

TABLE 4.2-9: ANNUAL GREENHOUSE GAS EMISSIONS	
Source	Carbon Dioxide Equivalent (Tons per Year)
Proposed Project Emissions	57,872
Existing Land Use Emissions	27,006
<i>Net Emissions</i>	30,866
2004 California GHG Emissions Inventory /c/	528,820,000 /d/
<small>/a/ Mobile and natural gas emissions were obtained from URBEMIS2007. Electricity emissions were obtained from California Climate Action Registry General Reporting Protocol (March 2007). /b/ Emissions were obtained from California Climate Action Registry General Reporting Protocol (March 2007). /c/ CARB, DRAFT California Greenhouse Gas Inventory (Millions of Metric Tonnes of CO2 Equivalent) – By IPCC Category, November 19, 2007. /d/ Metric tonnes provided by the CARB were converted into tons to allow for the appropriate comparison. SOURCE: TAHA, 2009.</small>	

Emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere from a variety of sources that may result in global climate change; the consequences of which may result in adverse environmental effects. However, there are no available methodologies to predict the specific impact, if any, to global climate change from the relatively small incremental increase in emissions associated with a single development project.

The State has mandated a goal of reducing State-wide emissions to 1990 levels by 2020, even though State-wide population and commerce is predicted to grow substantially. To help meet this goal the California Climate Action Team recommended strategies that could be implemented by lead agencies to reduce GHG emissions. The proposed project would comply with these strategies which include increasing building energy efficiency and reducing HFC use in air conditioning systems. The implementation of the proposed project would not result in an unplanned level of development and does not represent a substantial new source of GHG emissions.

The proposed project would provide a needed service to East Los Angeles College students living in the South Gate area and further west and south. These students would be able to attend the proposed campus and would typically not have to commute to the main campus. This would likely reduce the existing vehicle miles traveled and mobile source GHG emissions associated with these students. Based on the above analysis, global climate change and GHG emissions would result in a less-than-significant impact.

MITIGATION MEASURES

Construction

AQ1 Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

AQ2 The construction contractor shall utilize at least one of the following measures at each vehicle egress from the project site to a paved public road:

- Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;
- Pave the surface extending at least 100 feet and at least 20 feet wide;
- Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or
- Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.