September 2013

State of California Department of Transportation

Prepared by the

With Proposed Mitigated Negative Declaration

Initial Study

Project ID: 04-12000619 (04-45900)
04-SM-280-PM 9.4

On State Route 280 in San Mateo County near the City of Belmont

Interstate 280 Repair Pipe System and Backfill Sinkhole
What happens next?

On September 15, 2013, submit comments by the deadline: November 15, 2013. (Completion is from October 15, 2013.) Submit comments via email to: Kelly.Hopps@dot.ca.gov.

Following address:

Paso Robles, CA 93446
825 Mission Street, Suite 300
San Luis Obispo, CA 93401

What should you do?

Please read this Initial Study. Additional copies of this document as well as the technical studies are available for review at the Paso Robles Public Library at 1110 Atascadero de Las Palmas, Paso Robles, CA 93442, and at the Regional Public Library at 1110 Alameda de Las Palmas, Paso Robles, CA 93442.

What’s in this document?

General Information About This Document

...
### Project Description and Background

**CEQA Environmental Checklist**

<table>
<thead>
<tr>
<th>Required</th>
<th>Other Public Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>bodging the Crystal Springs Reservoir.</td>
<td>the adjoing land use outside State right-of-way is mainly open space</td>
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<th>Surroun-ding Land use</th>
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### Description of Project:

- **Project Location:** San Mateo County near the City of Belmont
- **Project Plan:** The project area is located in a grassland/durban open space

### Contacts:

**Lead Agency:** California Department of Transportation (Caltrans) 11th Grand

**State Route 220 (Paso Replacement and Backfill) Bridge**

**Consultant:**
- Kelly J. Hoppes, Senior Environmental Planner
- San Francisco Public Utilities Commission

**Telephone Number:** 415-358-5231

**Fax:** 415-358-5266

**Address:** 950 8th Street, Suite 100, Berkeley, CA 94710

**California Environmental Quality Act (CEQA) Title:** 22 CEQA Title: 22

**Proposed to Replace existing bridge at grid of Interstete 220:**

- **Current Condition of Bridge:**
  - The bridge is currently a two-lane bridge with a single lane in each direction.
  - The bridge has been identified as structurally deficient and in need of replacement.

- **Description of Deficiency:**
  - The bridge is showing signs of deterioration, including cracks and spalling in the concrete deck.
  - The bridge has limited capacity and is unable to accommodate modern traffic volumes.

- **Proposed Solution:**
  - The project involves the design and construction of a new bridge.
  - The new bridge will be a two-lane structure with shoulders.
  - The new bridge will be constructed using precast concrete elements.

- **Environmental Considerations:**
  - The project will be designed to minimize environmental impacts, including the mitigation of any potential impacts to adjacent wetland areas.
  - The project will comply with all applicable environmental regulations, including the California Environmental Quality Act (CEQA).

**Zoning:**

- **Designated Area:** Designated area

**San Mateo County Near the City of Belmont**

**Kelly J. Hoppes, Senior Environmental Planner**

**415-358-5231**

**950 8th Street, Suite 100, Berkeley, CA 94710**
The Environmental Factors checked below would be potentially affected by this project:

<table>
<thead>
<tr>
<th>Environmental Factor</th>
<th>Potentially Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bioclimatic Reserves</td>
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<tr>
<td>Geomorphology</td>
<td></td>
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<tr>
<td>Hazards and Hazaronis</td>
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<tr>
<td>Hydrology/Water Quality</td>
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<td>Vegetation/Cover</td>
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<td>Agriculture and Forestry</td>
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<tr>
<td>Air Quality</td>
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<tr>
<td>Cultural Resources</td>
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<td>Land Use/Planning</td>
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<td>Emissions</td>
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<tr>
<td>Materials</td>
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<tr>
<td>Mineral Resources</td>
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<td>Public Services</td>
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<tr>
<td>Transportation/Freight</td>
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<tr>
<td>Utilities/Service Systems</td>
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<tr>
<td>Recreation</td>
<td></td>
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<tr>
<td>Psychoecology</td>
<td></td>
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<tr>
<td>Population/Resident Area</td>
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<tr>
<td>Noise</td>
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</table>

On the basis of this initial evaluation,

**Determination:**

<table>
<thead>
<tr>
<th>Mandatory Findings of Significance</th>
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<tbody>
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</tbody>
</table>

[Box checked for one of the following:]
The proposed project would have no effect on aesthetic, aesthetic, scenic, and hazardous materials.

