traffic cannot be realistically estimated, nor is it possible to place a reasonable value on its lost time. The increased tidal amplitude downstream from a barrier at Chipps Island would necessitate additional dredging in some areas to provide the required minimum navigation depth. This increased depth might cause additional maintenance dredging which frequently results from deepening navigation channels.

Completion of the Sacramento Deep Water Channel will divert most of the tug and barge traffic away from the Sacramento River between the vicinities of Rio Vista and Sacramento. The traffic which would pass the site of the Sacramento River control structure would generally be limited to that originating from or destined to points of call downstream from the vicinity of Freeport. It is anticipated that the volume of this traffic would increase from 600 transits per year after completion of the Sacramento Deep Water Channel to about 900 transits per year by 2020.



DETRIMENTS TO COMMERCIAL NAVIGATION

Construction of control structures and closures on channels south of the San Joaquin River in the heart of the Delta would increase time and distance for tug and barge travel to a sugar refinery near Tracy. However, channel improvements would permit use of larger barges, if shipping concerns should elect to do so. As this advantage would be subject to many factors in an operator's business which cannot be readily predicted, benefits were not claimed for possible use of larger barges.

Construction of a master levee system would necessitate relocation of some sugar beet loading docks in the Delta. However, improved roads would tend to compensate for increased hauls to relocated docks.

Economic Aspects — benefits, detriments, and costs

Only direct, tangible benefits and detriments to the initial recipient were evaluated for comparison with direct costs. However, it must be recognized that direct, intangible benefits and detriments would also result from project operation. The ratios of benefits to costs provide a guide to project selection, but consideration should also be given to the net benefits in making the final project selection. Although variations in benefit-cost ratios can result from different basic economic premises, the relative comparison of alternative projects would not change.

Certain significant benefits and detriments were not evaluated. All alternative plans would improve the quality of water exported to the San Joaquin Valley and reduce the drainage problems there. Only direct benefits of flood protection to agriculture were evaluated, but this protection would also benefit principal highways and urban developments. The estimated recreation benefits from land made available for development were considered to be equivalent to the value of the land. Intangible benefits would also accrue to recreation, and intangible detriments would result from reduced convenience of access into some channels. Only detriments to commercial fishing are shown, but intangible detriments to sport fishing would also accrue.

All estimates of benefits, detriments, and costs, including amortization, operation, and maintenance, reflect annual equivalent values for the period 1960-2020. An interest rate of four percent per annum was used in the analysis.

Attention is invited to the net benefits of the Comprehensive Delta Water Project which are less than the net benefits of the Typical Alternative Delta Water Project. This condition results from inclusion of economically unjustified flood control for large areas south of the San Joaquin River wherein the direct benefits would be less than the costs. However, flood control for some of the critical areas south of the San Joaquin River warrants further study.

ESTIMATED ANNUAL BENEFITS, DETRIMENTS, AND COSTS
(In thousands of dollars)

Item	Chipps Island Barrier Project	Single Purpose Delta Water Project	Typical Alternative Delta Water Project	Comprehensive Delta Water Project
Benefits				
Water salvage (for export)	8,337	8,963	8,963	8,963
Improved water quality—municipal, industrial, and irrigation	880	880	880	880
Supplemental municipal and industrial water supply	503	1,343	1,343	1,343
Flood and seepage control	....	....	530	1,022
Vehicular transportation	....	....	410	734
Recreation	....	19	37	58
Total Benefits	9,720	11,205	12,163	13,000
Detriments				
Commercial navigation	617	18	24	27
Commercial fisheries	844	203	254	287
Total Detriments	1,461	221	278	314
BENEFITS MINUS DETRIMENTS	8,259	10,984	11,885	12,686
Costs				
Capital amortization	6,825	1,358	1,965	2,846
Annual operation and maintenance	2,077	691	884	1,136
Total Costs	8,902	2,049	2,849	3,982
NET BENEFITS	—643	8,935	9,036	8,704
BENEFIT–COST RATIO	0.93:1	5.36:1	4.17:1	3.19:1

Economic Aspects—allocation of costs

The capital and operational costs of each of the alternative projects were allocated among the project functions by the Separable Costs-Remaining Benefits method. In this method, all costs assignable to single functions are identified, and the remaining multipurpose costs are distributed among the functions in proportion to the benefits provided by the project, or in proportion to the lowest cost alternative means of providing equivalent benefits. The lowest value of either the benefits or alternative means is used as a limit.

