

## **APPENDIX A**

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Abridged List of Major Federal and State Laws, Regulations, and  
Policies Potentially Applicable to the Project  
(Updated: May 2017)

This Appendix A identifies the major **federal and state** laws, regulations and policies<sup>1</sup> (local/regional are presented in each issue area chapter) that are potentially applicable to the Project, organized by issue area in the order provided in the State California Environmental Quality Act Guidelines Appendix G ([https://www.opr.ca.gov/docs/Appendix\\_G\\_AB\\_52\\_Update\\_2016.pdf](https://www.opr.ca.gov/docs/Appendix_G_AB_52_Update_2016.pdf)).

<b>Frequently Used Abbreviations</b> (see also List of Abbreviations and Acronyms in Table of Contents)	
§	section
°C	degrees Celsius
°F	degrees Fahrenheit
AB	Assembly Bill
AJR	Assembly Joint Resolution
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CSFM	California State Fire Marshal
CSLC	California State Lands Commission
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
DOT	U.S. Department of Transportation
EO	Executive Order
FERC	Federal Energy Regulatory Commission
FR	Federal Register
nm	nautical mile
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPS	National Park Service
OSPR	Office of Spill Prevention and Response (CDFW)
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SWRCB	State Water Resources Control Board
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
USCG	U.S. Coast Guard
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service

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<sup>1</sup> Document updated each January to include bills passed during prior year.

## MULTIPLE ENVIRONMENTAL ISSUES

<b>Multiple Environmental Issues (Federal)</b>	
Coastal Zone Management Act (CZMA) (42 USC sec. 4321 et seq.)	The CZMA recognizes a national interest in coastal zone resources and in the importance of balancing competing uses of those resources, giving full consideration to aesthetic, cultural and historic, ecological, recreational, and other values as well as the needs for compatible economic development. Pursuant to the CZMA, coastal states develop and implement comprehensive coastal management programs (CMPs) that describe uses subject to the CMP, authorities and enforceable policies, and coastal zone boundaries, among other elements. The CZMA also gives state coastal management agencies regulatory control (“federal consistency” review authority) over federal activities and federally licensed, permitted or assisted activities, if the activity affects coastal resources; such activities include military projects at coastal locations and outer continental shelf oil and gas leasing, exploration and development. The CCC and BCDC coordinate California’s federally approved CMPs and federal consistency reviews within their respective jurisdictions.

<b>Multiple Environmental Issues (State)</b>	
CEQA (Pub. Resources Code, § 21000 et seq.)	CEQA requires state and local agencies to identify significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project" that must receive a discretionary approval that may cause either a direct physical change, or a reasonably foreseeable indirect change, in the environment.
Common law Public Trust Doctrine	All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust Doctrine. The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways, as well as certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion. The CSLC's jurisdiction also includes a 3-nm-wide section of tidal and submerged land adjacent to the coast and offshore islands, including bays, estuaries, and lagoons; the waters and underlying beds of more than 120 rivers, lakes, streams, and sloughs.
California Coastal Act (Pub. Resources Code, § 30000 et seq.)  CCC Federal Consistency Program	Pursuant to the Coastal Act, the CCC, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. The Coastal Act includes specific policies (see Chapter 3) that address issues such as shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, oil and gas development, transportation, development design, power plants, ports, and public works. Development activities in the coastal zone generally require a coastal permit from either the CCC or the local government: (1) the CCC retains jurisdiction over the immediate shoreline areas below the mean high tide line and offshore areas to the 3 nm State water limit; and (2) following certification of county- and municipality-developed Local Coastal Programs, the CCC has delegated permit authority to many local governments for the portions of their jurisdictions within the coastal zone. The CCC also implements the CZMA as it applies to federal activities (e.g., development projects, permits, and licenses) in the coastal zone by reviewing specified federal actions for consistency with the enforceable policies of Chapter 3 of the Coastal Act.

## AESTHETICS / VISUAL RESOURCES

Aesthetics/Visual Resources (State)	
California Scenic Highway Program (Sts. & Hy. Code, § 260 et seq.)	The purpose of California’s Scenic Highway Program, created by the Legislature in 1963 and managed by Caltrans, is to preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways. State highways identified as scenic, or eligible for designation, are listed in Streets and Highways Code section 260 et seq.
Coastal Act Chapter 3 policies	<i>See Multiple Environmental Issues section.</i> The Coastal Act is concerned with protecting the public viewshed, including views from public areas, such as roads, beaches, coastal trails, and access ways. Section 30251 states: Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of the surrounding area, and, where feasible, to restore and enhance visual quality in visually degraded areas.

## AIR QUALITY

Air Quality (Federal)	
Federal Clean Air Act (FCAA) (42 USC sec. 7401 et seq.)	<p>The FCAA requires the USEPA to identify National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. National standards are established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead. The FCAA mandates that states submit and implement a State Implementation Plan for local areas not meeting those standards; plans must include pollution control measures that demonstrate how the standards would be met. Pursuant to the 1990 FCAA amendments, the USEPA also regulates hazardous air pollutants (pollutants that result in harmful health effects, but are not specifically addressed through the establishment of NAAQS), which require use of the maximum or best available control technology to limit emissions. USEPA classifies air basins (or portions thereof) as in “attainment” or “nonattainment” for each criteria air pollutant by comparing monitoring data with state and federal standards to determine if the NAAQS are achieved. Areas are classified for a pollutant as follows:</p> <ul style="list-style-type: none"> <li>• “Attainment” – the pollutant concentration is lower than the standard.</li> <li>• “Nonattainment” – the pollutant concentration exceeds the standard.</li> <li>• “Unclassified” – there are not enough data available for comparisons.</li> </ul> <p>In 2007, the U.S. Supreme Court ruled that carbon dioxide (CO<sub>2</sub>) is an air pollutant as defined under the FCAA, and that the USEPA has authority to regulate greenhouse gas (GHG) emissions.</p>

Air Quality (State)	
California Clean Air Act of 1988 (CCAA)	The CCAA requires all air districts in the State to endeavor to achieve and maintain State ambient air quality standards for ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, and particulate matter. CARB sets air quality standards for the State at levels to protect public health and welfare with an adequate margin of safety. The California Ambient Air Quality Standards (CAAQS) are generally stricter than national standards for the same pollutants; California also has standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The CAAQS describe adverse conditions (i.e., pollution levels must be below these standards before a basin can attain the standard). Air quality is considered in “attainment” if pollutant levels are continuously below or equal to the standards and violate the standards no more than once each year. The 1992 CCAA Amendments divide ozone nonattainment areas into four categories of pollutant levels (moderate, serious, severe, and extreme) to which progressively more stringent requirements apply. CARB also regulates toxic air contaminants (pollutants that result in harmful health effects, but are not specifically addressed by air quality standards) through the use of air toxic control measures.