Significant effect on the environment for the following reasons:

The study to determine if the project would have a

Caltrans has prepared an initial study for this project and, pending public review,

received by interested agencies and the public.

is final. This Mitigated Negative Declaration is subject to change based on comments

Declaration for this project. This does not mean that Caltrans decision on the project

and the public that it is Caltrans' intent to adopt a Mitigated Negative

This proposed Mitigated Negative Declaration is included to give notice to interested

Proposed Mitigated Negative Declaration

be restated.

Title with styling or size and left in place. The existing maintenance access road will

mill. The millwork will be backfilled. All abandoned sections of the pipe will be

a bonded mechanical connection. Thus achieving new connection, restabilized to withstand

site of the new pipe by backfilling the back of the existing bedwell. The new pipe will

allowing for a shallower run with less overall excavation. The new pipe system will

compensate for four seasons with vertical risers or drop inlets between each segment

the new pipe under the existing maintenance access road. The new alignment will be

pipe will be constructed adjacent to the original pipe location. This change will place

new section will be abandoned in place and a new 60-inch reinforced concrete

connections to a concrete vault to connect to the substrate pipe. The original 60-

drainage system in place. The second line two 42-inch laterals lines coming from Interstate 280: one line at the

existing line. The mitigation of the drainage system is its own. The pipe replaces

rain events into Lower Crystal Springs Reservoir, San Francisco Public Utilities

slope of Interstate 280. The storm static continuity to provide debris and to pipe diameter

large enough to begin impacting an existing maintenance access road and supporting

replacement pipe, which has replaced above a portion of the original. Also replaced a new line immediately

The proposed Mitigated Negative Declaration (Caltrans) proposes to replace a

Project Description

Pursuant to Division 13, Public Resources Code

Proposed Mitigated Negative Declaration
Francisco Gartner Square would be mitigated by purchase of credits from a mitigation bank.

Potential impacts to significant biological resources would reduce the following mitigation measures:

- Population/housing; public services; recreation; transportation/traffic; and
- Hydrology/water quality; land use/planning; mineral resources; noise;

In addition, the proposed project would have no significant adverse effect on
**Checklist of Impacts**

<table>
<thead>
<tr>
<th>Impact</th>
<th>Significant</th>
<th>Mitigation</th>
<th>Significance</th>
<th>Mitigation</th>
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<tbody>
<tr>
<td>Noise</td>
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<td>Light</td>
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<td>Visual</td>
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<tr>
<td>Aesthetic</td>
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**CEQA Environmental Checklist**

Section 1 Impacts Checklist

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(The text is too distorted and the content is not legible, making it impossible to transcribe accurately.)
Table 280: Proposed and Significant Biological Project

<table>
<thead>
<tr>
<th>Potential Impacts</th>
<th>Significant</th>
<th>Less Than Significant</th>
<th>Less Than Significant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greatest-affected Ground Flora, including hydrotropes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Geology and Soils: Would the project...</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Other impacted local, regional, or state habitat conservation plan</td>
<td>Yes</td>
<td>No</td>
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<td>No</td>
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<tr>
<td>Potential Impact</td>
<td>Less Than Significant with Mitigation</td>
<td>Less Than Significant Impact</td>
<td>No Impact</td>
</tr>
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</tr>
<tr>
<td>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ☐ | ☐ | ☐ | ☐ | ✗ |

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ☐ | ☐ | ☐ | ☐ | ✗ |

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ☐ | ☐ | ☐ | ☐ | ✗ |

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ☐ | ☐ | ☐ | ☐ | ✗ |

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? ☐ | ☐ | ☐ | ☐ | ✗ |

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ☐ | ☐ | ☐ | ☐ | ✗ |
III. POPULATION AND HOUSING: Would the Project:

- Impact minor
- Impact significant
- Less than impact
- Potentially change in existing levels without the project
- Exposure or generation of excessive noise levels
- Increase in ambient noise levels in the project vicinity above existing levels without the project
- Groundwater recharge or groundwater loss levels
- Exposure of persons to generation of excessive noise levels
- Exposure of persons to generation of noise levels in excess of applicable standards or guidelines
- Would the project result in:
  - A substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the project
  - A substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the project
  - Result in the loss of expendability of a local mineral resource
  - Result in the loss of expendability of a known mineral resource

M. MINERAL RESOURCES: Would the Project:

- Conflict with any applicable habitat conservation plan or
- Nonconflict with any applicable habitat conservation plan or
- Mitigating or environmental offsets
- Impact with
  - Minor
  - Significant
  - Less than impact
  - Potentially change in existing levels without the project

- Physically divide an established community?
<table>
<thead>
<tr>
<th>Impact</th>
<th>Potentially Significant</th>
<th>Less Than Significant</th>
<th>No Impact</th>
</tr>
</thead>
</table>

(1) Comply with federal, state, and local statutes and regulations.