The basic allocations were made in terms of present worth values (1960) of all costs and benefits. This procedure properly accounts for the time-value of money (interest) and the wide variation in dates of expenditure of money and realization of benefits. Allocations of the capital and operational costs in terms of actual expenditures, rather than present worth, are indicated in the accompanying tabulations to permit convenient comparisons with total amounts of these costs.

Attention is invited to the allocated costs of the Chipps Island Barrier Project. The costs which would be allocated to water salvage and western Delta water supply were limited by the lowest cost alternative means of providing equivalent benefits, which would be the Single Purpose Delta Water Project. The values

ALLOCATION OF ESTIMATED CAPITAL COSTS
(In thousands)

Item	Chipps Island Barrier Project	Single Purpose Delta Water Project	Typical Alternative Delta Water Project	Comprehensive Delta Water Project
Water salvage (for export)	$38,384	$38,444	$38,662	$41,655
Western Delta water supply [1]	8,098	8,111	8,156	8,788
Flood and seepage control	none	none	11,900	25,159
Vehicular transportation	none	none	8,132	18,083
Recreation land	none	none	681	1,429
Unassigned local costs	155,490	none	none	2,945
TOTALS	$201,972	$46,555	$67,531	$98,059

[1] For improvement in quality and supplemental water supplies. Allocated costs include portions properly attributable to upstream water users for future effects on the western Delta area due to increased water use in areas tributary to the Delta. Definite values attributable to upstream water users would be dependent upon resolution, negotiated or otherwise, of water rights problems.

shown for the Chipps Island Barrier Project are slightly less than those for the lowest cost alternative, since the funds for the former would be expended at an earlier date. The allocations to both projects in present worth values would be the same. As the costs which may be properly allocated to water salvage and western Delta water supply are less than the total cost, a portion of the costs of the Chipps Island Barrier Project are shown as unassigned local costs. If these costs are not repaid from sources other than water users, the Chipps Island Barrier Project would be financially infeasible.

Attention is also invited to the allocated costs of the Comprehensive Delta Water Project which indicate certain unassigned local costs. In this case the costs of flood and seepage control in areas south of the San Joaquin River exceed the direct benefits of flood and seepage control in these areas. Therefore, the allocation to flood and seepage control for these areas was limited to the benefits. These flood and seepage control features of the Comprehensive Delta Water Project are not economically justified.

After the costs were allocated to principal project functions, it was necessary to make suballocations among particular groups of beneficiaries. These suballocations, which are indicated on the following pages, were also made by the Separable Costs-Remaining Benefits method and were the basis for computing the average annual costs to beneficiaries throughout a 60-year period. In the adjoining tabulations the amounts allocated to vehicular transportation include some costs which would be suballocated to recreation access to reflect the benefits to the public for improved access to recreation areas of the Delta. It is estimated that about $7,075,000 of the capital costs and $92,000 of the annual operational costs for vehicular transportation under the Typical Alternative Delta Water Project would be suballocated to recreation access. Under the Comprehensive Delta Water Project these respective amounts would be $15,123,000 and $176,000. These foregoing amounts would be in addition to the basic allocation to recreation land, which reflects the value of lands made available for recreational development.

ALLOCATION OF ESTIMATED AVERAGE ANNUAL OPERATIONAL COSTS
(In thousands)

Item	Chipps Island Barrier Project	Single Purpose Delta Water Project	Typical Alternative Delta Water Project	Comprehensive Delta Water Project
Water salvage (for export)	$395	$571	$506	$483
Western Delta water supply [1]	83	120	107	102
Flood and seepage control	none	none	156	292
Vehicular transportation	none	none	106	210
Recreation land	none	none	9	16
Unassigned local costs	1,599	none	none	34
TOTALS	$2,077	$691	$884	$1,137

[1] For improvement in quality and supplemental water supplies. Allocated costs include portions properly attributable to upstream water users for future effects on the western Delta area due to increased water use in areas tributary to the Delta. Definite values attributable to upstream water users would be dependent upon resolution, negotiated or otherwise, of water rights problems.

Economic Aspects—costs of project services

It was assumed that all project costs not specifically declared nonreimbursable would be repaid by all beneficiaries of project functions. In accordance with the contracting principles established for water service under the State Water Resources Development System, the conservation features of the Delta water facilities will be financially integrated with other conservation features of the system. The cost of supplemental water required by Delta water users will include the Delta Water Charge and an allocated transportation charge.

