

1 **3.7 GREENHOUSE GAS EMISSIONS**

GREENHOUSE GAS EMISSIONS –Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2 **3.7.1 Environmental Setting**

3 The Project area is located 2 miles east-northeast of Niland, Imperial County, in the
 4 central basin of the Colorado Desert. Niland is a small community on the southeast side
 5 of the Salton Sea, approximately 80 miles southeast of Palm Springs and 19 miles north
 6 of Brawley. No major operations that generate greenhouse gas (GHG) emissions are
 7 present on or near the 640-acre School Lands parcel.

8 **3.7.2 Regulatory Setting**

9 Federal and State laws and regulations pertaining to this issue area and relevant to the
 10 Project are identified in Table 3.7-1.

Table 3.7-1. Laws, Regulations, and Policies (Greenhouse Gases)

U.S.	Federal Clean Air Act (FCAA) (42 USC 7401 et seq.)	In 2007, the U.S. Supreme Court ruled that carbon dioxide (CO ₂) is an air pollutant as defined under the FCAA, and that the USEPA has authority to regulate GHG emissions.
CA	California Global Warming Solutions Act of 2006 (AB 32)	Under AB 32, CARB is responsible for monitoring and reducing GHG emissions in the State and for establishing a statewide GHG emissions cap for 2020 that is based on 1990 emissions levels. CARB (2009) has adopted the AB 32 Climate Change Scoping Plan (Scoping Plan), which contains the main strategies for California to implement to reduce CO ₂ equivalent (CO ₂ e) emissions by 169 million metric tons (MMT) from the State's projected 2020 emissions level of 596 MMT CO ₂ e under a business-as-usual scenario. The Scoping Plan breaks down the amount of GHG emissions reductions the CARB recommends for each emissions sector of the State's GHG inventory, but does not directly discuss GHG emissions generated by construction activities.
CA	Senate Bills (SB) 97 and 375	<ul style="list-style-type: none"> Pursuant to SB 97, the State Office of Planning and Research prepared and the Natural Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. Effective as of March 2010, the revisions to the CEQA Environmental Checklist Form (Appendix G) and the Energy Conservation Appendix (Appendix F) provide a framework to address global climate change impacts in the CEQA process; State CEQA Guidelines section 15064.4 was also added to provide an approach to assessing impacts from GHGs.

Table 3.7-1. Laws, Regulations, and Policies (Greenhouse Gases)

		<ul style="list-style-type: none"> • SB 375 (effective January 1, 2009) requires 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.
CA	Executive Orders	<p>Executive Order B-30-15 (Governor 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 of reducing GHG emissions to 80 percent below 1990 levels by 2050. It additionally directed all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve GHG emissions reductions to meet the 2030 and 2050 targets.</p>
		<p>Executive Order S-01-07 (Governor Schwarzenegger, January 2007) established 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.</p>
		<p>Executive Order S-3-05 (Governor Schwarzenegger, June 2005) directed the state to reduce GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 level by 2050.</p>

1 At the local level, Imperial County has not established formal quantitative or qualitative
 2 thresholds for the assessment and mitigation of GHG and climate change impacts.

3 **3.7.3 Impact Analysis**

4 ***a) Generate greenhouse gas emissions, either directly or indirectly, that may have***
 5 ***a significant impact on the environment?***

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

8 **No Impact.** The Project consists of the proposed sale of State-owned School Lands to
 9 private entities. The proposed purchasers of the School Lands parcels plan to continue
 10 the existing uses (current baseline conditions) associated with the respective parcels.
 11 Any other uses and potential impacts are too speculative for evaluation.

12 **3.7.4 Summary**

13 Based upon the above considerations, no impacts associated with GHG emissions are
 14 expected to occur as a result of the Project.