

3.6 Energy

This section presents the environmental setting and impact analysis for energy use resulting from the Proposed Project and provides information regarding the Proposed Project's energy use, applicable regulations, environmental impacts, and mitigation measures to reduce or avoid significant effects.

3.6.1 Environmental Setting

The environmental setting pertaining to energy for the Proposed Project includes electricity, natural gas, and petroleum (gasoline and diesel) resources, including associated service providers, supply sources, and the estimated consumption for the state. Energy use for the State of California is estimated as follows:

- Approximately 272,576 gigawatt hours (GWh) electricity (CEC, 2022)
 - Approximately 190,913 GWh total in-state generation
 - Approximately 41,193 GWh northwest imports
 - Approximately 40,471 GWh southwest imports
- Approximately 2,074,302 cubic feet of natural gas (EIA, 2020)
- Approximately 524,183 barrels of petroleum (EIA, 2022)
 - Approximately 12.73 billion gallons of gasoline (Alternative Fuels Data Center, 2021)
 - Approximately 3.74 billion gallons of diesel (Alternative Fuels Data Center, 2020b)

Electricity

Electricity usage in California varies substantially among buildings according to the types of use in a given building, construction materials, and the efficiency of electricity-consuming devices. Due to the state's energy efficiency building standards and efficiency and conservation programs, California's per capita electricity use has remained stable for more than 30 years while the national average has steadily increased (CEC, 2022).

Pacific Gas and Electric

The cities of Arvin and Bakersfield receive electricity from Pacific Gas and Electric Company (PG&E). Regulated by the CPUC, PG&E was incorporated in California in 1905 and is one of the largest combination natural gas and electric utilities in the United States (U.S.). It currently provides service to approximately 16 million people throughout a 70,000-square-mile service area in northern and central California from Eureka in the north to Bakersfield in the south and from the Pacific Ocean in the west to the Sierra Nevada in the east. The service area includes 106,681 circuit miles of electric distribution lines, 18,466 circuit miles of interconnected transmission lines, 42,141 miles of natural gas distribution pipelines, and 6,438 miles of transportation pipelines (PG&E, 2023).

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Southern California Edison

The Proposed Project would replace and modify existing electric transmission infrastructure owned and operated by Southern California Edison (SCE). As discussed in Section 2.1.3, the SCE system provides power to a portion of unincorporated Kern County, the City of Tehachapi, and surrounding communities. SCE provides electrical service to approximately 15 million people in a 50,000 square-mile area of central, coastal and southern California. The SCE system includes 118,000 circuit miles of electric distribution and bulk transmission lines and more than 700 substations within SCE's service area (Southern California Edison, 2021). SCE receives electric power from a variety of sources. According to CPUC's most recent Renewable Portfolio Standard (RPS) Annual Report to the Legislature, 34 percent of SCE's power in 2020 came from eligible renewable energy sources, including biomass/waste, geothermal, small hydroelectric, solar, and wind sources (California Public Utilities Commission, 2022).

Natural Gas

The CPUC regulates California natural gas rates and natural gas services, including in-state transportation of natural gas over the utilities' extensive transmission and distribution pipeline networks and storage, procurement, metering, and billing systems. California's natural gas utilities provide service to over 11 million gas meters within the state (CEC, 2022). In 2020, California used approximately 2.07 million cubic feet of natural gas (EIA, 2020). Residential and small commercial customers account for approximately 35 percent of the natural gas delivered by California utilities. Large consumers such as electric generators and industrial non-core customers account for approximately 65 percent of usage of the natural gas provided by California utilities (CPUC, 2022). Most of the natural gas used in California is imported from out-of-state natural gas basins. For example, in 2017, California utility customers received 38 percent of their natural gas supply from basins located in the U.S. Southwest, 27 percent from Canada, 27 percent from the U.S. Rocky Mountain region, and 8 percent from production located in California (CPUC, 2022). The Proposed Project is located within the service territory of SoCalGas, which provides service to about 5.9 million customers (CPUC, 2022).