(2) Accommodate the project's solid waste disposal needs.

(3) Be secured by a landfill with sufficient engineered capacity to accommodate the project's solid waste disposal needs.

(4) Result in a determination by the wastewater treatment plant.

(5) Result in a determination by the wastewater treatment plant.

(6) Result in a determination by the wastewater treatment plant.

(7) Result in a determination by the wastewater treatment plant.

(8) Result in a determination by the wastewater treatment plant.

(9) Result in a determination by the wastewater treatment plant.

(10) Result in a determination by the wastewater treatment plant.

XVI. UTILITY AND SERVICE SYSTEMS. Would the project:

- Decrease the performance or safety of utility or service delivery?
- Result in increased demand management strategies?
- Require additional wastewater treatment capacity?
- Require additional water supply capacity?
- Require additional sewer capacity?
- Require additional gas or electricity capacity?
(Does the project have environmental effects which will cause
substantial adverse effects on human beings, other directly or
indirectly affected individuals, and the quality of natural
resources?)

(Does the project have environmental effects which are
cumulatively considerable?)

(Does the project have environmental effects which are
individually negligible, but cumulatively considerable?)

(Does the project have environmental effects which are
negligible?)

XXII. MANDATORY FINDINGS OF SIGNIFICANCE

<table>
<thead>
<tr>
<th>Impact</th>
<th>Significance</th>
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<tbody>
<tr>
<td>No</td>
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<tr>
<td></td>
<td>Significant</td>
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<tr>
<td>Potentially</td>
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If the project has significant environmental effects, it should be
considered a significant source of pollution and be assessed under
the provisions of the California Environmental Quality Act (CEQA).
State Route 280 Pipe Replacement and Sidewalk Ballast Project

(U.S.F.W.S. 2007) The United States Fish and Wildlife Service recognizes “essential habitat” species that together provide both cover from predators and essential thermoregulation. Special-associates wildlife and plant species, wetland and other waters of the U.S. and other waterfowl. The composition consists of a matrix of coastal wetland, salt marsh, and various non-ponded wetlands. The San Francisco Bay area requires open-water habitat, typically surrounded by grassy uplands, a pond or stream, and other waters of the U.S.

State Route 280 Pipe Replacement (Thermal Mitigation Solution)  – Federal, Local, and San Francisco Bay Area (Thermal Mitigation Solution) – Federal, Local, and State Mitigation

Prescribed due to the habitat within the biological study area.

State Route 280 Pipe Replacement (Thermal Mitigation Solution)  – Federal, Local, and San Francisco Bay Area (Thermal Mitigation Solution) – Federal, Local, and State Mitigation

Involves:

The Biological Study Area consists of 9.4 miles of the Biological Study Area, which consists of the Biological Study Area, 1.2 miles of the Biological Study Area, and a 0.5-mile long pipe along the project.

The Biological Study Area consists of a 0.22-mile long pipe along the project.

Affected Environment

State Route 280 Pipe Replacement and Sidewalk Ballast Project

(i) Biological Resources (Checklist Questions, a through f)

Additional Explanations for Questions in the Impacts Checklist
Service/CDFW approval to continue work during or within 24 hours of a rain event will be considered on a case-by-case basis. Service/CDFW approval will be contingent on the following conditions:

- Rainfall is expected to continue for a period of at least 24 hours or until the wet weather period ends.
- No measurable precipitation is expected within the next 24 hours.
- No ground disturbance activities are planned.
- Vegetation clearing operations are limited to the removal of debris and debris piles.

California Red-Legged Frog

Avoidance, Minimization, and/or Mitigation Measures

Include: 0.7 acres of permanent impeds and 1.7 acres of temporary impeds.

San Francisco Garter Snake

The project impact area contains suitable habitat for the San Francisco Garter Snake. The San Francisco Garter Snake is a threatened species under the California Endangered Species Act.

