4.6 ENERGY

4.6.1 Introduction

This section discusses energy use resulting from implementation of the proposed Menifee Valley Specific Plan Project (proposed Project) and evaluates whether the proposed Project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency. The energy use analysis in this section is based on information from the California Emissions Estimator Model (CalEEMod) version 2020.4.0 modeling results in **Appendix C** of this Draft Environmental Impact Report (EIR).

4.6.2 Scoping Process

The City of Menifee (City) received 10 comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A-1** of this Draft EIR. No comment letters included comments related to energy.

4.6.3 Methodology

The analysis of electricity/natural gas usage is based on the CalEEMod modeling conducted by LSA, which quantifies energy use for project operations. Fuel consumption (diesel fuel and gasoline) from vehicle trips during operation was estimated for the build out year (2031) of the proposed Project based on trip estimates from the CalEEMod model and fuel efficiencies from the California Air Resources Board's (CARB) Emission Factor Model (EMFAC2021) model. Estimates of fuel consumption (diesel fuel and gasoline) from construction trucks and construction worker vehicles were based on trip estimates from the CalEEMod model and fuel efficiencies from the CARB EMFAC2021 model.

The analysis focuses on the four sources of energy that are relevant to the proposed Project: electricity, natural gas, the equipment fuel necessary for Project construction, and vehicle fuel necessary for Project operations. For the purposes of this analysis, the amount of electricity, natural gas, construction fuel, and fuel use from operations are quantified and compared to that consumed in Riverside County. The electricity/natural gas use of the proposed Project is analyzed as a whole on an annual basis. In addition, this analysis includes six model runs, one for each of the three phases of the on-site improvements, a model run for build out of the on-site improvements, a model run for the off-site improvements, and a model run for the off-site roadway improvements.

4.6.4 Existing Environmental Setting

4.6.4.1 Electricity

Electricity is a manmade resource. The production of electricity requires the consumption or conversion of energy resources (including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources) into energy. Electricity is used for a variety of purposes (e.g., lighting, heating, cooling,

and refrigeration, and for operating appliances, computers, electronics, machinery, and public transportation systems).[1]

According to the most recent data available, in 2021, California's electricity was generated primarily by natural gas (37.9 percent), renewable sources (33.6 percent), large hydroelectric (9.2 percent), nuclear (9.3 percent), coal (3.0 percent), and other unspecified sources. Total electric generation in California in 2020 was 277,764 gigawatt-hours (GWh), up 2 percent from the 2020 total generation of 272,576 GWh.[2]

The Project site is within the service territory of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000-square-mile (sq mi) area of Central, Coastal, and Southern California.[3] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2020 was 83,532.6 GWh (32,475 GWh for the residential sector and 51,057 GWh for the non-residential sector). Total electricity consumption in Riverside County in 2020 was 16,857.9 GWh (16,857,930,966 kilowatt hours [kWh]).[4]

4.6.4.2 Natural Gas

Natural gas is a non-renewable fossil fuel. Fossil fuels are formed when layers of decomposing plant and animal matter are exposed to intense heat and pressure under the surface of the Earth over millions of years. Natural gas is a combustible mixture of hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas is found in naturally occurring reservoirs in deep underground rock formations. Natural gas is used for a variety of uses (e.g., heating buildings, generating electricity, and powering appliances such as stoves, washing machines and dryers, gas fireplaces, and gas grills).[5]

Natural gas consumed in California is used for electricity generation (45 percent), residential uses (21 percent), industrial uses (25 percent), and commercial uses (9 percent). California continues to depend on out-of-state imports for nearly 90 percent of its natural gas supply.[6]

The Southern California Gas Company (SoCalGas) is the natural gas service provider for the Project site. SoCalGas provides natural gas to approximately 21.8 million people in a 24,000 sq mi service