Estimates of present and future costs of water supply in the western Delta area were predicated on continuation of current federal salinity control policy, which limits the minimum regulated outflow from the Delta to 1,500 second-feet, considered necessary to afford satisfactory quality control at the Central Valley Project pumping plants. Estimates of increased future costs without the State Water Facilities reflect continued upstream depletion of surplus water in the Delta, and represent average costs during the next 60 years. Estimates of costs shown for project conditions also reflect average costs during the next 60 years. It is emphasized that the estimates are comparative average annual *costs* during a 60-year period and do not reflect estimates of year by year *prices* which may be established.

The amounts allocated for repayment were limited by the lowest cost alternative means of accomplishing equivalent benefits. It may be noted that the costs of water supply in the western Delta area would be the same for the Chipps Island Barrier Project, Single Purpose Delta Water Project, and Comprehensive Delta Water Project. The Single Purpose Delta Water Project would be the lowest cost alternative means of providing water supplies and it limits the amount which may be allocated under the other two projects.

The costs of the Typical Alternative Delta Water Project allocated to water salvage would amount to an average of $0.64

COMPARATIVE SUMMARY OF ESTIMATED AVERAGE ANNUAL COSTS OF WATER SUPPLY IN WESTERN DELTA AREA WITH AND WITHOUT STATE WATER FACILITIES DURING 1960-2020 [1]

Item	Future cost without State Water Facilities	Chipps Island Barrier Project	Single Purpose Delta Water Project	Typical Alternative Delta Water Project	Comprehensive Delta Water Project
Contra Costa Canal service, $/acre-foot [2]	14.52 [3]	11.66	11.66	11.64	11.66
Substitute municipal and industrial water supply, $/acre-foot	[4]	[4]	3.45	3.33	3.45
Supplemental water supply [5]					
Contra Costa County, $/acre-foot	15.20	9.06	9.06	8.92	9.06
Solano County, $/acre-foot	17.00	8.82	8.82	8.68	8.82
Agricultural water supply, $/acre [6]	7.91 [7]	1.50	1.50	1.45	1.50

[1] Average of estimated *costs* during a 60-year period. Values do not necessarily reflect *prices* for project services.
[2] For all municipal and industrial water served from the Contra Costa Canal. All costs include $11 per acre-foot for water from the canal. Allocated costs reflect benefits from improved quality.
[3] Includes estimated excess water treatment due to salinity degradation.
[4] Estimated future cost of high quality water from Delta channels will vary between $2.00 and $5.00 per acre-foot, depending upon plant locations and operations.
[5] All supplemental project water available through operation of the Montezuma Aqueduct.
[6] Costs reflect average for about 34,000 acres in the western Delta lowlands.
[7] Cost expressed as loss per acre due to salinity incursion.

per acre-foot for all water exported from the Delta by the State Water Facilities. Similar costs with the other projects would be about $0.66 per acre-foot.

It is anticipated that a federal contribution would be provided for flood and seepage control. This contribution, tentatively estimated at $10,123,000 for the Typical Alternative Delta Water Project and $16,020,000 for the Comprehensive Delta Water Project, would probably reflect current federal policy for allocation of costs of levee improvements, and would be based on reduced flood damages and net savings from reduced levee maintenance costs. Local costs of maintaining existing levees incorporated in the master levee system probably would not be directly met by local districts. Maintenance would be included in the total project costs, and a portion of these costs would be allocated to local beneficiaries.

The total project costs allocated to vehicular transportation were suballocated to the benefited counties and to the general public. The allocation to the general public reflects enhancement of recreation, and was considered nonreimbursable.

COMPARATIVE SUMMARY OF ESTIMATED ANNUAL COSTS OF FLOOD AND SEEPAGE CONTROL WITH AND WITHOUT DELTA WATER FACILITIES DURING 1960-2020 [1]

(Per acre)

Item	Island-group					
	Isleton	Lodi	Holt	Tracy	Brentwood	Sherman
Present control cost	$8.00	$8.00	$7.50	$6.50	$7.50	$9.00
Future control cost without a project	10.85	10.29	9.16	7.50	8.83	13.10
Annual damage savings with a project	2.80	1.65	0.35	0.20	1.32	3.12
Typical Alternative Delta Water Project						
Allocated project cost	2.04	2.17				
Interior levees and pumping cost	7.96	7.34				
Total control cost	$10.00	$9.51				
Net savings	3.65	2.43				
Comprehensive Delta Water Project						
Allocated project cost	2.15	2.29	2.09	2.29	2.38	2.53
Interior levees and pumping cost	7.96	7.34	6.66	4.97	6.04	10.57
Total control cost	$10.11	$9.63	$8.75	$7.26	$8.42	$13.10
Net savings	3.54	2.31	0.76	0.44	1.73	3.12

[1] Average of estimated *costs* during a 60-year period. Values do not necessarily reflect *prices* for project services.