Petroleum (Gasoline and Diesel)

Petroleum usage in California includes petroleum products such as motor gasoline, distillate fuel, liquefied petroleum gases, and jet fuel. In 2020, California used approximately 524,183 barrels of petroleum (EIA, 2022). Petroleum fuels refined from crude oil are the dominant source of energy for transportation sources. For petroleum that was converted into gasoline and diesel, the Alternative Fuels Data Center estimated California used approximately 12.73 billion gallons of gasoline in 2021 and approximately 3.74 billion gallons of diesel in 2020 (Alternative Fuels Data Center 2021; Alternative Fuels Data Center 2020b). California has implemented policies to improve vehicle efficiency and to support use of alternative transportation such as the California Public Utilities Code (PUC) section 399.24, which states the CPUC shall adopt policies and programs that promote the in-state production and distribution of biomethane (biogas) for transportation use. Accordingly, the California Energy Commission (CEC) anticipates an overall decrease in petroleum demand in the state over the next decade.

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3.6.2 Applicable Regulations, Policies, and Standards

Federal Regulations, Policies and Standards

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States. In 2012, new fuel economy standards for passenger cars and light trucks were approved for model years 2017 through 2021 (77 FR §§ 62624–63200).

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 promotes the development of intermodal transportation systems to maximize mobility and address national and local interests in air quality and energy. ISTEA includes factors for metropolitan planning organizations to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, metropolitan planning organizations have adopted policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century was signed into law in 1998 and builds on the initiatives established in the ISTEA legislation, as discussed above. The act authorizes highway, highway safety, transit, and other efficient surface transportation programs. The act continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of transportation decisions. The act also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of intelligent transportation systems to help improve operations and management of transportation systems and vehicle safety.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act (EISA) of 2007 was signed into law. In addition to setting increased Corporate Average Fuel Economy standards for motor vehicles, the EISA includes the following other provisions related to energy efficiency:

- Renewable Fuel Standard (section 202)
- Appliance and Lighting Efficiency Standards (sections 301–325)
- Building Energy Efficiency (sections 411–441)

The Renewable Fuel Standard program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the U.S. Developed in collaboration with refiners, renewable fuel producers, and many other stakeholders, the regulations of this program require ever-increasing levels of renewable fuels to replace petroleum (EPA 2013,

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2015). The U.S. Environmental Protection Agency (EPA) is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. As required under the act, the original Renewable Fuel Standard program required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the Renewable Fuel Standard program was expanded in several key ways that lay the foundation for achieving significant reductions in GHG emissions from the use of renewable fuels, reducing imported petroleum, and encouraging the development and expansion of the renewable fuels sector in the United States. The updated program includes the following:

- Expands the Renewable Fuel Standard program to include diesel, in addition to gasoline
- Increases the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022
- Establishes new categories of renewable fuel, and sets separate volume requirements for each one
- Requires the EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces

Additional provisions of the EISA address energy savings in government and public institutions, research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green” jobs.

State Regulations, Policies, and Standards

Warren–Alquist Act

The California Legislature passed the Warren–Alquist Act in 1974. The Warren–Alquist Act was created by the CEC. The legislation also incorporated the following three key provisions designed to address the demand side of the energy equation:

- It directed the CEC to formulate and adopt the nation’s first energy conservation standards for both buildings constructed and appliances sold in California.
- The act removed the responsibility of electricity demand forecasting from the utilities, which had a financial interest in high demand projections, and transferred it to a more impartial CEC.
- The CEC was directed to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as non-conventional energy sources.

State of California Energy Action Plan

The CEC and CPUC approved the first State of California Energy Action Plan in 2003. The plan establishes shared goals and specific actions to ensure that adequate, reliable, and reasonably priced electrical power and natural gas supplies are provided. The plan also identified policies, strategies, and actions that are cost effective and environmentally sound for California’s

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consumers and taxpayers. In 2005, a second Energy Action Plan was adopted by the CEC and CPUC to reflect various policy changes and actions of the preceding 2 years. At the beginning of 2008, the CEC and CPUC determined that it was not necessary or productive to prepare a new energy action plan. This determination was based, in part, on a finding that the state's energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, also known as the California Global Warming Solutions Act of 2006 (discussed below). Rather than produce a new energy action plan, the CEC and CPUC prepared an "update" that examines the state's ongoing actions in the context of global climate change.