<b>Air Quality (State)</b>	
Air Toxics Hot Spots Information and Assessment Act (Health & Saf. Code, § 44300 et seq.)	The Air Toxics Hot Spots Information and Assessment Act provides for the regulation of over 200 toxic air contaminants, including diesel particulate matter. Under the act, local air districts may request that a facility account for its toxic air contaminant emissions. Local air districts then prioritize facilities on the basis of emissions, and high priority designated facilities are required to submit a health risk assessment and communicate the results to the affected public.
Coastal Act Chapter 3 policies	See <i>Multiple Environmental Issues</i> section. Section 30253, subdivision (c) requires that new development shall be consistent with requirements imposed by an air pollution control district or CARB as to each particular development.
CARB/USEPA Off-Road Mobile Sources Emission Reduction Program	The CCAA mandates that CARB achieve the maximum degree of emission reductions from all off-road mobile sources in order to attain state ambient air quality standards. Off-road mobile sources include construction equipment, marine vessels, and harbor craft. The Tier 2, Tier 3, and Tier 4 exhaust emissions standards for large compression-ignition engines used in off-road mobile sources began to go into effect in California in 2001, 2006, and 2008, respectively. The standards apply to new off-road equipment. In addition, CARB fleet requirements specify how equipment that is already in use can be retrofitted to achieve lower emissions using the CARB-verified retrofit technologies. The USEPA standards for marine compression-ignition engines address NO <sub>x</sub> and toxic diesel particulate matter (DPM) emissions, depending on engine size and year of manufacture. The Tier 2 standards for marine engines were phased in for model years 2004 to 2007, and Tier 3 standards were phased in for application of currently available technologies to reduce NO <sub>x</sub> and PM, starting in 2009.
CARB Commercial Harbor Craft Regulation	The CARB Commercial Harbor Craft Regulation reduces emissions of DPM and NO <sub>x</sub> from the diesel engines used on commercial harbor craft operated in California Regulated Waters by requiring upgrades to either Tier 2 or Tier 3 standards. California Regulated Waters are all internal waters, estuarine waters, ports and coastal waters within 24 nautical miles of the California coast. The commercial harbor craft regulation covers tugboats, crew and supply vessels, work boats, barges, dredges, and other vessels. Engines on barges and dredge vessels may also be registered in the CARB statewide Portable Equipment Registration Program (PERP), although PERP engines would also need to meet the requirements of the harbor craft regulation.
CARB Ocean-Going Vessels Fuel Standards.	Using cleaner marine distillate fuels in larger ocean-going vessels reduces DPM, NO <sub>x</sub> , and SO <sub>x</sub> emissions. After January 1, 2014, ocean-going vessels within California Regulated Waters must use fuel with a maximum fuel sulfur content of 0.1 percent.
Other	<ul style="list-style-type: none"> <li>• Health and Safety Code sections 25531-25543 set forth changes in four areas: (1) provides guidelines to identify a more realistic health risk; (2) requires high-risk facilities to submit an air toxic emission reduction plan; (3) holds air pollution control districts accountable for ensuring that plans achieve objectives; and (4) requires high-risk facilities to achieve their planned emission reductions.</li> <li>• Under California's Diesel Fuel Regulations, diesel fuel used in motor vehicles and harbor craft is limited to 15 parts per million (ppm) sulfur.</li> <li>• CARB's Heavy Duty Diesel Truck Idling Rule prohibits heavy-duty diesel trucks from idling for longer than 5 minutes at a time (idling for longer than 5 minutes while queuing is allowed if the queue is located more than 100 feet of a home or school).</li> <li>• The Statewide PERP establishes a uniform program to regulate portable engines/engine-driven equipment units. Once registered in the PERP, engines and equipment units may operate throughout California without the need to obtain individual permits from local air districts.</li> </ul>

## BIOLOGICAL RESOURCES

Biological Resources (Federal)	
Federal Endangered Species Act (FESA) (7 USC sec. 136, 16 USC sec. 1531 et seq.)	<p>The FESA, which is administered in California by the USFWS and NMFS, provides protection to species listed as threatened or endangered, or proposed for listing as threatened or endangered. When applicants propose projects with a federal nexus that “may affect” a federally listed or proposed species, the federal agency must (1) consult with the USFWS or NMFS, as appropriate, under Section 7, and (2) ensure that any actions authorized, funded, or carried out by the agency are not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of areas determined to be critical habitat. Section 9 prohibits the “take” of any member of a listed species.</p> <ul style="list-style-type: none"> <li>• <b>Take.</b> “To harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.”</li> <li>• <b>Harass.</b> “An intentional or negligent act or omission that creates the likelihood of injury to a listed species by annoying it to such an extent as to significantly disrupt normal behavior patterns that include, but are not limited to, breeding, feeding, or sheltering.”</li> <li>• <b>Harm.</b> “Significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns such as breeding, feeding, or sheltering.”</li> </ul>
Federal Estuary Protection Act (16 USC sec. 1221-1226)	Under this Act, federal agencies must assess the impacts of commercial and industrial developments on estuaries.
Fish and Wildlife Coordination Act of 1958	This Act requires that whenever a body of water is proposed to be controlled or modified, the lead agency must consult the state and federal agencies responsible for fish and wildlife management (e.g., USFWS, CDFW, and NOAA). The Act allows for recommendations addressing adverse impacts associated with a proposed project, and for mitigating or compensating for impacts on fish and wildlife.
Magnuson-Stevens Fishery Conservation and Management Act (MSA) (16 USC sec. 1801 et seq.)	The MSA governs marine fisheries management in federal waters. The MSA was first enacted in 1976 and amended in 1996. Amendments to the 1996 MSA require the identification of Essential Fish Habitat (EFH) for federally managed species and the implementation of measures to conserve and enhance this habitat. Any project requiring federal authorization, such as a USACE permit, is required to complete and submit an EFH Assessment with the application and either show that no significant impacts to the essential habitat of managed species are expected or identify mitigations to reduce those impacts. Under the MSA, Congress defined EFH as “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity” (16 USC sec. 1802(10)). The EFH provisions of the MSA offer resource managers a means to heighten consideration of fish habitat in resource management. Pursuant to section 305(b)(2), federal agencies shall consult with the NMFS regarding any action they authorize, fund, or undertake that might adversely affect EFH.
Marine Mammal Protection Act (MMPA) (16 USC sec. 1361 et seq.)	The MMPA is designed to protect and conserve marine mammals and their habitats. It prohibits takes of all marine mammals in the United States (including territorial seas) with few exceptions. The NMFS may issue a take permit under section 104 if the activities are consistent with the purposes of the MMPA and applicable regulations at 50 CFR, Part 216. The NMFS must also find that the manner of taking is “humane” as defined in the MMPA. If lethal taking of a marine mammal is requested, the applicant must demonstrate that using a non-lethal method is not feasible.
Migratory Bird Treaty Act (MBTA) (16 USC sec. 703-712)	The MBTA was enacted to ensure the protection of shared migratory bird resources. It prohibits the take, possession, import, export, transport, selling, purchase, barter, or offering for sale, purchase, or barter, of any migratory bird, their eggs, parts, and nests, except as authorized under a valid permit (50 CFR 21.11). The USFWS issues permits for takes of migratory birds for activities such as scientific research, education, and depredation control, but does not issue permits for incidental take of migratory birds.

<b>Biological Resources (Federal)</b>	
National Invasive Species Act (NISA) (33 CFR, Part 151, Subpart D)	NISA (originally passed in 1990 as the Nonindigenous Aquatic Nuisance Prevention and Control Act [16 USC sec. 4701-4751] and reauthorized, renamed and expanded in 1996) is the U.S.'s chief protection against new aquatic invaders. The Act recognizes the global movement of aquatic species, particularly those that arrive in ballast water, authorized important research, and linked results of the research to decisions to the necessity of further ballast water regulation. Under its provisions, the USCG requires ballast water management (i.e., ballast water exchange) for vessels entering U.S. waters from outside the 200 nm U.S. Exclusive Economic Zone. The original Act was established to: (1) prevent unintentional introduction and dispersal of nonindigenous species into Waters of the United States through ballast water management and other requirements; (2) coordinate and disseminate information on federally conducted, funded, or authorized research, on the prevention and control of the zebra mussel and other aquatic nuisance species; (3) develop and carry out control methods to prevent, monitor, and control unintentional introductions of nonindigenous species from pathways other than ballast water exchange; (4) understand and minimize economic and ecological impacts of established nonindigenous aquatic nuisance species; and (5) establish a program of research and technology development and assistance to states in the management and removal of zebra mussels.
Federal Executive Orders (EO)	<ul style="list-style-type: none"> <li>• EO 11990 requires federal agencies to provide leadership and take action to minimize the destruction, loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands. Each agency, to the extent permitted by law, must (1) avoid undertaking or providing assistance for new construction located in wetlands unless the head of the agency finds there is no practical alternative to such construction or the proposed action includes all practical measures to minimize harm to wetlands that may result from such use; (2) take into account economic, environmental and other pertinent factors in making this finding; and (3) provide opportunity for early public review of any plans or proposals for new construction in wetlands.</li> <li>• EO 13112 requires federal agencies to use authorities to prevent introduction of invasive species, respond to and control invasions in a cost-effective and environmentally sound manner, and provide for restoration of native species and habitat conditions in invaded ecosystems. The EO establishes the Invasive Species Council, which is responsible for the preparation and issuance of the National Invasive Species Management Plan, which details and recommends performance-oriented goals and objectives and measures of success for federal agencies.</li> <li>• EO 13158 requires federal agencies to (1) identify actions that affect natural or cultural resources that are within an MPA; and (2) in taking such actions, to avoid harm to the natural and cultural resources that are protected by a MPA.</li> <li>• EO 13186 sets forth responsibilities of federal agencies to protect migratory birds.</li> </ul>
Other	<ul style="list-style-type: none"> <li>• CWA and Rivers and Harbors Act. (See <i>Hydrology and Water Quality</i> section.)</li> <li>• CZMA. (See Multiple Environmental Issues section.)</li> <li>• The Bald and Golden Eagle Protection Act makes it illegal to import, export, take, sell, purchase or barter any bald eagle or golden eagle or parts thereof.</li> <li>• The Estuary Protection Act (16 USC sec. 1221-1226) authorizes the Secretary of the Interior to enter into cost-sharing agreements with states and subdivisions for permanent management of estuarine areas in their possession. Federal agencies must assess the impacts of commercial and industrial developments on estuaries.</li> </ul>