COMPARATIVE SUMMARY OF ESTIMATED ANNUAL COSTS AND SAVINGS WITH VEHICULAR TRANSPORTATION IMPROVEMENTS DURING 1960-2020 [1]

Item	Contra Costa County	San Joaquin County	Sacramento County
Typical Alternative Delta Water Project			
Allocated project cost	$—	$41,400	$4,500
Operational savings to present road system	—	38,500	1,100
Savings to road users	—	265,700	105,200
Net savings	—	268,800	101,800
Comprehensive Delta Water Project			
Allocated project cost	13,300	95,700	11,200
Operational savings to present road system	2,900	59,300	5,000
Savings to road users	82,000	465,600	119,700
Net savings	71,600	429,200	113,500

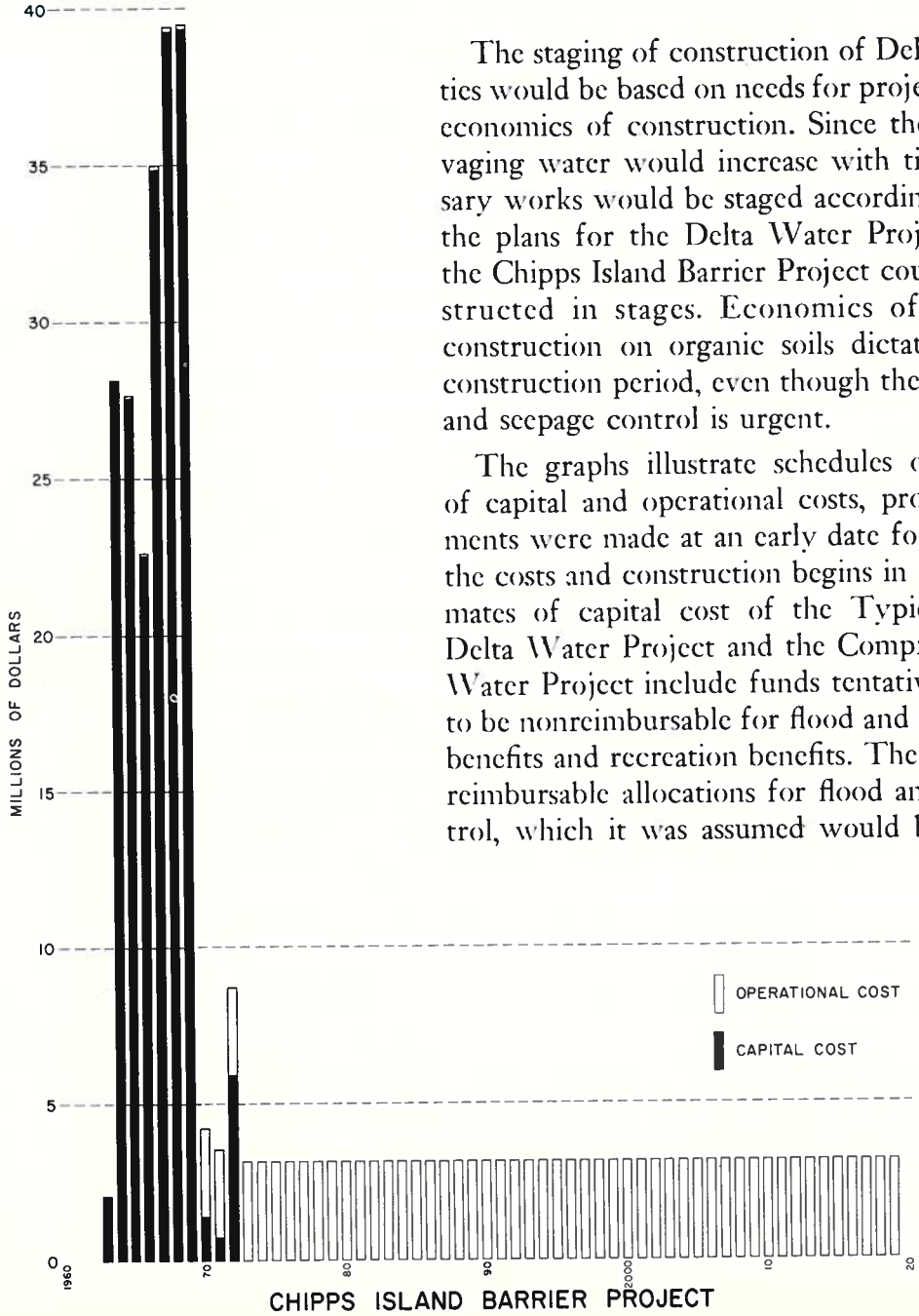
[1] Average of estimated *costs* during a 60-year period. Values do not necessarily reflect *prices* for project services.
NOTE: There would not be any vehicular transportation improvements in portions of other counties within the Delta.