Senate Bill 1078 (2002)

Senate Bill (SB) 1078 (2002) established the California RPS Program and requires that a retail seller of electricity purchase a specified minimum percentage of electricity generated by eligible renewable energy resources as defined in any given year, culminating in a 20 percent standard by December 31, 2017. These retail sellers include electrical corporations, community choice aggregators, and electric service providers. The bill also requires the CEC to certify eligible renewable energy resources, design and implement an accounting system to verify compliance with the RPS by retail sellers, and allocate and award supplemental energy payments to cover above-market costs of renewable energy.

Senate Bills 107 (2006), X1-2 (2011), 350 (2015), and 100 (2018)

SB 107 (2006) accelerated the RPS established by SB 1078 by requiring that 20 percent of electricity retail sales be served by renewable energy resources by 2010, rather than 2017. Additionally, SB X1-2 (2011) requires all California utilities to generate 33 percent of their electricity from eligible renewable energy resources by 2020. Specifically, SB X1-2 sets a three-stage compliance period: by December 31, 2013, 20 percent had to come from renewables; by December 31, 2016, 25 percent had to come from renewables; and by December 31, 2020, 33 percent will come from renewables.

SB 350 (2015) requires retail seller and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030, with interim goals of 40 percent by 2024 and 45 percent by 2027.

SB 100 (2018) increased the standards set forth in SB 350, establishing that 44 percent of the total electricity sold to retail customers in California per year by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100 percent of the retail sales of electricity to California. This bill requires that the achievement of 100-percent zero-carbon electricity resources does not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling. Consequently, utility energy generation from non-renewable resources is expected to be reduced based on implementation of the 60-percent RPS in 2030.

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Assembly Bill 1007 (2005)

AB 1007 (2005) required the CEC to prepare a statewide plan to increase the use of alternative fuels in California (State Alternative Fuels Plan). The CEC prepared the plan in partnership with the California Air Resources Board (CARB) and in consultation with the other state, federal, and local agencies. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Assembly Bill 32 (2006) and Senate Bill 32 (2016)

In 2006, the Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. In 2016, the Legislature enacted SB 32, which extended the horizon year of the state's codified GHG reduction planning targets from 2020 to 2030, requiring California to reduce its GHG emissions to 40 percent below 1990 levels by 2030. In accordance with AB 32 and SB 32, CARB prepares scoping plans to guide the development of statewide policies and regulations for the reduction of GHG emissions. Many of the policy and regulatory concepts identified in the scoping plans focus on increasing energy efficiencies and the use of renewable resources and reducing the consumption of petroleum-based fuels (e.g., gasoline and diesel). Accordingly, the state's GHG emissions reduction planning framework creates co-benefits for energy-related resources.

California Building Standards

Part 6 of Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. Part 6 establishes energy efficiency standards for residential and non-residential buildings constructed in California to reduce energy demand and consumption. Part 6 is updated every 3 years to incorporate and consider new energy efficiency technologies and methodologies. The 2016 Title 24 building energy efficiency standards, which became effective on January 1, 2017, further reduce energy used in the state. In general, single-family homes built to the 2016 standards were anticipated to use approximately 28 percent less energy for lighting, heating, cooling, ventilation, and water heating than those built to the 2013 standards, and non-residential buildings built to the 2016 standards were to use an estimated 5 percent less energy than those built to the 2013 standards.

The California Energy Commission (CEC) updates the Energy Code every three years. On August 11, 2021, the CEC adopted the 2022 Energy Code. In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery energy storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code. The CPUC, CEC, and CARB previously established a goal of achieving zero net energy for new construction in California. The key policy timelines include the following: (1) All new residential construction in California will be zero net energy by 2020 and (2) all new commercial construction in California will be zero net energy by 2030. As most recently defined by the CEC in its 2015

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Integrated Energy Policy Report, a zero net energy code building is “one where the value of the energy produced by on-site renewable energy resources is equal to the value of the energy consumed annually by the building” using the CEC’s Time Dependent Valuation metric.

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or SB 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet its GHG emissions reduction mandates. As codified in California Government Code, Section 65080, SB 375 requires metropolitan planning organizations to include a sustainable communities strategy in its regional transportation plan. The main focus of the sustainable communities strategy is to plan for growth in a fashion that will ultimately reduce GHG emissions, but the strategy is also a part of a bigger effort to address other development issues within the general vicinity, including transit and vehicle miles traveled, which influence the consumption of petroleum-based fuels.