California Red-Legged Frog

The project impact area contains suitable habitat for the California Red-Legged Frog. The project will minimize potential impacts on the California Red-Legged Frog through avoidance and minimization measures.

Environmental Consequences

The project will be conducted with appropriate measures to minimize impacts to the project area and surrounding habitats. The project will minimize impacts to the project area and surrounding habitats through appropriate mitigation measures.

Components of the project include:
- Creation of open grassy uplands
- Creation of wetland areas
- Creation of riparian areas
- Creation of wildlife corridors

The above components are critical to supporting the native wildlife species of the project area.
freshwater prior to use within the action area. Contractors and drivers shall be thoroughly cleansed, disinfected and rinsed
in accordance with approved external practices. Holding or transporting
Legged Frogs and will be minimally external practices. Holding/transporting
and Will be subjected to investigation by the same day of capture. Only trained staff will
be responsible for the maintenance of Legged Frogs approved methodologies, transmitted by hand, during or temporary holding
containers.

P. California red-legged frogs shall be captured by hand, dipped or other service-

a. aquatic habitats.

biologists are coming to the action area to handle amphibians after working in other
habitat.

2005). Distinctive amphibious and aquatic is especially important when

Guidance on the assessments and field surveys for the California Red-legged Frog

to prevent introduction of amphibian diseases in accordance with the revised

followed:

that requires the California Red-legged Frog(s) is necessary, the following steps shall be

Service-approved biologists present. If it is determined by the Service-approved biologist

the California Red-legged Frog(s) within a

Service-approved biologist. All project personnel will hold off from handling and no

Red-legged Frog(s), it may be least at the location of discovery and monitored by the

Service-approved biologist(s) shall be immediately and the Red-legged Frog(s) shall cease

encountered in the action area, work activities within 50 feet of the California Red-legged

Protocol for Species Observation and Handling. If a California Red-legged Frog(s) is

activities without the oversight of a Service-approved biologist on a case-by-case basis.

Protocol Duration. The Service will consider the implementation of specific project

a minimum of one Service-approved biologist shall be onsite throughout the

activities that may result in take of California Red-legged Frogs and as determined by the

Biological Monitoring. A Service-approved biologist(s) shall be onsite during all

outdoors shall be avoided to the maximum extent practicable.

If it is determined that a burrow may be occupied by a California Red-legged Frog, the

outdoor deflector. All exposed mammal burrows will be inspected for signs of snail predators.

protocols for the species observation and handling protocol.

selections are occurring at the species level in areas of California Red-legged Frogs as

at the beginning of each day and regularly throughout the workday when construction
Let at the location of discovery and monitored by or harassed, and will be allowed to
without harming or injuring the San Francisco General Strike, the individual(s) will be
informed of the Service-approved Biologist(s)’ Project activities can be conducted
necessary for any reason to protect the individual(s). Based on the professional
communication with the Realized Biologist or their designee, it deemed
immediately within the action area, the Service-approved Biologist will stop work immediately
monitor for San Francisco General Strike. If a San Francisco General Strike is observed
injury or mortality to the individual(s), in which case the individual(s) may be
injury to the area on the own accord, unless the situation poses an imminent risk of
be captured or handled and should be monitored until it leaves the area or in
individual(s) does not leave the area on the own accord). If a San Francisco General Strike is observed within the action area, the
Departments of Fish and Wildlife, and should be monitored until it leaves the action area on the
Service/California Department of Fish be captured or handled without authorization from the Service/California Department
Service/California Department of Fish and Wildlife, and should be captured within the action area from the Service/California Department
Service/California Department of Fish and Wildlife, and should be captured within the action area from the Service/California Department

Preconstruction Surveys: Immediately prior to the initiation of any ground
San Francisco General Strike

Department of Fish and Wildlife will be notified within 48 hours of notification
same manner. If California Red-legged frogs are relocated, the Service/California
coalesce if not maintained. No more than two individuals shall be relocated into the
informs can be actively occupied by ground squirrels, since similar impacts can
released to the nearest active buffer network outside of the work zone. The released
an acceptable alternative. If California Red-legged frogs will be relocated to determine
applicable or the property owner. If suitable habitat cannot be identified, the
California Red-legged frogs shall be relocated to a property subject to the
otherwise, California Red-legged Frogs shall be released within the California Right-of-Way only if suitable
work area and enclosed in a safe area as near to the operation site that is feasible.
California Red-legged Frogs shall be relocated to a property subject to the
San Francisco Carrot Snake. Compensatory mitigation will likely be required in the Terms and Conditions of the Biological Opinion Issued by the United States Fish and Wildlife Service (USFWS) within the United States Fish and Wildlife Service (USFWS) service area would need to be contacted to purchase credits. California Red-legged Frog. Impacts to the California Red-legged Frog are anticipated.