<b>Biological Resources (State)</b>	
California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.)	The CESA provides for the protection of rare, threatened, and endangered plants and animals, as recognized by the CDFW, and prohibits the taking of such species without its authorization. Furthermore, the CESA provides protection for those species that are designated as candidates for threatened or endangered listings. Under the CESA, the CDFW has the responsibility for maintaining a list of threatened species and endangered species (Fish & G. Code, § 2070). The CDFW also maintains a list of

<b>Biological Resources (State)</b>	
	<p>candidate species, which are species that the CDFW has formally noticed as under review for addition to the threatened or endangered species lists. The CDFW also maintains lists of Species of Special Concern that serve as watch lists. Pursuant to CESA requirements, an agency reviewing a proposed project within its jurisdiction must determine whether any State-listed endangered or threatened species may be present in the project site and determine whether the proposed project will have a potentially significant impact on such species. The CDFW encourages informal consultation on any proposed project that may affect a candidate species. The CESA also requires a permit to take a State-listed species through incidental or otherwise lawful activities (§ 2081, subd. (b)).</p>
Coastal Act Chapter 3 policies	<p><i>See Multiple Environmental Issues section.</i></p> <ul style="list-style-type: none"> <li>• Section 30230. “Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.”</li> <li>• Section 30231. “The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.”</li> <li>• Section 30232. “Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.”</li> <li>• Section 30233, which applies in part to development activities within or affecting wetlands and other sensitive areas, identifies eight allowable uses, requires that the proposed project be the least environmentally damaging feasible alternative, and where applicable, requires feasible and appropriate mitigation.</li> <li>• Section 30240 states: (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.</li> </ul>
Lake and Streambed Alteration Program (Fish & G. Code, §§ 1600-1616)	<p>The CDFW regulates activities that would interfere with the natural flow of, or substantially alter, the channel, bed, or bank of a lake, river, or stream. These regulations require notification of the CDFW for lake or stream alteration activities. If, after notification is complete, the CDFW determines that the activity may substantially adversely affect an existing fish and wildlife resource, the CDFW has authority to issue a Streambed Alteration Agreement.</p>
Marine Invasive Species Act (MISA) (Pub. Resources Code, § 71200 et seq.)	<p>Originally passed in 1999 and amended several times, the purpose of MISA is to move towards eliminating the discharge of nonindigenous species into waters of the state or waters that may impact waters of the state, based on the best available technology economically achievable. MISA requires mid-ocean exchange or retention of all ballast water and associated sediments for all vessels 300 gross registered tons or more, U.S. and foreign, carrying ballast water into the waters of the state after operating outside the waters of the State. For all vessels 300 gross register tons or more arriving at a California port or place carrying ballast water from another port or place within the</p>

<b>Biological Resources (State)</b>	
	<p>Pacific Coast Region, the Act mandates near-coast exchange or retention of all ballast water. MISA also requires completion and submission of Ballast Water Reporting Form 24 hours in advance of each port of call in California, annual submittal of the Hull Husbandry Reporting Form, the keeping of a ballast management plan and logs, and the application of "Good Housekeeping" Practices designed to minimize the transfer and introduction of invasive species. Compliance with MISA is the responsibility of vessel owners/operators. The CSLC has regulatory authority to manage and enforce MISA.</p>
Marine Life Protection Act (MLPA) (Fish & G. Code, §§ 2850–2863)	<p>Passed in 1999, the MLPA required the CDFW to redesign its system of Marine Protected Areas (MPAs) to increase its coherence and effectiveness at protecting the state's marine life, habitats, and ecosystems. For the purposes of MPA planning, a public-private partnership commonly referred to as the MLPA Initiative was established, and the State was split into five distinct regions (four coastal and the San Francisco Bay) each of which had its own MPA planning process. All four coastal regions have completed these individual planning processes. As a result the coastal portion of California's MPA network is now in effect statewide. Options for a planning process in San Francisco Bay have been developed for consideration at a future date.</p>
Other relevant California Fish and Game Code sections	<ul style="list-style-type: none"> <li>• Sections 900-903 (California Species Preservation Act) provide for the protection and enhancement of amphibians, birds, fish, mammals, and reptiles.</li> <li>• Section 1900 et seq. (California Native Plant Protection Act) is intended to preserve, protect, and enhance endangered or rare native plants in California. Under section 1901, a species is endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes. A species is rare when, although not threatened with immediate extinction, it is in such small numbers throughout its range that it may become endangered. The Act includes provisions that prohibit taking of listed rare or endangered plants from the wild and a salvage requirement for landowners.</li> <li>• Sections 3503 &amp; 3503.5 prohibit the taking and possession of native birds' nests and eggs from all forms of needless take and provide that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nests or eggs of any such bird except as otherwise provided by this Code or any regulation adopted pursuant thereto.</li> <li>• Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), &amp; 5515 (fish) designate certain species as "fully protected;" such species, or parts thereof, may not be taken or possessed at any time without permission by the CDFW.</li> <li>• Section 3513 does not include statutory or regulatory mechanism for obtaining an incidental take permit for the loss of non-game, migratory birds.</li> </ul>
Other	<ul style="list-style-type: none"> <li>• McAteer-Petris Act. (See Multiple Environmental Issues section.)</li> <li>• Suisun Marsh Preservation Act. (See Land Use and Planning section.)</li> <li>• Lempert-Keene-Seastrand Oil Spill Prevention and Response Act. (See <i>Hazards and Hazardous Materials</i> section.)</li> <li>• California Aquatic Invasive Species Management Plan, produced by the CDFW, provides a framework for agency coordination and identifies actions to minimize harmful effects of aquatic invasive species.</li> <li>• California Noxious and Invasive Weed Action Plan, produced by the California Department of Food and Agriculture, serves to protect and enhance the California economy, natural environment, and citizen safety through awareness, cooperation, and action in the prevention and control of noxious and invasive weeds.</li> <li>• California Wetlands Conservation Policy is: no net loss of wetland acreage; long-term gain in the quantity, quality, and permanence of California's wetlands.</li> </ul>

## CULTURAL AND PALEONTOLOGICAL RESOURCES

<b>Cultural Resources (Federal)</b>	
Archaeological Resources Protection Act of 1979 (ARPA) (P.L. 96-95; 93 Stat. 712)	Defines archeological resources as any material remains of past human life or activities that are of archeological interest and at least 100 years old; requires federal permits for their excavation or removal and set penalties for violators; provides for preservation and custody of excavated materials, records, and data; provided for confidentiality of archeological site locations; encourages cooperation with other parties to improve protection of archeological resources. Amended in 1988 to require development of plans for surveying public lands for archeological resources and systems for reporting incidents of suspected violations. An anti-trafficking provision prohibits interstate or international sale, purchase, or transport of any archaeological resource excavated or removed in violation of a State or local law, ordinance, or regulation.
Federal Executive Orders (EO)	EO 13158 requires federal agencies to (1) identify actions that affect natural or cultural resources that are within an MPA; and (2) in taking such actions, to avoid harm to the natural and cultural resources that are protected by a MPA.
National Historic Preservation Act of 1966 (NHPA) (16 USC sec. 470 et seq.) and implementing regulations (Protection of Historic Properties; 36 CFR 800)  (applies only to federal undertakings)	The NHPA supports and encourages the preservation of prehistoric and historic resources by directing federal agencies to take into account the effects of their activities on these resources. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the State's jurisdictions, including commenting on federal undertakings. Under the NHPA, historic properties include any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places.
Abandoned Shipwreck Act of 1987 (43 USC sec. 2101–2106) and National Park Service (NPS) Abandoned Shipwreck Act Guidelines.	Asserts U.S. Government title to three categories of abandoned shipwrecks: those embedded in a state's submerged lands; those embedded in coralline formations protected by a state on its submerged lands, and those located on a state's lands that are included or determined eligible for inclusion in the National Register of Historic Places. The law then transfers title for a majority of those shipwrecks to the respective states, and provides that states develop policies for management of the wrecks so as to protect natural resources, permit reasonable public access, and allow for recovery of shipwrecks consistent with the protection of historical values and environmental integrity of wrecks and sites. The NPS has issued guidelines that are intended to: maximize the enhancement of shipwreck resources; foster a partnership among sport divers, fishermen, archeologists, sailors, and other interests to manage shipwreck resources of the states and the U.S.; facilitate access and utilization by recreational interests; and recognize the interests of individuals and groups engaged in shipwreck discovery and salvage.
Paleontological Resources Preservation Act (16 USC 470 aaa-aaa-11)	Enacted to preserve paleontological resources for current and future generations on federal lands under the jurisdiction of the National Park Service, Bureau of Land Management, Bureau of Reclamation, and USFWS, this Act identifies management requirements, collection requirements, curation requirements, authorizes criminal and civil penalties, rewards and forfeiture.