Local Regulations, Policies, and Standards

The CPUC has sole and exclusive State jurisdiction over the siting and design of the Proposed Project because it authorizes the construction, operation, and maintenance of investor-owned public utility facilities. Pursuant to GO 131-D section XIV.B, “Local jurisdictions acting pursuant to local authority are preempted from regulating electric power line projects, distribution lines, substations, or electric facilities constructed by public utilities subject to the CPUC’s jurisdiction. However, in locating such projects, the public utilities shall consult with local agencies regarding land use matters.” Consequently, public utilities are directed to consider local regulations and consult with local agencies, but the counties’ and cities’ regulations are not applicable as the counties and cities do not have jurisdiction over the Proposed Project. Accordingly, the following discussion of local land use laws, regulations, and policies is provided for informational purposes only.

Kern County General Plan

The Kern County General Plan’s Energy Element contains goals, policies, and implementation measures that address renewable energy development in the County (Kern County, 2009). The following are relevant to the Proposed Project.

General Goal:

- To assert Kern County's position as California's leading energy producer, to encourage safe and orderly energy development within the County, including

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research and demonstration projects, and to become actively involved in the decisions and actions of other agencies as they affect energy development in Kern County.

Policies:

- Kern County should assert and promote its role as the State's leading energy County.
- The County should actively monitor the actions of local, State, and federal agencies relating to energy development in Kern County, and lobby and present its position on such matters as needed to protect the County interests and avoid unnecessary impediments to energy development.
- The County shall continue to streamline energy permitting regulations.
- The County should actively seek State and federal energy grants and projects to assist in energy planning and development.
- The County shall work with other agencies to define regulatory responsibility concerning energy-related issues, and shall seek to eliminate, insofar as possible, duplicative regulations.
- The County should encourage discussion and mutual cooperation of various energy industries within the County to establish mutual understanding of common needs and issues.

Los Angeles County General Plan

The Los Angeles County General Plan contains goals, policies, and implementation measures that encourage energy efficiency in the County. The following are relevant to the Proposed Project.

Goal:

- **C/NR 12:** Sustainable management of renewable and non-renewable energy resources

Policies:

- **Policy C/NR 12.1:** Encourage the production and use of renewable energy resources
- **Policy C/NR 12.2:** Encourage the effective management of energy resources, such as ensuring adequate reserves to meet peak demands
- **Policy C/NR12.3:** Encourage distributed systems that use existing infrastructure and reduce environmental impacts

Los Angeles Community Climate Action Plan

The Draft 2045 Community Climate Action Plan (CCAP) is a component of the Air Quality Element of the Los Angeles County General Plan and is discussed in more detail in the Greenhouse Gas Emissions section (Section 3.8). Many of the actions listed in the Draft 2045 CCAP to reduce GHG emissions would also increase energy efficiency or reduce energy consumption or increase renewable energy production. The local programs in the plan include seven green building and energy actions, twelve land use and transportation measures, two

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water conservation and wastewater actions, a water diversion action, and four land conservation and tree planting actions.

City of Arvin General Plan

In the City of Arvin’s General Plan Update, the Conservation and Open Space Element contains the following energy-related goal that may apply to the Proposed Project:

Goal:

- **Goal 9** Improve energy efficiency of all new construction in the Arvin area

Policy:

- **CO-9.2** Enforce the State Energy Conservation Standards for both residential and commercial uses

City of Bakersfield General Plan

Chapter V “Conservation/Air Quality Element” of the Metropolitan Bakersfield General Plan contains the following energy-related policy that may apply to the Proposed Project:

- **Policy 6.** Participate in alternative fuel programs

3.6.3 Applicant Proposed Measures

SCE has proposed measures to reduce environmental impacts. The significance of the impact is first considered prior to application of *applicant proposed measures* (APMs) and a significance determination is made. The implementation of the APMs is then considered as part of the Proposed Project when determining whether impacts would be significant and thus would require mitigation. These APMs would be incorporated as part of any CPUC project approval, and SCE would be required to adhere to the APMs as well as any identified mitigation measures. The APMs are included in the MMRP for the Proposed Project, and the implementation of the measures would be monitored and documented in the same manner as mitigation measures. The APMs that are applicable to the energy analysis are provided in Table 3.6-1.