Mitigation

Accounting within or adjacent to suitable snake habitat will conduct clearance surveys at the beginning of each day within or adjacent to suitable snake habitat and regularly throughout the workday when construction is underway. The service-approved biologist will reside at the residence and at no time will any work occur within the vicinity of the individual(s) without a work area on their own. All project personnel will be notified of the finding.
Regulatory Setting

Concurrently, the following regulatory settings outline state and federal efforts to improve vehicle technologies. To be most effective, all four strategies should be pursued:

1. Implementing the transportation system and operational efficiencies
2. Reducing growth of vehicle miles traveled (VMT)
3. Transferring to lower GHG-emitting fuels
4. Improving vehicle technologies

These are your primary strategies for reducing GHG emissions from transportation sources.

There are four primary strategies to reduce GHG emissions and transition to more greenhouse gas mitigation (such as addressing transportation and adopting measures to reduce climate change). “Adaptation” refers to the effort of planning for “mitigation the impacts of climate change.” “Greenhouse Gas Mitigation is a term for reducing GHG emissions in order to reduce climate change impacts.”

In the U.S., “greenhouse gases” is electricity generation, followed by

1.2 (electricity generation), followed by

Box 1: The Hydroxide Group (HF), HC-134a, HC-143b, HC-152a, R14a, and R32

These emissions are primarily concerned with the reduction of GHG emissions from transportation sources. The California Air Resources Board (CARB) has proposed several strategies, such as increasing the efficiency of transportation systems and reducing vehicle miles traveled. Magnaflux and other operators are also actively working to reduce emissions.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization (WMO) has increased efforts to develop and reduce climate change.

Climate Change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research

VIII. GREENHOUSE GAS EMISSIONS
Federal

Resources and assets.

Contributions to the Department's stewardship goal to preserve and enhance California's incorporate climate change into Departmental decisions and activities. The policy is intended to establish a Department policy that will ensure coordinated efforts to

California Director's Policy 30 (DP-30) Climate Change (approved June 22, 2012) is

effective on March 18, 2010.

Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments become

Researched (OPR) to develop recommendations and conclusions to the California Environmental

Senate Bill 79 (SB 79) Chapter 183, 2007: Required the Governor's Office of Planning and

percent by the year 2020.

the California Household of California's transportation fuels is to be reduced by at least ten

Schwarzenegger (SB 79) signed on January 18, 2007 by former Governor Arnold

Executive Order S-2-06: Signed on October 18, 2006 by former Governor Arnold

Governor's Climate Action Team.

The recommendations made by the California's Climate Action Team.

AB 32, the Global Warming Solutions Act of 2006, passed by the Assembly Bill 32.

Assembly of Assembly Bill 32.

Government agencies and other California's Climate Action Team.

2006, this goal was further reiterated with the

year 1990 levels by the year 2020. In 2006, this goal was further reiterated with the

year 2000 levels by 2010. (2) Year 1990 levels by the year 2020, and (3) 80 percent below the

Schwarzenegger (SB 79) signed on June 1, 2005 by former Governor Arnold

Executive Order (EO) S-3-05: Signed on June 1, 2005 by former Governor Arnold

2009, California agencies will be working with local agencies to conduct jointreenhancements to

California Air Resource Board (CARB) to develop and implement regulations to

reduce greenhouse and light truck GHG emissions. These stricter emissions standards were

require the California Air Resource Board (CARB) to develop and implement regulations to

With the passage of several pieces of legislation including Senate Bill 79 and Assembly Bill

With the passage of several pieces of legislation including Senate Bill 79 and Assembly Bill
Endangerment Findings: The Administration found that the current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perflurocarbons (PFCs), and sulfur hexafluoride (SF6)—in the atmosphere threaten the public health and welfare of current and future generations.