<b>Cultural Resources (State)</b>	
California Register of Historical	The CRHR is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent

<b>Cultural Resources (State)</b>	
Resources (CRHR)	<p>prudent and feasible, from substantial adverse change” (Pub. Resources Code, § 5024.1, subd. (a)). The criteria for eligibility for the CRHR are modeled after National Register of Historic Places (NRHP) criteria (Pub. Resources Code, § 5024.1(b)) but focus on resources of statewide significance. Certain resources are determined by the statute to be automatically included in the CRHR, including California properties formally determined to be eligible for, or listed in, the NRHP. To be eligible for the CRHR, a prehistoric or historical period property must be significant at the local, State, and/or federal level under one or more of the following criteria (see State CEQA Guidelines, § 15064.5, subd. (a)(3)):</p> <ul style="list-style-type: none"> <li>• Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.</li> <li>• Is associated with the lives of persons important in California’s past.</li> <li>• Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.</li> <li>• Has yielded, or may be likely to yield, information important in prehistory or history.</li> </ul> <p>A resource eligible for the CRHR must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as an historical resource and to convey the reason for its significance. It is possible that an historic resource may not retain sufficient integrity to meet the criteria for listing in the NRHP, but it may still be eligible for listing in the CRHR. Properties listed, or formally designated as eligible for listing, on the National Register are automatically listed on the CRHR, as are certain State Landmarks and Points of Interest. A lead agency is not precluded from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1, subdivision (j), or 5024.1 (State CEQA Guidelines, § 15064.5, subd. (a)(4)).</p>
CEQA (Pub. Resources Code, § 21000 et seq.)	<p>CEQA provides that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code, § 21084.1). An “historical resource” includes: (1) a resource listed in, or eligible for listing in, the California Register of Historic Resources (CRHR); (2) a resource included in a local register of historical or identified as significant in an historical resource surveys; and (3) any resource that a lead agency determines to be historically significant for the purposes of CEQA, when supported by substantial evidence in light of the whole record. Historical resources may include archaeological resources. Mitigation measures for significant impacts to historical resources must be identified and implemented if feasible.</p>
Coastal Act Chapter 3 policies	<p>See <i>Multiple Environmental Issues</i> section. Section 30244 states: Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.</p>
Other	<ul style="list-style-type: none"> <li>• Public Resources Code section 5097.5 prohibits excavation or removal of any “vertebrate paleontological site or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands.”</li> <li>• Penal Code section 623 provides for the protection of caves, including their natural, cultural, and paleontological contents. It specifies that no “material” (including all or any part of any paleontological item) will be removed from any natural geologically formed cavity or cave.</li> </ul>

**CULTURAL RESOURCES – TRIBAL**

<b>Tribal Cultural Resources (Federal)</b>	
Federal Executive Orders (EO)	<ul style="list-style-type: none"> <li>• EO 13007, Indian Sacred Sites, requires federal agencies with administrative or legal responsibility to manage federal lands to accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and avoid</li> </ul>

Tribal Cultural Resources (Federal)	
	adversely affecting the physical integrity of such sites (to the extent practicable permitted by law and not clearly inconsistent with essential agency functions)
Native American Graves Protection and Repatriation Act of 1990 (P.L. 101-601; 104 Stat. 3049)	Assigns ownership or control of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony that are excavated or discovered on federal lands or tribal lands after passage of the act to lineal descendants or affiliated Indian tribes or Native Hawaiian organizations; establishes criminal penalties for trafficking in human remains or cultural objects; requires federal agencies and museums that receive federal funding to inventory Native American human remains and associated funerary objects in their possession or control and identify their cultural and geographical affiliations within 5 years, and prepare summaries of information about Native American unassociated funerary objects, sacred objects, or objects of cultural patrimony. This is to provide for repatriation of such items when lineal descendants, Indian tribes, or Native Hawaiian organizations request it.

Tribal Cultural Resources (State)	
CEQA (Pub. Resources Code, § 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3; also known as AB 52)	These amendments to CEQA relate to consultation with California Native American tribes, consideration of tribal cultural resources, and confidentiality. The definition of tribal cultural resources considers tribal cultural values in addition to scientific and archaeological values when determining impacts and mitigation. Provides procedural and substantive requirements for lead agency consultation with California Native American tribes and consideration of effects on tribal cultural resources, and examples of mitigation measures to avoid or minimize impacts to tribal cultural resources. If a project may cause a substantial adverse change in the significance of a tribal cultural resource, that project may have a significant effect on the environment. Lead agencies must avoid damaging effects to tribal cultural resources, when feasible, and keep information submitted by tribes confidential.
Health and Safety Code section 7050.5	Provides for treatment of human remains exposed during construction; no further disturbance may occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code section 5097.98. The Coroner has 24 hours to notify the Native American Heritage Commission (NAHC) if the remains are determined to be of Native American descent. The NAHC will contact most likely descendants, who may recommend how to proceed.
Public Resources Code section 5097.98	Provides a protocol for notifying the most likely descendent from the deceased if human remains are determined to be Native American in origin. It also provides mandated measures for appropriate treatment and disposition of exhumed remains.
Executive Order B-10-11	Establishes as state policy that all agencies and departments shall encourage communication and consultation with California Indian Tribes and allow tribal governments to provide meaningful input into proposed decisions and policies that may affect tribal communities.

## GREENHOUSE GAS EMISSIONS

Greenhouse Gas Emissions (Federal & International)	
Federal Clean Air Act (FCAA) (42 USC sec. 7401 et seq.)	In 2007, the U.S. Supreme Court ruled that carbon dioxide (CO <sub>2</sub> ) is an air pollutant as defined under the FCAA, and that the USEPA has authority to regulate GHG emissions.

<b>Greenhouse Gas Emissions (Federal &amp; International)</b>	
Mandatory Greenhouse Gas Reporting (74 FR 56260)	On September 22, 2009, the USEPA issued the Mandatory Reporting of Greenhouse Gases Rule, which requires reporting of GHG data and other relevant information from large sources (industrial facilities and power plants that emit more than 25,000 metric tons of carbon dioxide–equivalent (MTCO <sub>2</sub> e) emissions per year) in the U.S. The purpose of the Rule is to collect accurate and timely GHG data to inform future policy decisions. The Rule is referred to as 40 CFR Part 98 (Part 98). Implementation of Part 98 is referred to as the GHG Reporting Program (GHGRP). The gases covered by the GHGRP are CO <sub>2</sub> , methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and other fluorinated gases including nitrogen trifluoride and hydrofluorinated ethers.
Kyoto Protocol	On March 21, 1994, the Kyoto Protocol was signed. The Kyoto Protocol was a treaty made under the United Nations Framework Convention on Climate Change, and was the first international agreement to regulate GHG emissions. If the commitments outlined in the Kyoto Protocol are met, global GHG emissions would be reduced by 5 percent from 1990 levels during the commitment period of 2008 to 2012. Although the U.S. is a signatory to the Kyoto Protocol, Congress has not ratified it, therefore the U.S. is not bound by the Protocol's commitments.
Paris Climate Agreement	In December 2015, the Paris Climate Agreement (Agreement) was endorsed and adopted by 195 countries. The overarching goal was to reduce pollution levels so that the rise in global temperatures is limited to no more than 2 °C (3.6 °F). The Agreement also contains language urging that the increase be limited even further to 1.5 °C (2.7 °F), if possible. The Agreement includes voluntary commitments from 186 of the 195 signatories, including the U.S., to cut or limit the growth of their GHG emissions. The signatories agreed to convene every 5 years to take stock, revisit their pledges, and steadily increase them to achieve the 2 °C goal. The new agreement also requires regular and transparent reporting of every country's carbon reductions.