Economic Aspects—repayment

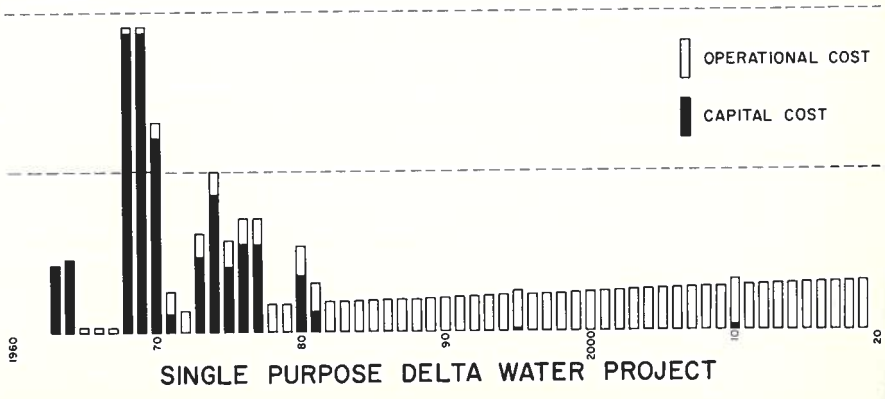
The staging of construction of Delta water facilities would be based on needs for project services and economics of construction. Since the need for salvaging water would increase with time, the necessary works would be staged accordingly for any of the plans for the Delta Water Project. However, the Chipps Island Barrier Project could not be constructed in stages. Economics of master levee construction on organic soils dictate an extended construction period, even though the need for flood and seepage control is urgent.

The graphs illustrate schedules of expenditures of capital and operational costs, provided arrangements were made at an early date for repayment of the costs and construction begins in 1963. The estimates of capital cost of the Typical Alternative Delta Water Project and the Comprehensive Delta Water Project include funds tentatively considered to be nonreimbursable for flood and seepage control benefits and recreation benefits. The estimated nonreimbursable allocations for flood and seepage control, which it was assumed would be provided by the Federal Government, amount to about $10,123,000 for the Typical Alternative Delta Water Project and $16,020,000 for the Comprehensive Delta Water Project. The estimated allocation of capital costs to recreation land and access would be $7,756,000 with the Typical Alternative Delta Water Project and $16,552,000 with the Comprehensive Delta Water Project. The corresponding allocations of annual operational costs would be $101,000 and $192,000, respectively. It was assumed that the allocated capital costs for recreation land and access would be nonreimbursable and be borne by the State of California. It was also assumed that the annual operational costs would be reimbursable from gas tax funds and nominal rental charges on land made available for recreation development.

The allocated reimbursable costs for water salvage and western Delta water supply would be repaid by water charges. The charges would be based on integrated repayment of other necessary State Water Facilities. The reimbursable costs of flood



