1.6 ENERGY

The following discussion evaluates the potential changes in impacts associated with energy and the conclusions from the Proponent's Environmental Assessment (PEA) with the incorporation of the Proposed Project's design modifications as described in the redlined version of Chapter 3 – Project Description. The table below summarizes the impact determinations from the PEA and the impact determinations with the incorporation of the design modifications.

Would the project:	**PEA Impact Determination**	**Impact Determination with Design Modifications**
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less-than-Significant Impact	Less-than-Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact	No Impact
c) Add capacity for the purpose of serving a nonrenewable energy resource?	No Impact	No Impact

Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

LSPGC and PG&E Components

Less-than-Significant Impact. Design modifications to the LS Power Grid California, LLC (LSPGC) and Pacific Gas and Electric Company (PG&E) Proposed Project components would not change the type of equipment used for construction of the Proposed Project; however, the quantity and duration of use for certain equipment would change. The updated equipment requirements are described in the redlined version of Chapter 3 – Project Description. Based on design modifications, the volume of diesel and gasoline fuels that are anticipated to be utilized during construction were recalculated. The modified calculations are shown in Attachment 1.6-A: Construction Fuel Consumption. With the design modifications incorporated, construction of the LSPGC and PG&E Proposed Project components is estimated to consume ~~209,773~~215,460 gallons of gasoline, ~~618,304~~562,081 gallons of diesel fuel, and ~~22,821~~15,661 gallons of jet fuel. Therefore, gasoline consumption would increase by ~~14,685~~20,372 gallons, diesel fuel consumption would decrease by ~~54,034~~110,257 gallons, and jet fuel consumption would ~~increase~~ decrease by ~~6,393~~767 gallons with the incorporation of the design modifications. Therefore, the Proposed Project with the design modifications incorporated would still represent less than 0.1 percent of total diesel and gasoline consumption in the counties crossed by the Proposed Project. In addition, and consistent with the analysis in the PEA, construction would be short term and necessary, and the use of fuel would be efficient and conservative in nature. As a result, and consistent with the PEA, impacts would continue to be less than significant.

Operations and Maintenance

LSPGC and PG&E Components

Less-than-Significant Impact. The proposed LSPGC 230 kV onshore riser structures would be included in the Operations & Maintenance (O&M) activities for the proposed LSPGC 230 kilovolt (kV) Overhead Segment previously evaluated as having less-than-significant impacts in the PEA. O&M activities associated with the proposed PG&E 500 kV Transposition Structures would be included in routine inspections of PG&E's existing Vaca Dixon-Tesla 500 kV Transmission Line previously evaluated as having less-than-significant impacts in the PEA. The design modifications associated with the remaining LSPGC and PG&E Proposed Project components would not affect the O&M activities described in the PEA. As a result, and consistent with the PEA, impacts would continue to be less than significant.

Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Construction, Operations and Maintenance

LSPGC and PG&E Components

No Impact. Design modifications would not cause the Proposed Project's temporary demand for electricity and fuel resources for vehicles and construction equipment to significantly increase past the amount previously evaluated in the PEA. Therefore, incorporation of the design modifications would not cause the Proposed Project to be noncompliant with the California Renewables Portfolio Standard (RPS) Program. Consistent with the analysis in the PEA, the temporary increase in demand for electricity and fuel resources for vehicles and construction equipment would not conflict with the long-term goals of the RPS Program because none of the program's requirements are applicable to the Proposed Project. As a result, and consistent with the PEA, no impacts would occur.

Would the project add capacity for the purpose of serving a nonrenewable energy resource?

Construction, Operations and Maintenance

LSPGC and PG&E Components

No Impact. Design modifications would not add capacity that would result in an increase in energy from nonrenewable sources, such as coal and natural gas. As a result, and consistent with the PEA, no impacts would occur.

ATTACHMENT 1.6-A: CONSTRUCTION FUEL CONSUMPTION