<b>Greenhouse Gas Emissions (State)</b>	
California Global Warming Solutions Act of 2006 (AB 32, Stats. 2006, ch. 488)	The update to California Global Warming Solutions Act of 2006 made by SB 32 in 2016 requires that California's GHG emissions be reduced to 40 percent below 1990 levels by 2030. The 2006 Act required California's GHG emissions be reduced to 1990 levels by 2020. The reductions are occurring through an enforceable statewide cap on global warming emissions, fuel standards, and source-specific regulatory programs. AB 32 also directs CARB to develop regulations and a mandatory reporting system to track and monitor GHG emissions in the State. The Initial AB 32 Climate Change Scoping Plan (CARB 2009) provides the framework and main strategies for California to reduce CO <sub>2</sub> equivalent (CO <sub>2</sub> e) emissions by 169 million metric tons (MMT) from the State's projected 2020 emissions level of 596 MMT CO <sub>2</sub> e under a business-as-usual scenario. The Scoping Plan identifies emissions reductions for various sectors of the State's GHG inventory, but does not directly discuss construction GHG emissions.
Clean Energy and Pollution Reduction Act SB 350 (Stats. 2015, ch. 547)	This Act requires that the amount of electricity generated and sold to retail customers from renewable energy resources be increased to 50 percent by December 31, 2030, and that a doubling of statewide energy efficiency savings in electricity and natural gas by retail customers be achieved by January 1, 2030.
AB 1493 (Stats. 2002, ch. 200)	AB 1493 required CARB to develop and implement regulations (stricter emissions standards) to reduce automobile and light truck GHG emissions beginning with model year 2009. The regulations were challenged in court and USEPA initially denied California's waiver request; however, a waiver request was granted (USEPA 2010c).
AB 2800 (Stats. 2016, ch. 580)	AB 2800 requires, in part, that State agencies, until 2020, take into account the current and future impacts of climate change when planning, designing, building, operating, maintaining, and investing in State infrastructure.
SB 32 (Stats. 2016, ch. 249)	SB 32 requires CARB to ensure that in exercising its authority under the Global Warming Solutions Act of 2006, CARB reduces statewide GHG emissions to at least 40 percent below the statewide GHG emissions limit no later than December 31, 2030.

<b>Greenhouse Gas Emissions (State)</b>	
SB 97 (Stats. 2007, ch. 185)	SB 97 led to the adoption of amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions (including the provision of an approach to assess GHG impacts via revisions to the CEQA Environmental Checklist Form [Appendix G] and Energy Conservation Appendix [Appendix F] and the addition of State CEQA Guidelines, § 15064.4).
SB 375 (Stats. 2008, ch. 728)	SB 375 (effective 2009) required CARB to develop regional reduction targets for GHG emissions, and prompted the creation of regional land use and transportation plans to reduce emissions from passenger vehicle use throughout the State. The targets apply to the regions covered by California’s 18 metropolitan planning organizations (MPOs). The 18 MPOs must develop regional land use and transportation plans and demonstrate an ability to attain the proposed reduction targets by 2020 and 2035.
SB 1383 (Stats. 2016, ch. 395)	Requires CARB to approve and begin implementing its Short-Lived Climate Pollutant Reduction Strategy by January 1, 2018, in order to achieve a 40 percent reduction in methane, 40 percent reduction in hydrofluorocarbon gases, and 50 percent reduction in anthropogenic black carbon by 2030, relative to 2013 levels. Also set targets for reducing organic waste in landfills and reducing methane emissions from dairy and livestock operations, and sets requirements for CARB and relevant State agencies to meet before adopting or implementing measures to achieve those targets.
SB 1425 (Stats. 2016, ch. 596)	SB 1425 requires CalEPA to oversee the development of a registry of GHG emissions resulting from the use of water, such as pumping, treatment, heating, and conveyance (known as the water-energy nexus), using the best available data.
State Executive Orders (EOs)	<ul style="list-style-type: none"> <li>• EO B-30-15 (Brown, April 2015) established a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target to reduce GHG emissions to 80 percent below 1990 levels by 2050. State agencies with jurisdiction over sources of GHG emissions to implement measures were also directed pursuant to statutory authority, to achieve GHG emissions reductions to meet the 2030 and 2050 targets.</li> <li>• EO S-21-09 (Schwarzenegger, September 2009) directed the CARB to adopt a regulation consistent with the goal of EO S-14-08.</li> <li>• EO S-14-08 (Schwarzenegger, November 2008) requires that all retail suppliers of electricity in California serve 33 percent of their load with renewable energy by 2020.</li> <li>• EO S-13-08 (Schwarzenegger, November 2008) directed state agencies to take specified actions to assess and plan for impacts of global climate change, particularly sea-level rise.</li> <li>• EO S-01-07 (Schwarzenegger, January 2007) set a low carbon fuel standard for California, and directed the carbon intensity of California’s transportations fuels to be reduced by at least 10 percent by 2020.</li> <li>• EO S-3-05 (Schwarzenegger, June 2005) directed State to reduce GHG emissions to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050.</li> </ul>

## HAZARDS AND HAZARDOUS MATERIALS

<b>Hazards and Hazardous Materials (Federal)</b>	
California Toxics Rule (40 CFR 131)	In 2000, the USEPA promulgated numeric water quality criteria for priority toxic pollutants and other water quality standards provisions to be applied to waters in California to protect human health and the environment. Under CWA section 303(c)(2)(B), the USEPA requires states to adopt numeric water quality criteria for priority toxic pollutants for which the USEPA has issued criteria guidance, and the presence or discharge of which could reasonably be expected to interfere with maintaining designated uses. These federal criteria are legally applicable in California for inland surface waters, enclosed bays, and estuaries.
Hazardous Liquid Pipeline	This Act includes requirements for hazardous liquid pipelines, which fall under the jurisdiction of the DOT, including accident reporting, design, and construction

Hazards and Hazardous Materials (Federal)	
Safety Act of 1979	requirements, and minimum requirements for hydrostatic testing, compliance dates, test pressures, and duration; and records.
National Oil and Hazardous Substances Pollution Contingency Plan (NCP) (40 CFR 300)	Authorized under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA: 42 USC sec. 9605), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA: Pub. L. 99-499); and by CWA section 311(d), as amended by the OPA (Pub. L. 101-380), the NCP outlines requirements for responding to oil spills and hazardous substance releases. It specifies compliance, but does not require preparation of a written plan, and provides a comprehensive system for reporting, spill containment, and cleanup. Per 40 CFR 300.175 and 40 CFR 300.120, the USCG has responsibility for oversight of regional response for oil spills in “coastal zones.”
Oil Pollution Act (OPA) of 1990 (33 USC sec. 2712)	The OPA requires owners and operators of facilities that could cause substantial harm to the environment to prepare and submit, and maintain up-to-date, plans for responding to worst-case discharges of oil and hazardous substances and for facilities and vessels to demonstrate that they have sufficient response equipment under contract to respond to and clean up a worst-case spill. The passage of the OPA motivated California to pass a more stringent spill response and recovery regulation and the creation of the OSPR to review and regulate oil spill plans and contracts. The OPA includes provisions to expand prevention and preparedness activities, improve response capabilities, provide funding for natural resource damage assessments, ensure that shippers and oil companies pay the costs of spills that do occur, and establish an expanded research and development program. Pursuant to a Memorandum of Understanding established to divide areas of responsibility, the USCG is responsible for tank vessels and marine terminals, the USEPA for tank farms, and the Research and Special Programs Administration for pipelines; each of these agencies has developed regulations for its area of responsibility. In addition, the Secretary of Interior is responsible for spill prevention, oil-spill contingency plans, oil-spill containment and clean-up equipment, financial responsibility certification, and civil penalties for offshore facilities and associated pipelines in all federal and State waters.
Resource Conservation and Recovery Act (RCRA) (42 USC sec. 6901 et seq.)	The RCRA authorizes the USEPA to control hazardous waste from “cradle-to-grave” (generation, transportation, treatment, storage, and disposal). RCRA’s Federal Hazardous and Solid Waste Amendments from 1984 include waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. The Department of Toxic Substances Control is the lead State agency for corrective action associated with RCRA facility investigations and remediation.
Toxic Substances Control Act (TSCA) (15 USC sec. 2601–2692)	The TSCA authorizes the USEPA to require reporting, record-keeping, testing requirements, and restrictions related to chemical substances and/or mixtures. It also addresses production, importation, use, and disposal of specific chemicals, such as polychlorinated biphenyls (PCBs), asbestos-containing materials, lead-based paint, and petroleum.
Other Relevant Laws, Regulations, and Recognized National Codes and Standards	<ul style="list-style-type: none"> <li>• CWA. (See Hydrology and Water Quality section.)</li> <li>• Hazardous Materials Transportation Act. (<i>See Transportation/Traffic section.</i>)</li> <li>• 33 CFR, Navigation and Navigable Waters, regulates aids to navigation, vessel operations, anchorages, bridges, security of vessels, waterfront facilities, marine pollution financial responsibility and compensation, prevention and control of releases of materials (including oil spills) from vessels, ports and waterways safety, boating safety, and deep-water ports. The USEPA is responsible for the National Contingency Plan and for developing regulations for SPCC plans and regulates disposal of recovered oil.</li> <li>• 40 CFR Parts 109, 110, 112, 113, and 114. The Spill Prevention Countermeasures and Control (SPCC) plans covered in these regulatory programs apply to oil storage and transportation facilities and terminals, tank farms, bulk plants, oil refineries, and production facilities, and bulk oil consumers (e.g., apartment houses, office buildings, schools, hospitals, government facilities). These regulations include minimum criteria for developing oil-removal contingency plans, prohibit discharge of</li> </ul>