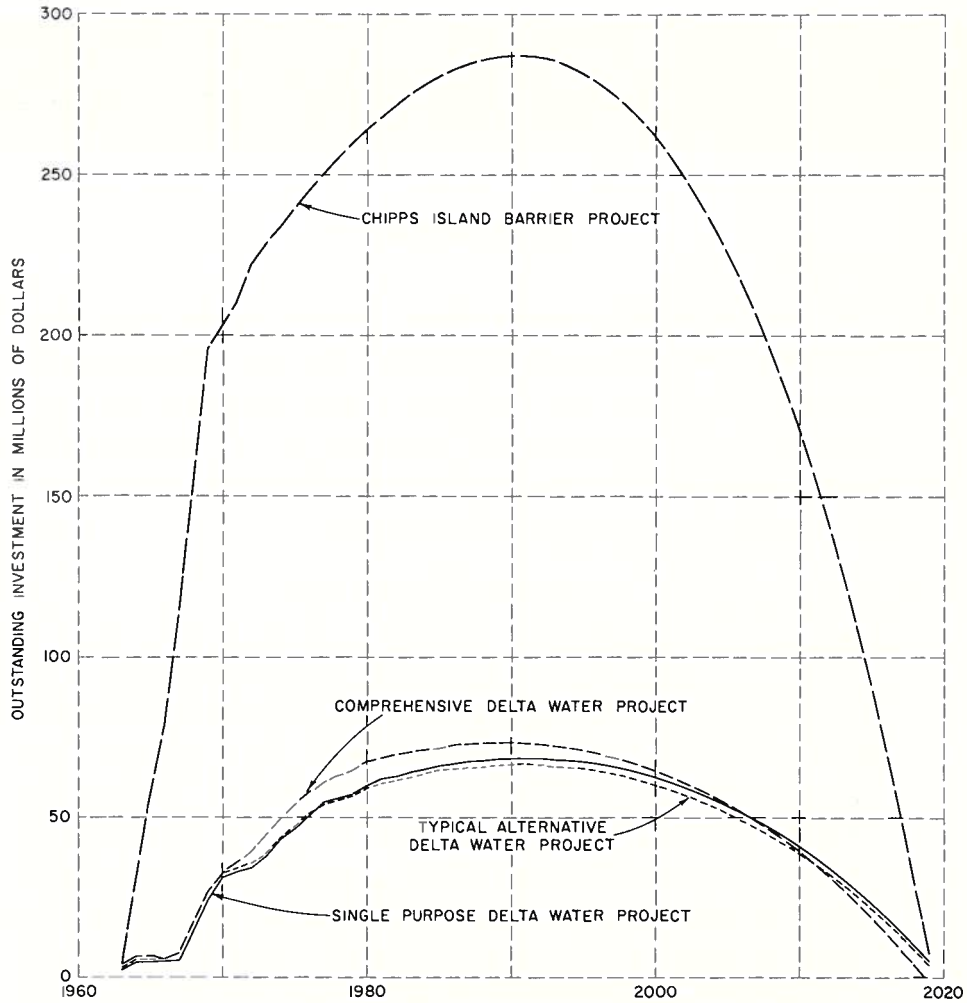
CHIPPS ISLAND BARRIER PROJECT



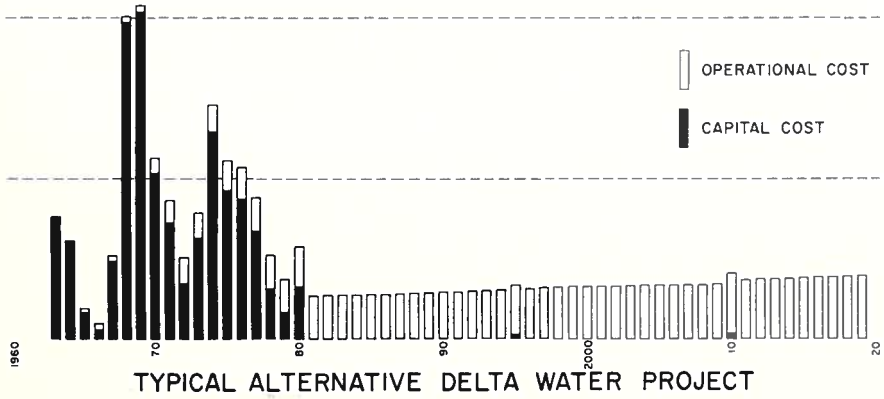
SINGLE PURPOSE DELTA WATER PROJECT

and seepage control and vehicular transportation improvements would be repaid by annual payments from the beneficiaries of flood and seepage control and from the counties, respectively. It was assumed that unassigned local costs of the Chipps Island Barrier Project would be recovered in annual payments in proportion to the projected industrial tax base. This assumed method of repayment would necessitate a rate of about $1.19 per $100 of assessed valuation throughout a 60-year period. It was also assumed that unassigned local costs of the Comprehensive Delta Water Project would be recovered in annual payments based upon the total acreage of land south of the San Joaquin River which would benefit from flood and seepage control. An annual payment of $0.86 per acre would be required.

