CENTRAL VALLEY
FLOOD MANAGEMENT
PLANNING PROGRAM

FloodSAFE
CALIFORNIA

Appendix F

Climate Change—Key Scoping Plan Elements, Best Management Practices, and Thresholds

2012 Central Valley Flood Protection Plan

Consolidated Final Program Environmental Impact Report

July 2012

SCH #: 2010102044

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Appendix F
Key Elements and Recommended Actions in the Climate Change Scoping Plan

F.1 Key Elements

- Expand and strengthen existing energy efficiency programs as well as building and appliance standards
- Achieve a statewide renewable-energy mix of 33 percent
- Develop a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system
- Establish targets for transportation-related greenhouse gas emissions for regions throughout California, and pursue policies and incentives to achieve those targets
- Adopt and implement measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard
- Create targeted fees, including a public goods charge on water use, fees on high–global warming potential (GWP) gases, and a fee to fund the administrative costs of the State's long-term commitment to Assembly Bill (AB) 32 implementation

F.2 Recommended Actions in the Climate Change Scoping Plan [1]

F.2.1 Capped Sources/Sectors and Complementary Measures

- California Light-Duty Vehicle Greenhouse Gas Standards
  - Implement Pavley standards
  - Develop Pavley II light-duty-vehicle standards
- Energy Efficiency
  - Building/appliance efficiency, new programs, etc.
  - Increase combined heat and power generation by 30,000 gigawatt-hours
  - Solar water heating (AB 1470 goal)
- Renewables Portfolio Standard (33 percent by 2020)
- Low Carbon Fuel Standard
- Regional Transportation-Related Greenhouse Gas Targets
- Vehicle Efficiency Measures
- Goods Movement
  - Ship electrification at ports
  - Systemwide efficiency improvements
- Million Solar Roofs
- Medium/Heavy Duty Vehicles
  - Heavy-duty vehicle greenhouse gas emission reduction (aerodynamic efficiency)
  - Medium- and heavy-duty vehicle hybridization

[1] Note that some of the 39 individual measures are condensed into single measures, i.e., the seven high-GWP measures are summarized within a single high-GWP sector total, as shown in Table 2, page 17 of the Scoping Plan.

- High Speed Rail
- Industrial Measures (for sources covered under cap-and-trade program)
  - Refinery measures
  - Audits of energy efficiency and co-benefits

F.2.2 Uncapped Sources/Sectors

- High-GWP Gas Measures
- Sustainable Forests
- Industrial Measures (for sources not covered under cap and trade program)
  - Oil and gas extraction and transmission
- Recycling and Waste (landfill methane capture)

F.2.3 Other Recommended Measures

- State Government Operations
- Local Government Operations
- Green Buildings
- Recycling and Waste
  - Mandatory commercial recycling
  - Other measures
- Water Sector Measures
- Methane Capture at Large Dairies

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Appendix F
Bay Area Air Quality Management District Best Management Practices and Thresholds of Significance for Greenhouse Gases

The Bay Area Air Quality Management District (BAAQMD) lists the following best management practices (BMPs) and thresholds of significance for greenhouse gases (GHGs) in its C*alifornia Environmental Quality Act Air Quality Guidelines*, adopted in June 2010 and updated in May 2011.

F.1 BAAQMD Best Management Practices for Construction

BAAQMD does not have a significance threshold for construction-related GHG emissions; however, the following BMPs listed below are recommended.

- Use alternative-fueled (e.g., biodiesel, electric) construction vehicles/equipment for at least 15 percent of the fleet.
- Use at least 10 percent local building materials (from within 100 miles of the project site).
- Recycle at least 50 percent of construction waste or demolition materials.

F.2 BAAQMD Thresholds of Significance for Operation—Land Use Projects

F.2.1 Project-Level Significance Thresholds

BAAQMD has adopted 1,100 metric tons (MT) carbon dioxide equivalent (CO_2e) per year as a project-level GHG significance threshold that would apply to operational emissions from mixed land use development projects.

As an alternative, the "performance standard" significance threshold for operational GHG impacts is 4.6 MT CO_2e per service population per year. ("Service population" refers to residents plus employees within a development or plan area.) The purpose of using a performance standard is to avoid unduly penalizing a large but energy-efficient development relative to, say, a small but inefficient development project whose emissions are below the BAAQMD significance threshold.

F.2.2 Plan-Level Significance Thresholds

For plans where residential uses predominate, BAAQMD's significance threshold for operational GHG impacts is 6.6 MT CO_2e per service population per year.

F.2.3 Climate Action Plan Option

If a lead agency uses the climate action plan (CAP) option, all of the following criteria must be satisfied for a proposed plan to result in a less-than-significant impact on climate change.

The CAP must do all of the following:

- Address the entirety of the plan area
- Have an adopted or certified CEQA-compliant document that analyzes its environmental impacts
- Include a base-year GHG emissions inventory and GHG emissions projections for 2020 or beyond for communitywide and municipal emissions
- Identify a GHG reduction target that meets or exceeds reduction targets identified in Assembly Bill 32 and/or Executive Order S-3-05
- Specify a range of binding and enforceable GHG emission reduction measures; using substantial evidence, demonstrate that

these measures, if implemented on a project-by-project basis, would achieve the specified GHG reduction target

- Establish a mechanism to monitor the plan's progress toward achieving the GHG reduction target; require amendment if the plan does not meet the specified level

F.3 BAAQMD Thresholds of Significance for Operation—Stationary-Source Projects

BAAQMD has adopted 10,000 MT CO_2e per year as the significance threshold for operational GHG emissions from stationary-source projects.

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