<b>Hazards and Hazardous Materials (Federal)</b>	
	<p>oil such that applicable water quality standards would be violated, and address oil spill prevention and preparation of SPCC plans. They also establish financial liability limits and provide civil penalties for violations of the oil spill regulations.</p> <ul style="list-style-type: none"> <li>• 46 CFR parts 1 through 599 and Inspection and Regulation of Vessels (46 USC Subtitle II Part B) provide that all vessels operating offshore, including those under foreign registration, are subject to requirements applicable to vessel construction, condition, and operation. All vessels (including motorboats) operating in commercial service (e.g., passengers for hire, transport of cargoes, hazardous materials, and bulk solids) on specified routes (inland, near coastal, and oceans) are subject to requirements applicable to vessel construction, condition, and operation. These regulations also allow for inspections to verify that vessels comply with applicable international conventions and U.S. laws and regulations.</li> <li>• Act of 1980 to Prevent Pollution from Ships requires ships in U.S. waters, and U.S. ships wherever located, to comply with International Convention for the Prevention of Pollution from Ships (MARPOL).</li> <li>• Convention on the International Regulations for Preventing Collisions at Sea establish “rules of the road” such as rights-of-way, safe speed, actions to avoid collision, and procedures to observe in narrow channels and restricted visibility.</li> <li>• Fire and Explosion Prevention and Control, National Fire Protection Agency (NFPA) Standards.</li> <li>• Safety and Corrosion Prevention Requirements — ASME, National Association of Corrosion Engineers (NACE), ANSI             <ul style="list-style-type: none"> <li>○ ASME &amp; ANSI B16.1 Cast Iron Pipe Flanges and Flanged Fittings;</li> <li>○ ASME &amp; ANSI B16.9, Factory-Made Wrought Steel Butt Welding Fittings;</li> <li>○ ASME &amp; ANSI B31.1a, Power Piping;</li> <li>○ ASME &amp; ANSI B31.4a, addenda to ASME B31.4a-1989 Edition, Liquid Transportation Systems for Hydrocarbons, Liquid Petroleum Gas, Anhydrous Ammonia, and Alcohols;</li> <li>○ NACE Standard RP0190-95, Item No. 53071. Standard Recommended Practice External Protective Coatings for Joints, Fittings, and Valves on Metallic Underground or Submerged Pipelines and Piping Systems; and</li> <li>○ NACE Standard RP0169-96, Item No. 53002. Standard Recommended Practice Control of External Corrosion on Underground or Submerged Metallic Piping Systems.</li> </ul> </li> </ul>

<b>Hazards and Hazardous Materials (State)</b>	
<p>Lempert-Keene-Seastrand Oil Spill Prevention and Response Act (OSPR); Gov. Code, § 8670.1 et seq., Pub. Resources Code, § 8750 et seq., and Rev. &amp; Tax. Code, § 46001 et seq.)</p>	<p>The OSPRA and its implementing regulations seek to protect State waters from oil pollution and to plan for the effective and immediate response, removal, abatement, and cleanup in the event of an oil spill. The Act requires applicable operators to prepare and implement marine oil spill contingency plans and to demonstrate financial responsibility, and requires immediate cleanup of spills, following the approved contingency plans, and fully mitigating impacts on wildlife. The Act assigns primary authority to OSPR within the CDFW to direct prevention, removal, abatement, response, containment, and cleanup efforts with regard to all aspects of any oil spill in the marine waters of the State; the CSLC is also provided with authority for oil spill prevention from and inspection of marine facilities and assists OSPR with spill investigations and response. Notification is required to the State Office of Emergency Services, which in turn notifies the response agencies, of all oil spills in the marine environment, regardless of size. The Act also created the Oil Spill Prevention and Administration Fund and the Oil Spill Response Trust Fund. Pipeline operators pay fees into the first of these funds for pipelines transporting oil into the State across, under, or through marine waters.</p>

<b>Hazards and Hazardous Materials (State)</b>	
Clean Coast Act of 2005 (SB 771; Stats. 2005, ch. 588)	This Act, which went into effect January 1, 2006, includes requirements to reduce pollution of California waters from large vessels, such as by: prohibiting discharges of hazardous wastes, other wastes, or oily bilge water into California waters or a marine sanctuary; prohibiting discharges of grey water and sewage into California waters from vessels with sufficient holding-tank capacity or vessels capable of discharging grey water and/or sewage to available shore-side reception facilities; and requiring reports of prohibited discharges to the State Water Resources Control Board (SWRCB).
Coastal Act Chapter 3 policies	See <i>Multiple Environmental Issues</i> section. Section 30232 of the Coastal Act addresses hazardous materials spills and states that “Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.”
Other	<ul style="list-style-type: none"> <li>• Fire Code regulations (Cal. Code Regs, tit 24, part 9) state hazardous materials should be used and storage in compliance with the state fire codes.</li> <li>• Harbors and Navigation Code specifies a State policy to “promote safety for persons and property in and connected with the use and equipment of vessels,” and includes marine navigation laws that are implemented by local city and county governments. This Code also regulates discharges from vessels within territorial waters of the State of California to prevent adverse impacts on the marine environment. This Code regulates oil discharges and imposes civil penalties and liability for cleanup costs when oil is intentionally or negligently discharged to the State waters.</li> <li>• Hazardous Waste Control Law (Health &amp; Saf. Code, ch. 6.5 &amp; Cal. Code Regs., tit. 22 and 26) establishes criteria for defining hazardous waste and its safe handling, storage, treatment, and disposal. The law is designed to provide cradle-to-grave management of hazardous wastes and reduce the occurrence and severity of hazardous materials releases. For example:</li> <li>• California Code of Regulations, title 22, division 4.5 regulates hazardous wastes and materials by the implementation of a Unified Program to ensure consistency throughout the state in administration requirements, permits, inspections, and enforcement through a Certified Unified Program Agency (CUPA).</li> <li>• Hazardous Waste Control Act (Cal. Code Regs., tit. 26) defines requirements for proper management of hazardous materials.</li> <li>• Hazardous Material Release Response Plans and Inventory Law (Health &amp; Saf. Code, ch. 6.95) is designed to reduce the occurrence and severity of hazardous materials releases. Businesses that handle more than 500 pounds, 55 gallons, or 200 cubic feet of hazardous materials must (1) develop a Release Response Plan for hazardous materials emergencies (2) prepare a Hazardous Materials Inventory of all hazardous materials stored or handled at the facility over the above thresholds, and (3) store all hazardous materials in a safe manner.</li> <li>• Porter-Cologne Water Quality Control Act. (See <i>Hydrology and Water Quality</i> section.)</li> <li>• Seismic Hazards Mapping Act and Seismic Hazards Mapping Regulations. (See <i>Geology and Soils</i> section.)</li> </ul>