On December 7, 2009, the U.S. EPA Administrator issued two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

On December 7, 2009, the U.S. EPA Administrator issued two distinct findings regarding the public health and welfare of current and future generations that may reasonably be expected to endanger public health or welfare of current and future generations. The findings were based on the determination that emissions of greenhouse gases, from both stationary and mobile sources, cause or contribute to climate change which endangers public health and welfare. The findings were made pursuant to section 202(a) of the Clean Air Act, and the Clean Air Act was amended by the Climate Change Cap and Trade Program (CCTP). The Climate Change Cap and Trade Program is designed to reduce greenhouse gas emissions and to address the problems associated with climate change.

The U.S. Environmental Protection Agency (EPA) announced in March 2007 that it would propose regulations to reduce greenhouse gas emissions from certain stationary sources, which would be the first such regulations to be proposed under the Clean Air Act.

Performance.

Climate Change and Economic and Environmental Leadership: In Environmental, Energy, and Economic Performance. The Clean Air Act requires that the Environmental Protection Agency (EPA) take actions to reduce greenhouse gas emissions and to address the problems associated with climate change. The EPA is responsible for implementing the Clean Air Act and for developing and implementing regulations to reduce greenhouse gas emissions and to address the problems associated with climate change.

Vehicle Emissions Reduced.

The Clean Air Act requires that the Environmental Protection Agency (EPA) take actions to reduce greenhouse gas emissions and to address the problems associated with climate change. The EPA is responsible for implementing the Clean Air Act and for developing and implementing regulations to reduce greenhouse gas emissions and to address the problems associated with climate change. The EPA has proposed regulations to address the problems associated with climate change and greenhouse gas emissions. These regulations are designed to reduce greenhouse gas emissions from certain stationary sources, which would be the first such regulations to be proposed under the Clean Air Act.

Endangerment Findings: The Administration found that the current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6)—in the atmosphere threaten the public health and welfare of current and future generations.
Project Analysis

2017 through 2025 passenger vehicles

2017 through 2025 diesel heavy-duty vehicles

On November 16, 2011, U.S. EPA and NHTSA issued their joint proposal to extend this national program of coordinated greenhouse gas and fuel economy standards to model years

over the lifetime of the vehicles sold under the program (model years 2012-2016).

President Obama in a President's Memorandum on May 2, 2010, as well as additional light-duty vehicle GHG regulations. These steps were outlined by

the Federal Register.

The Federal Register.

Commission staff have been conducting frequent outreach meetings with stakeholders to

The Federal Register.

Although these findings did not necessarily impede any regulations on heavy-duty or

camphor fueling into the GHG pollution which threatens public health and welfare.

these well-mixed greenhouse gases from new motor vehicles and new motor vessels of

Cause or Contribute Findings: The Administration found that the combined emissions of

analyze our greenhouse gas emissions and global climate change in CEQA documents.

These projections are supported by the AAP Report: Recommendations by the Association of Environmental

The proposed rulemakings, EPA and NHTSA have incorporated the following:

GHG emissions and improved fuel efficiency on-road vehicles and trailers. These next

Commission staff and other stakeholders, the proposal is supported by the AAP Report: Recommendations by the Association of Environmental

The proposed rulemakings, EPA and NHTSA have incorporated the following:

GHG emissions and improved fuel efficiency on-road vehicles and trailers. These next

EPA and the National Highway Traffic Safety Administration (NHTSA) are taking

Commission staff have been conducting frequent outreach meetings with stakeholders to

in Camphor Fueling

These efforts will mix greenhouse gases from new motor vehicles and new motor vessels of
Program at California that was published in December 2006. The transportation department has created an is implementing the Climate Action Plan to reduce GHG emissions from transportation, recognizing that 98 percent of California's GHG emissions are from the transportation sector. The Department and his parent agency, the Business, Transportation, and Housing Agency, are leading the charge to address the remaining 2 percent, which come from the residential and commercial sectors.

**Figure 1-1** California Greenhouse Gas Forecast

Strategies to reduce emissions in the GHG inventory for 2006, 2007, and 2008 were identified. The baseline year used for forecasting emissions is the average of emissions for the year 2001. It was agreed that all measures included in the Scoping Plan will be in place by 2020. The forecast is an estimate of the emissions expected to occur in the year 2020. After the GHG inventory for California (forecasts) last updated: October 28, 2010, the forecast is an estimate of the emissions expected to occur in the year 2020.