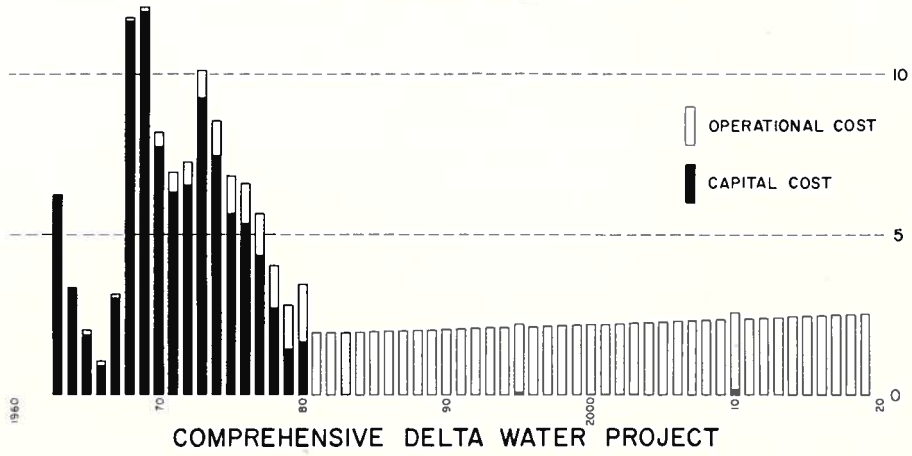
The comparative investment requirements for allocated reimbursable costs, including interest and operational costs, of the several projects are shown in the accompanying graph.



COMPARISON OF OUTSTANDING INVESTMENT REIMBURSABLE PROJECT COSTS



TYPICAL ALTERNATIVE DELTA WATER PROJECT



COMPREHENSIVE DELTA WATER PROJECT

Conclusions and Recommendations

CONCLUSIONS

GENERAL

The plans for Delta water facilities described in this report are consistent with and would accomplish the water development purposes embraced in the California Water Resources Development Bond Act approved on November 8, 1960. Additional features could be incorporated to provide flood and seepage control, transportation, and recreation benefits.

WATER SUPPLY

Problems of water quality in the western portion of the Delta necessitate early construction of facilities to provide suitable water supplies for present and future uses.

WATER SALVAGE

Without physical control works in the Delta, increasingly greater quantities of fresh water from upstream storage will be required to repel ocean salinity and maintain good quality water for use within and export from the Delta. Water salvage will be dependent upon coordinated operation of regulatory storage, export works, and Delta water facilities.

FLOOD AND SEEPAGE CONTROL

The magnitude of flood damage and the costs of flood and seepage control will become increasingly greater as the land surface of many Delta islands continues to subside. A master levee system would reduce these costs. Early initiation of construction is necessary to economically provide stable levees.

VEHICULAR TRANSPORTATION AND RECREATION

Improvements to the road system in the Delta are needed to reduce costs of vehicular shipment and to develop the recreation potential to accommodate an estimated 7,000,000 recreation-days in 1990, and 14,000,000 recreation-days in 2020.

DELTA WATER FACILITIES

1. The Chipps Island Barrier Project would be functionally feasible, would provide adequate water supplies of acceptable quality for the Delta, and would salvage water otherwise needed for salinity control amounting to an estimated annual average of 1,900,000 acre-feet based on a 60-year period. However, the net benefits would be less than the project costs in a ratio of 0.93:1. Therefore, the project would not be economically justified. The project would not be financially feasible, unless revenues could be obtained from local taxes in addition to revenues derived from water sales.

2. The alternative plans of the Delta Water Project would be functionally feasible, would permit export of full water demands on the State Water Facilities, and would provide adequate water supplies, both in quality and quantity, for the Delta. The project would salvage water otherwise needed for salinity control amounting to an estimated annual average of 2,050,000 acre-feet based on a 60-year period.

3. The Chipps Island Barrier Project would probably cause disastrous reductions in the fisheries resource of the Delta. The Single Purpose Delta Water Project would be the least detrimental of all projects and would reduce some losses of fish and

eggs which now occur. Losses resulting from the Typical Alternative Delta Water Project and the Comprehensive Delta Water Project would be slightly greater than with the Single Purpose Delta Water Project. Additional studies would be necessary to definitely determine the type of effective remedial measures.

4. The second stage features of alternative plans of the Delta Water Project would not be required in the immediate future and should not be constructed until project operation demonstrates that the features are necessary to provide water of satisfactory quality.

5. The several variations of the Delta Water Project have the following favorable average annual net benefits and benefit-cost ratios, respectively: Single Purpose Delta Water Project, $8,935,000 and 5.36:1; Typical Alternative Delta Water Project, $9,036,000 and 4.17:1; and Comprehensive Delta Water Project $8,704,000 and 3.30:1. However, some separable units of the Comprehensive Delta Water Project would result in negative net benefits.