## HYDROLOGY / WATER QUALITY

Hydrology / Water Quality (Federal)	
Federal Clean Water Act (33 USC sec. 1251 et seq.)	<p>The CWA is comprehensive legislation (it generally includes reference to the Federal Water Pollution Control Act of 1972, its supplementation by the CWA of 1977, and amendments in 1981, 1987, and 1993) that seeks to protect the nation’s water from pollution by setting water quality standards for surface water and by limiting the discharge of effluents into waters of the U.S. These water quality standards are promulgated by the USEPA and enforced in California by the SWRCB and nine RWQCBs. CWA sections include:</p> <ul style="list-style-type: none"> <li>• <u>Section 401 (33 USC sec. 1341)</u> specifies that any applicant for a federal permit or license to conduct any activity which may result in any discharge into the navigable waters of the United States to obtain a certification or waiver thereof from the state in which the discharge originates that such a discharge will comply with established state effluent limitations and water quality standards. USACE projects are required to obtain this certification.</li> <li>• <u>Section 402 (33 USC sec. 1342)</u> establishes conditions and permitting for discharges of pollutants under the National Pollution Discharge Elimination System) (NPDES). Under the NPDES Program, states establish standards specific to water bodies and designate the types of pollutants to be regulated, including total suspended solids and oil; all point sources that discharge directly into waterways are required to obtain a permit regulating their discharge. NPDES permits fall under the jurisdiction of the SWRCB or RWQCBs when the discharge occurs within California’s territorial limit (out to 3 nm).</li> <li>• <u>Section 404 (33 USC sec. 1344)</u> authorizes the USACE to issue permits for the discharge of dredged or fill material into waters of the United States, including wetlands, streams, rivers, lakes, coastal waters or other water bodies or aquatic areas that qualify as waters of the United States.</li> </ul>
Marine Protection, Research, and Sanctuary Act	<p>In 1972, this Act established the National Marine Sanctuary Program administered by NOAA. The primary goal of establishing and maintaining National Marine Sanctuaries is the protection of the natural and cultural resources contained within their boundaries.</p>
Rivers and Harbors Act (33 USC sec. 401)	<p>This Act governs specified activities in “navigable waters” (waters subject to the ebb and flow of the tide or that are presently used, have been used in the past, or may be susceptible for use to transport interstate or foreign commerce). Specifically, it limits the construction of structures and the discharge of fill into navigable waters of the U.S. Under Section 10, the following activities require approval from the USACE or authorization from the Secretary of War:</p> <ul style="list-style-type: none"> <li>• building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, or navigable river;</li> <li>• excavation or fill in any manner to alter or modify the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or enclosure within the limits of any breakwater, or of any channel of any navigable waters of the U.S.</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Oil Pollution Act (OPA). (See Hazards and Hazardous Materials section.)</li> <li>• The Marine Plastic Pollution Research and Control Act prohibits the discharge of plastic, garbage, and floating wood scraps within 3 nm of land. Beyond 3 nm, garbage must be ground to less than one inch, but discharge of plastic and floating wood scraps is still restricted. This Act requires manned offshore platforms, drilling rigs, and support vessels operating under a federal oil and gas lease to develop waste management plans.</li> <li>• Navigation and Navigable Waters (33 CFR) regulations include requirements pertaining to prevention and control of releases of materials from vessels (e.g., oil spills), traffic control, and restricted areas, and general ports and waterways safety.</li> </ul>

<b>Hydrology / Water Quality (State)</b>	
Porter-Cologne Water Quality Control Act (Wat. Code, § 13000 et seq.) (Porter-Cologne)	<p>Porter-Cologne is the principal law governing water quality in California. The Act established the SWRCB and nine RWQCBs, which have primary responsibility for protecting State water quality and the beneficial uses of State waters. Porter-Cologne also implements many provisions of the federal CWA, such as the NPDES permitting program. Pursuant to CWA section 401, applicants for a federal license or permit for activities that may result in any discharge to waters of the United States must seek a Water Quality Certification from the State in which the discharge originates; such Certification is based on a finding that the discharge will meet water quality standards and other appropriate requirements of State law. In California, RWQCBs issue or deny certification for discharges within their jurisdiction. The SWRCB has this responsibility where projects or activities affect waters in more than one RWQCB's jurisdiction. If the SWRCB or a RWQCB imposes a condition on its Certification, those conditions must be included in the federal permit or license. Plans that contain enforceable standards for the various waters they address include the following:</p> <ul style="list-style-type: none"> <li>• <u>Basin Plan</u>. Porter-Cologne (see § 13240) requires each RWQCB to formulate and adopt a Basin Plan for all areas within the region. Each RWQCB must establish water quality objectives to ensure the reasonable protection of beneficial uses, and an implementation program for achieving water quality objectives within the basin plan. In California, the beneficial uses and water quality objectives are the State's water quality standards.</li> <li>• The <u>California Ocean Plan</u> (see § 13170.2) establishes water quality objectives for California's ocean waters and provides the basis for regulating wastes discharged into ocean and coastal waters. The plan applies to point and non-point sources. In addition, the Ocean Plan identifies applicable beneficial uses of marine waters and sets narrative and numerical water quality objectives to protect beneficial uses. The SWRCB first adopted this plan in 1972, and it reviews the plan at least every 3 years to ensure that current standards are adequate and are not allowing degradation to indigenous marine species or posing a threat to human health.</li> <li>• <u>Other water quality control plans</u> include: Water Quality Control Plan for Enclosed Bays and Estuaries of California; Water Quality Control Plan for Control of Temperature in the Coastal and Interstate Waters and Enclosed Bays and Estuaries of California (Thermal Plan); and San Francisco Bay/Sacramento-San Joaquin Delta Estuary Water Quality Control Plan.</li> </ul> <p>RWQCBs also oversee on-site treatment of "California Designated, Non-Hazardous Waste" and enforces water quality thresholds and standards set forth in the Basin Plan. Applicants may be required to obtain a General Construction Activities Storm Water Permit under the NPDES program, and develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that includes best management practices (BMPs) to control erosion, siltation, turbidity, and other contaminants associated with construction activities. The SWPPP would include BMPs to control or prevent the release of non-storm water discharges, such as crude oil, in storm water runoff.</p>
Coastal Act Chapter 3 policies	<p><i>See Multiple Environmental Issues section.</i> Section 30231 states that the biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p>
Fish and Game Code sections 1601 to 1603	<p>Under these sections, CDFW must be notified prior to any project that would divert, obstruct, or change the natural flow, bed, channel, or bank of any river, stream, or lake. The term "stream" can include perennial, intermittent, and ephemeral streams; rivers; creeks; dry washes; sloughs; and watercourses with subsurface flows.</p>
Harbors and Navigation	<p>This code specifies a State policy to "promote safety for persons and property in and connected with the use and equipment of vessels," and includes laws concerning</p>

<b>Hydrology / Water Quality (State)</b>	
Code sections 650-674	marine navigation that are implemented by local city and county governments. This Code also regulates discharges from vessels within territorial waters of the State of California to prevent adverse impacts on the marine environment. This code regulates oil discharges and imposes civil penalties and liability for cleanup costs when oil is intentionally or negligently discharged to the waters of the State of California.
Marine Life Protection Act (MLPA) (Fish & G. Code, §§ 2850–2863)	Pursuant to this Act, the CDFW established and manages a network of MPAs to, among other goals, protect marine life and habitats and preserve ecosystem integrity. The MLPA establishes clear policy guidance and a scientifically sound planning process for the siting and design of MPAs such as: <ul style="list-style-type: none"> <li>• State Marine Reserves (SMRs), which typically preclude all extractive activities (such as fishing or kelp harvesting);</li> <li>• State Marine Parks (SMPs), which do not allow any commercial extraction; and</li> <li>• State Marine Conservation Areas (SMCAs), which preclude some combination of commercial and/or recreational extraction.</li> </ul>
Marine Managed Areas Improvement Act.	This Act extended State Parks’ management jurisdiction into the marine environment. It also gives priority to MPAs adjacent to protected terrestrial lands. For example, more than 25 percent of the California coastline is within the State Park System. The act also established the California Marine Managed Areas System.
Other sections	<ul style="list-style-type: none"> <li>• Clean Coast Act of 2005. (See Hazards and Hazardous Materials section.)</li> <li>• Water Code section 8710 requires that a reclamation board permit be obtained prior to the start of any work, including excavation and construction activities, if projects are located within floodways or levee sections. Structures for human habitation are not permitted within designated floodways.</li> <li>• Water Code section 13142.5 provides marine water quality policies stating that wastewater discharges shall be treated to protect present and future beneficial uses, and, where feasible, to restore past beneficial uses of the receiving waters. The highest priority is given to improving or eliminating discharges that adversely affect wetlands, estuaries, and other biologically sensitive sites; areas important for water contact sports; areas that produce shellfish for human consumption; and ocean areas subject to massive waste discharge.</li> </ul>

## LAND USE / PLANNING

See also *Multiple Environmental Issues section* for laws, regulations, and policies related to land use and planning.