Table 3.6-1 Applicant Proposed Measures Relevant to Energy Impact Analysis

APM Number	Requirements
AIR-1	Tier 4 Construction Equipment. All construction equipment with rating between 100 and 750 horsepower (hp) will be required to use engines compliant with U.S. EPA Tier 4 non-road engine standards. In the event a Tier 4 engine is not available for any off-road construction equipment with rating at or higher than 100 hp, that documentation of the unavailability will be provided.

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APM Number	Requirements
NOI-1	<p>Noise Disturbance Minimization Procedures. SCE will employ the following noise-control techniques, at a minimum, to reduce construction noise exposure at noise-sensitive receptors during construction:</p> <ul style="list-style-type: none"> • Construction activities will be confined to daytime, weekday, and weekend hours established by the applicable local jurisdiction. In the event construction is required beyond those hours, SCE will notify the appropriate local agency or agencies regarding the description of the work, location, and anticipated construction hours. • Construction equipment will use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. • Construction traffic and helicopter flight will be routed away from residences and schools, where feasible. <p>Unnecessary construction vehicle use, and idling time will be minimized. If a vehicle is not required for use immediately or continuously for construction activities, its engine will be shut off.</p>

3.6.4 Environmental Analysis

Summary of Impacts

Table 3.6-2 presents a summary of the CEQA significance criteria and impacts on energy use that would occur during construction, operation, and maintenance of the Proposed Project.

Table 3.6-2 Summary of Proposed Impacts to Energy

Would the Proposed Project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Impact Discussion

a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Construction

Energy utilized during the Proposed Project's construction would require the consumption of fossil fuel resources such as gasoline and diesel that would be used to power construction vehicles, equipment, and helicopters as well as the consumption of electricity for alternatively powered equipment. As mentioned in Table 2-7, it is estimated that approximately 386,486 gallons of diesel fuel, approximately 48,579 gallons of gasoline, and approximately 104,432 gallons of Jet A fuel (for helicopter operations) would be used or consumed during construction. Referencing the data from the CEC, California's refineries regularly produce approximately 952,000 barrels per week of diesel and approximately 7,382,000 barrels per week of gasoline (CEC, 2022). This means the total diesel fuel volume used during the entirety of the Proposed Project's construction (0.386 million gallons) would represent less than 3 percent of California's daily diesel production volume (15 million gallons). Additionally, implementation of APM NOI-1 (see Section 3.13) and APM AIR-1 (see Section 3.3.4) would both minimize any unnecessary construction vehicle idling time, which would reduce total fuel consumption during construction of the Proposed Project. Therefore, the Proposed Project's impact would be less than significant and would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during the Proposed Project construction.

Operation and Maintenance

Operation of the existing subtransmission lines uses electricity through station lights and power equipment that are used to power the existing SCE substations within the Proposed Project alignment. The use of station lengths and power equipment at the existing substations would not be modified as a result of the Proposed Project. Operation and maintenance (O&M) activities of the Proposed Project would be carried out in the same or similar manner as those conducted for the existing infrastructure. Therefore, O&M of the Proposed Project would not result in a change to energy consumption, and no impact to energy use would occur.

Required APMs and MMs: APM NOI-1 and APM AIR-1. Refer to Table 3.6-1.

b) **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

The Proposed Project would rebuild and replace the existing subtransmission lines in order to address reliability concerns related to the condition of existing infrastructure on the affected subtransmission line and ensure compliance with CPUC G.O. 95 standards. Because SCE operates an interconnected grid, all renewable and non-renewable energy projects connected to any one portion of that grid may be interconnected to the subtransmission lines included under the Proposed Project. The Proposed Project would replace existing electrical power lines and would not conflict with or obstruct a state or local plan for renewable energy or energy

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efficiency or impede future use of renewable energy sources, progress towards RPS goals, or implementation of energy efficiency programs. Therefore, construction of the Proposed Project would not impede the development of existing or future renewable energy projects and would have no significant impact.

Required APMs and MMs: None

3.6.5 References

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