6. A project of the approximate scope of the Typical Alternative Delta Water Project would maximize the net benefits and represents the optimum multipurpose plan.

7. The Single Purpose Delta Water Project and the Typical Alternative Delta Water Project would be financially feasible. The Comprehensive Delta Water Project would not be completely financially feasible unless local tax revenues could be obtained to recover additional costs allocated to flood and seepage control.

8. The Federal Government would have an interest, which has not been analyzed by federal agencies, in the flood and seepage control and water development features of any Delta water facilities.

RECOMMENDATIONS

1. That the Single Purpose Delta Water Project be adopted as an integral feature of the State Water Resources Development System and that other economically justified facilities for local flood and seepage control, transportation, and recreation benefits be incorporated, if these facilities are requested by local authorities and agreements are made for repayment of the reimbursable costs involved.

2. That the United States Corps of Engineers and Bureau of Reclamation be requested to investigate the extent of federal interest in the Delta Water Project and that any necessary appropriations from the Congress for such studies be supported.

3. That further planning for the Delta Water Project include consideration of joint financing and construction by federal, state, and local agencies to the extent that respective interests are involved.

Advanced Planning, Design, and Operation Studies

It is anticipated that the results of the planning studies summarized in this bulletin and described in detail in the supporting office reports will be the basis for selection of a general plan for the Delta Water Project. However, it is recognized that definite plans, designs, and operation programs will be dependent upon further studies and negotiations on certain aspects of the project plans.

LOCAL ACTION

Early consideration should be given by local agencies to the extent of their interest in facilities which could be constructed to provide local benefits. Acute water supply problems in the western Delta, particularly in the agricultural lowlands, warrant early resolution of interest in plans for water supply facilities. Consideration should be given to creation of master districts to represent related areas of interest in flood and seepage control benefits.

UNITED STATES CORPS OF ENGINEERS

Studies for flood and seepage control benefits and estimates of the federal contribution were based on methods and preliminary studies of the Corps of Engineers. Conditions in the Delta do not precisely fit standard procedures, and it will be necessary for the Corps of Engineers to make a detailed review of these studies to determine the extent of federal interest.

UNITED STATES BUREAU OF RECLAMATION

The Delta Water Project would enhance the operation of the Federal Central Valley Project by improving and insuring the quality of water exported from the Delta and by providing good quality water in the western Delta area in lieu of salinity control. The extent of federal interest in these benefits should be jointly analyzed by the Bureau of Reclamation and the Department of Water Resources.

HIGHWAYS

The channel closures and wide landward berms of the master levee system offer excellent opportunities for enhancing the road network in the Delta. Studies should be made by the State Division of Highways and county highway departments of transportation enhancement features, such as better road surfacing and connecting roads, which might be incorporated in the project plans.

FISHERY RESOURCES

To more definitely predict the anticipated project effects on fisheries and to design the fish screens and other remedial measures, it will be necessary to study certain biological aspects of the Delta fisheries. Joint studies of the anticipated project effects should be undertaken by the Department of Fish and Game and the Department of Water Resources.

OTHER STUDIES

Advance planning studies of flow distribution, salinity incursion, water quality, and sedimentation should continue throughout the design and early operation phases of project construction.

Test levee construction now being conducted pursuant to legislative directives will be continued to determine the most economical and efficient means of construction to provide an adequate levee system.

A general plan for remedial recreation facilities and recreation enhancement has been developed. Specific plans for facilities and development of land which can be made available for recreation uses should be prepared by county agencies, the Department of Water Resources, and other appropriate state agencies.

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COOPERATIVE STUDIES

U. S. Corps of Engineers
Sacramento District--flood control and navigation aspects
San Francisco District--preliminary designs, Chipps Island Barrier Project

U. S. Coast and Geodetic Survey--subsidence surveying

California Department of Fish and Game--fish and game studies

Contra Costa County Water Agency--industrial water use studies

University of California
Berkeley--electric analog model of Delta channels
Davis--organic soil salination research

Stanford University--salinity incursion analyses

Parsons, Brinckerhoff, Hall and Macdonald--recreation studies

WESTERN DELTA ADVISORY COMMITTEE

A special Western Delta Advisory Committee was established at the suggestion of the Director of Water Resources to advise the department, primarily on studies of water requirements and plans in the western Delta. Committee membership, which has not endorsed all aspects of this report, included:

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