<b>Land Use / Planning (Federal)</b>
There are no major federal laws, regulations, and policies potentially applicable to this project

Land Use / Planning (State)	
Coastal Act Chapter 3 policies	<p>See <i>Multiple Environmental Issues</i> section.</p> <ul style="list-style-type: none"> <li>• Section 30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</li> <li>• Section 30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.</li> <li>• Section 30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.</li> <li>• Section 30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.</li> <li>• Section 30224. Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.</li> </ul>
Submerged Lands Act	The State of California owns tide and submerged lands waterward of the ordinary high watermark. State law gives primary responsibility for determination of the precise boundary between these public tidelands and private lands, and administrative responsibility over state tidelands, to the CSLC.

## NOISE

Noise (Federal)	
Noise Control Act (42 USC sec. 4910)	This Act required the USEPA to establish noise emission criteria, as well as noise testing methods (40 CFR Chapter 1, Subpart Q). These criteria generally apply to interstate rail carriers and to some types of construction and transportation equipment. The USEPA published a guideline (USEPA 1974) containing recommendations for acceptable noise level limits affecting residential land use of 55 dBA $L_{dn}$ for outdoors and 45 dBA $L_{dn}$ for indoors.
NTIS 550\9-74-004, 1974	In response to a federal mandate, the USEPA provided guidance in NTIS 550\9-74-004, 1974 (“Information on Levels of Environmental Noise Requisite to Protect Health and Welfare with an Adequate Margin of Safety”), commonly referenced as the “Levels Document” that establishes an $L_{dn}$ of 55 dBA as the requisite level, with an adequate margin of safety, for areas of outdoor uses including residences and recreation areas. The USEPA recommendations contain a factor of safety and do not consider technical or economic feasibility (i.e., the document identifies safe levels of environmental noise exposure without consideration for achieving these levels or other potentially relevant considerations), and therefore should not be construed as standards or regulations.
Other	<ul style="list-style-type: none"> <li>• Department of Housing and Urban Development Environmental Standards (24 CFR Part 51) sets forth exterior noise standards for new home construction (includes an interior noise level goal of 45 dBA with attenuation requirements to meet that goal): <ul style="list-style-type: none"> <li>○ 65 <math>L_{dn}</math> or less – Acceptable</li> <li>○ 65 <math>L_{dn}</math> and &lt; 75 <math>L_{dn}</math> – Normally unacceptable, appropriate sound attenuation measures must be provided</li> <li>○ &gt; 75 <math>L_{dn}</math> – Unacceptable</li> </ul> </li> <li>• The FERC Guidelines on Noise Emissions from Compressor Stations, Substations, and Transmission Lines (18 CFR 157.206(d)(5)) and Federal Highway Administration Noise Abatement Procedures (23 CFR Part 772) are procedures for noise studies and noise abatement measures to protect public health and welfare, supply noise abatement criteria, and establish requirements for information to be</li> </ul>

Noise (Federal)	
	given to local officials for use in highway planning and design. It establishes five categories of noise-sensitive receptors and prescribes the use of the Hourly $L_{eq}$ as the criterion metric to evaluate traffic noise impacts.

Noise (State)	
Land Use Compatibility Guidelines from the now defunct California Office of Noise Control	State regulations for limiting population exposure to physically and/or psychologically significant noise levels include established guidelines and ordinances for roadway and aviation noise under Caltrans and the now defunct California Office of Noise Control. Office of Noise Control land use compatibility guidelines provided the following: <ul style="list-style-type: none"> <li>• For residences, an exterior noise level of 60 to 65 dBA Community Noise Equivalent Level (CNEL) is considered "normally acceptable;" a noise level of greater than 75 dBA CNEL is considered "clearly unacceptable."</li> <li>• A noise level of 70 dBA CNEL is considered "conditionally acceptable" (i.e., the upper limit of "normally acceptable" for sensitive uses [schools, libraries, hospitals, nursing homes, churches, parks, offices, commercial/professional businesses]).</li> </ul>
Other	<ul style="list-style-type: none"> <li>• California Code of Regulations, title 24, establishes CNEL 45 dBA as the maximum allowable indoor noise level resulting from exterior noise sources for multi-family residences.</li> <li>• California Code of Regulations, title 21, which applies to airports operating under permit from the Caltrans Division of Aeronautics, defines a noise-impacted zone as any residential or other noise-sensitive use with CNEL 65 and above.</li> </ul>

## RECREATION

Recreation (Federal)	
There are no major federal laws, regulations, and policies potentially applicable to this project	

Recreation (State)	
Coastal Act Chapter 3 policies	See Multiple Environmental Issues section. <ul style="list-style-type: none"> <li>• Section 30210: In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.</li> <li>• Section 30220: Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</li> <li>• Section 30221: Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.</li> <li>• Section 30222.5: Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.</li> </ul>

## TRANSPORTATION / TRAFFIC

Transportation / Traffic (Federal)	
Hazardous Materials Transportation Act (HMTA) (49 USC sec. 5901)	The HMTA delegates authority to the DOT to develop and implement regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The USEPA's Hazardous Waste Manifest System is a set of forms, reports, and procedures for tracking hazardous waste from a generator's site to the disposal site. Applicable regulations are contained primarily in CFR Titles 40 and 49.

<b>Transportation / Traffic (Federal)</b>	
Ports and Waterways Safety Act	This Act provides the authority for the USCG to increase vessel safety and protect the marine environment in ports, harbors, waterfront areas, and navigable waters, including by authorizing the Vessel Traffic Service, controlling vessel movement, and establishing requirements for vessel operation.

<b>Transportation / Traffic (State)</b>	
California Vehicle Code	Chapter 2, article 3 defines the powers and duties of the California Highway Patrol, which enforces vehicle operation and highway use in the State.
Caltrans	Caltrans is responsible for the design, construction, maintenance, and operation of the California State Highway System and the portion of the Interstate Highway System within State boundaries. Chapter 2, article 3 of the Vehicle Code defines the powers and duties of the California Highway Patrol, which has enforcement responsibilities for the vehicle operation and highway use in the State.
SB 730 (Stats. 2015, ch. 283)	Prohibits a freight train from operating in California unless it has a crew of at least two individuals, as specified.

**OTHER COMMISSION CONSIDERATIONS:  
SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE**

<b>Socioeconomics and Environmental Justice (Federal)</b>	
Executive Order (EO) 12898	In 1994, President Clinton issued an “Executive Order on Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (EO 12898). This EO was designed to focus attention on environmental and human health conditions in areas of high minority populations and low-income communities, and promote non-discrimination in programs and projects substantially affecting human health and the environment (White House 1994). The EO requires federal agencies (and State agencies receiving federal funds) to identify and address any disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and/or low-income populations.

<b>Socioeconomics and Environmental Justice (State)</b>	
CSLC	In 2002, the CSLC adopted an Environmental Justice Policy to ensure consideration of environmental justice as part of the CSLC’s processes, decisions, and programs (Calendar Item 63, April 9, 2002). The policy stresses equitable treatment of all members of the public and commits to consider environmental justice in its processes, decision-making, and regulatory affairs. CSLC staff implements the Policy, in part, through identification of and communication with relevant populations that could be adversely and disproportionately affected by CSLC projects or programs, and by ensuring that a range of reasonable alternatives is identified that would minimize or eliminate environmental issues affecting such populations.
SB 1000 (Stats. 2016, ch. 587)	Requires a city or county general plan to incorporate an EJ element that identifies disadvantaged communities (DACs) and identifies policies that: reduce the unique or compounded health risks in DACs; promote civil engagement in the public decision-making process; and prioritize improvements/programs that address needs of DACs.

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