The AB 32 Scoping Plan mandates a 32 percent reduction of the average emissions for the period 2005-2020 compared to the 2000 baseline. The baseline emissions in 2020 are projected to be 40 percent of the baseline emissions in 2000. The AB 32 Scoping Plan mandates an average of 32 percent reduction of the average emissions for the period 2005-2020 compared to the 2000 baseline.
approach to achieve CO2 reduction goals: system monitoring and calculation, maintenance and expected to reduce congestion. The Strategic Growth Plan relies on a complete systems
the economy. A suite of investment options has been created that combined together are
Strategic Growth Plan produces to do this while coordinating growth in population and
Strategic Growth Plan produces a significant decrease in housing, transportation, and waterways, including $100 billion in transportation funding during
the next decade. The Strategic Growth Plan has a significant decrease in housing,
Million Infrastructure Improvement Program to support the state's transportation system,
year. Governor Arnold Schwarzenegger's Strategic Growth Plan calls for 8222
billion in AB 32 come from the California Strategic Growth Plan, which is update each
largest set forth in AB 32. Many of the strategies the Department is using to help meet the
ARB works to implement Executive Orders S-3-09 and S-10-07 and help achieve the
The Department continues to be actively involved on the Governor's Climate Action Team

AB 32 Compliance

Greenhouse Gas Reduction Strategies

emissions. These measures are outlined in the following section.

California is firmly committed to implementing measures to help reduce greenhouse gases
the project's direct impact and its contribution to the cumulative scale of climate change.
California is also significant, it is so significant to make a significant difference in reducing
official scientific information related to greenhouse gas emissions and California's environmental
offs. While it is California's determination that in the absence of further regulation or
aspects that the proposed project will not result in any increases in operational greenhouse
time will be unavoidable. Construction-related greenhouse gas emissions. California

CEQA Conclusion

Intersect between maintenance and replacement events.
emissions produced during construction can be mitigated to some degree by longer
hours, improved traffic management plans, and changes in maintenance. The GCH
during construction phases. In addition, with improvements such as longer Phased
management plans and strategies, and by implementing better traffic management
management in plans and specifications and by improving construction performance can be reduced through
construction phases; their frequency and occurrence can be reduced through
the GCH. These emissions will be produced at different levels throughout the
due to construction. These emissions will be produced at different levels throughout the
Greenhouse gas emissions for transportation projects can be divided into those

Construction Emissions
More detailed information about each strategy is included in the Climate Action Program at:

By supporting legislative efforts to increase fuel economy, and by its participation on the

This is done by supporting on-going research efforts at universities,

Transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty

Planning Authority, the Department assists efforts to improve the energy efficiency of the

Closest with local jurisdictions on planning activities but does not have local land use

Community’s and high density housing/land use strategies: job/housing proximity, developing land use-oriented

The Department is supporting efforts to reduce vehicle miles traveled by planning and

as depicted in Figure 1.1: The Mobility Pyramid.
<table>
<thead>
<tr>
<th>Year</th>
<th>Project Stage</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>Proposed</td>
<td>Office of Goods Movement</td>
</tr>
<tr>
<td>2019</td>
<td>Estimated</td>
<td>EPA, ARB, BTEA</td>
</tr>
<tr>
<td>2020</td>
<td>Estimated</td>
<td>California</td>
</tr>
<tr>
<td>2021</td>
<td>Estimated</td>
<td>Non-Vehicular</td>
</tr>
<tr>
<td>2022</td>
<td>Estimated</td>
<td>Green Action Team</td>
</tr>
<tr>
<td>2023</td>
<td>Estimated</td>
<td>Conservation Project</td>
</tr>
<tr>
<td>2024</td>
<td>Estimated</td>
<td>Transportation Program</td>
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<td>2025</td>
<td>Estimated</td>
<td>Information Program</td>
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<tr>
<td>2026</td>
<td>Estimated</td>
<td>Transportation Program</td>
</tr>
<tr>
<td>2027</td>
<td>Estimated</td>
<td>Transportation Program</td>
</tr>
</tbody>
</table>

**Table 1-1: Climate Change/CO2 Reduction Strategies**
Agriulture. The document is broken down into strategies and objectives. The strategies include the California Environmental Protection Agency's implementation of the California Environmental Quality Act (CEQA). These objectives were involved in the creation of the adaptation strategies. Numerous recommendations are made to address the implications of climate change on agriculture.

