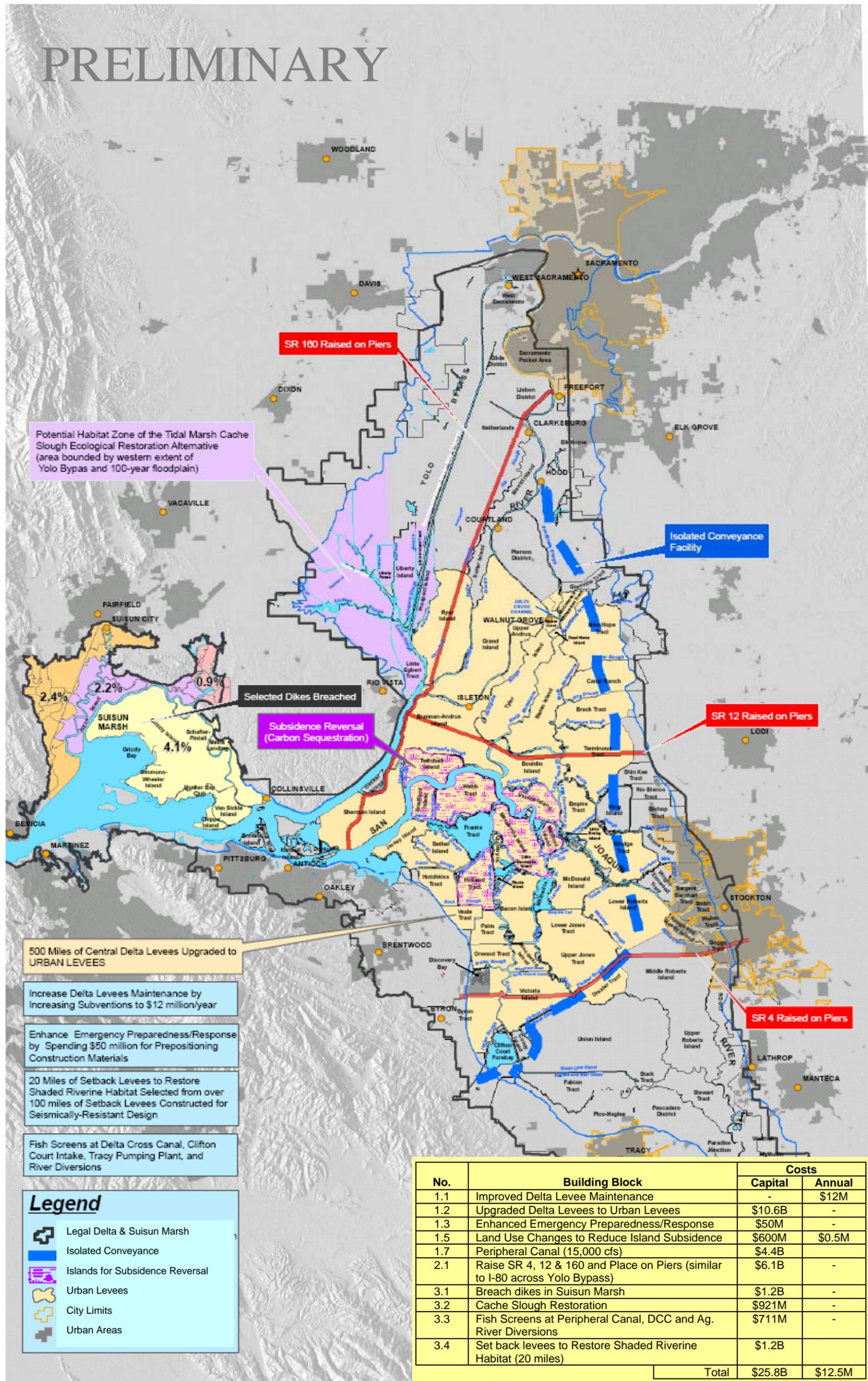


# PRELIMINARY



Potential Habitat Zone of the Tidal Marsh Cache Slough Ecological Restoration Alternative (area bounded by western extent of Yolo Bypass and 100-year floodplain)

SR 160 Raised on Piers

Isolated Conveyance Facility

Selected Dikes Breached

Subsidence Reversal (Carbon Sequestration)

SR 12 Raised on Piers

500 Miles of Central Delta Levees Upgraded to URBAN LEVEES

Increase Delta Levees Maintenance by Increasing Subventions to \$12 million/year

Enhance Emergency Preparedness/Response by Spending \$50 million for Prepositioning Construction Materials

20 Miles of Setback Levees to Restore Shaded Riverine Habitat Selected from over 100 miles of Setback Levees Constructed for Seismically-Resistant Design

Fish Screens at Delta Cross Canal, Clifton Court Intake, Tracy Pumping Plant, and River Diversions

### Legend

- Legal Delta & Suisun Marsh
- Isolated Conveyance
- Islands for Subsidence Reversal
- Urban Levees
- City Limits
- Urban Areas

No.	Building Block	Costs	
		Capital	Annual
1.1	Improved Delta Levee Maintenance	-	\$12M
1.2	Upgraded Delta Levees to Urban Levees	\$10.6B	-
1.3	Enhanced Emergency Preparedness/Response	\$50M	-
1.5	Land Use Changes to Reduce Island Subsidence	\$600M	\$0.5M
1.7	Peripheral Canal (15,000 cfs)	\$4.4B	-
2.1	Raise SR 4, 12 & 160 and Place on Piers (similar to I-80 across Yolo Bypass)	\$6.1B	-
3.1	Breach dikes in Suisun Marsh	\$1.2B	-
3.2	Cache Slough Restoration	\$921M	-
3.3	Fish Screens at Peripheral Canal, DCC and Ag. River Diversions	\$711M	-
3.4	Set back levees to Restore Shaded Riverine Habitat (20 miles)	\$1.2B	-
Total		\$25.8B	\$12.5M



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Delta Risk Management Strategy (DRMS)  
Phase 2

SCENARIO 3: ISOLATED CONVEYANCE FACILITY