The strategies outlined in direct response to EO S-13-07 have specifically asked the agencies to develop specific strategies for climate change adaptation. The California Agricultural Climate Change Adaptation Program (CACP) is a collaborative effort to address the impacts of climate change on agriculture. The program aims to develop and implement strategies for climate change adaptation.

In November 2008, former Governor Arnold Schwarzenegger signed EO S-13-07, which established the Climate Change Action Plan. This plan outlines a number of strategies to address climate change in agriculture. These strategies are aimed at reducing greenhouse gas emissions and increasing the resilience of agriculture to climate change.

Other strategies include implementing best management practices (BMPs) to reduce greenhouse gas emissions and improve the efficiency of water use. The plan also includes the development of new technologies to help farmers adapt to changing climate conditions.

Impacts of Climate Change on Agriculture:

Increased temperatures, changes in precipitation patterns, and changes in sea levels are expected to have significant impacts on agriculture. Higher temperatures can lead to increased evaporation and reduced moisture in fields, which can lead to decreased crop yields. Changes in precipitation patterns can also result in changes in soil moisture, which can affect crop growth and yield.

The plan also includes strategies to address the impacts of climate change on water resources. This includes the development of new technologies to help farmers conserve water and improve the efficiency of irrigation systems. The plan also includes strategies to address the impacts of climate change on wildlife and ecosystems. This includes the development of new strategies to protect endangered species and improve the health of ecosystems.

The plan also includes strategies to help farmers prepare for the impacts of climate change. This includes the development of new tools and technologies to help farmers monitor and respond to changes in climate conditions. The plan also includes strategies to help farmers adapt to varying conditions and improve the resilience of their operations.

In conclusion, the California Agricultural Climate Change Adaptation Program is a collaborative effort to address the impacts of climate change on agriculture. The program includes a number of strategies to help farmers adapt to changing climate conditions. These strategies include implementing best management practices, developing new technologies, and improving the efficiency of water use.

According to the Department's Standard Specifications, the contractor

I. Accomplish the Department's Standard Specifications, the contractor

II. Comply with all environmental and safety regulations to all quality restrictions.


and economy of the state. The Department continues to work on assessing the
local area's economic activity, including economic development and operational improvements of the system.
Agencies to prepare a report to assess vulnerability of transportation systems to sea
level rise, and to prioritize projects for consideration. The report, dated February 13, 2013, was released on December 20, 2013.

All projects that have a Notice of Preparation as of the date of this report have been released by the Coastal \textit{C}

initial guidance has been released by the Coastal \textit{C}

region's predicted higher water levels, both higher levels and storm surge data
correlation with information \textit{C}

and increase resilience to sea level rise. Sea level rise estimates should also be used in
correlation with information \textit{C}

directly to consider a range of sea level rise scenarios for the years 2050 and 2100 in
directly to consider a range of sea level rise scenarios for the years 2050 and 2100 in

Prior to release of the Final Sea Level Rise Assessment Report, all state agencies

- A discussion of future research needs regarding sea level rise
- Coastal and marine ecosystems
- Infrastructure (e.g., roads, public facilities and buildings; natural areas; and
- Synopses of existing information on projected sea level rise impacts to state
- The range of uncertainty in selected sea level rise projections
- Events, ocean surge and land subsidence
- Relevant sea level rise projections for California, Oregon, and Washington

The report is to include:
California should plan for future sea levels. The report is to include:

- The report is to be updated to reflect current findings.
- The Elliott Bay Lowland Resilience Strategy will be updated to reflect current findings.
- Public health; biodiversity and habitat; ocean and

Coastal Resources, Water Management, Agriculture; Forests; and Transportation
for different sections that include: Public Health; Biodiversity and Habitat; Ocean and
Assessment Report:

In order to respond to the National Academy of Science Sea Level Rise Action Plan, the Department is working on a 20-year plan to address the effects of climate change and rising sea levels. The plan includes increased precipitation and flooding, increased frequency and intensity of storms and wildfires, rising temperatures, and rising sea levels.

The Department is working on a long-term solution to address the vulnerability of the transportation system to climate change. This includes adaptation strategies such as

1. Developing a comprehensive climate change vulnerability assessment
2. Incorporating climate change scenarios into transportation planning
3. Developing adaptation strategies for transportation facilities
4. Assessing the impact of climate change on transportation systems

Currently, the Department is working to assess the effects of climate change on transportation systems, including the effects of rising sea level.