1 United States Energy Information Administration (EIA). 2020b. Electricity Explained. Website: https://www.eia.gov/energyexplained/electricity/ (accessed December 2022).
2 California Energy Commission (CEC). 2022a. *2020 Total System Electric Generation*. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation (accessed December 2022).
3 Southern California Edison (SCE). 2020. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed December 2022).
4 CEC. 2020b. Electricity Consumption by County and Entity. Website: http://www.ecdms.energy.ca.gov/elecbycounty.aspx and http://www.ecdms.energy.ca.gov/elecbyutil.aspx (accessed December 2020).
5 EIA. 2020c. Natural Gas Explained- Use of Natural Gas. Website: https://www.eia.gov/energyexplained/index.php?page=natural_gas_use (accessed December 2022).
6 CEC. 2020d. Supply and Demand of Natural Gas in California. Website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed December 2022).

area throughout Central and Southern California, from Visalia to the Mexican border.[7] According to the CEC, total natural gas consumption in the SoCalGas service area in 2020 was 5,231 million therms (2,426 million therms for the residential sector). Total natural gas consumption in Riverside County in 2020 was 436.9 million therms (436,941,555 therms).

4.6.4.3 Petroleum/Transportation Energy

Petroleum is also a non-renewable fossil fuel. Petroleum is a thick, flammable, yellow-to-black mixture of gaseous, liquid, and solid hydrocarbons that occurs naturally beneath the earth's surface. Petroleum is primarily recovered by oil drilling. It is refined into a large number of consumer products, primarily fuel oil, gasoline, and diesel.

The average fuel economy for light-duty vehicles (autos, pickup trucks, vans, and sport utility vehicles) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.9 mpg in 2020.[8] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. The Act, which originally mandated a national fuel economy standard of 35 mpg by year 2020,[9] applies to cars and light trucks of Model Years 2011 through 2020. In March 2020, the United States Environmental Protection Agency (USEPA) and National Highway Traffic Safety Administration (NHTSA) finalized the Corporate Average Fuel Economy (CAFE) standards for Model Years 2024–2026 Passenger Cars and Light Trucks, further detailed below.

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. According to the most recent data available, total gasoline consumption in California was 289,918 thousand barrels or 1,464.7 trillion British Thermal Units (BTU) in 2020.[10] Of the total gasoline consumption, 273,289 thousand barrels or 1,380.7 trillion BTU were consumed for transportation.[11] Based on fuel consumption obtained from CARB's California Emissions Factor Model, Version 2021 (EMFAC2021), approximately 295.2 million gallons of diesel and approximately 758.6 million gallons of gasoline were estimated to be consumed from vehicle trips in Riverside County in 2022.

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7 Southern California Gas Company (SoCalGas). 2020. About SoCalGas. Website: https://www.socalgas.com/about-us/company-profile (accessed December 2022).

8 U.S. Department of Transportation (DOT). "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed December 2022).

9 United States Department of Energy. 2007. Energy Independence & Security Act of 2007. Website: https://www.epa.gov/greeningepa/energy-independence-and-security-act-2007#:~:text=Signed%20on%20December%2019%2C%202007,and%20improve%20vehicle%20fuel%20economy (accessed December 2022).

10 A British Thermal Unit is defined as the amount of heat required to raise the temperature of one pound of water by one degree Fahrenheit.

11 EIA. 2020a. California State Profile and Energy Estimates. Table F3: Motor gasoline consumption, price, and expenditure estimates, 2018. Website: eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA (accessed December 2022).

4.6.5 Regulatory Setting

This section includes applicable federal, State, regional, and City regulations.

4.6.5.1 Federal Regulations

Energy Policy Act of 2005. The Energy Policy Act of 2005 seeks to reduce reliance on non-renewable energy resources and provide incentives to reduce current demand on these resources. For example, under this Act, consumers and businesses can obtain federal tax credits for purchasing fuel-efficient appliances and products (including hybrid vehicles), building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary microturbine power plants, and solar power equipment.

Corporate Average Fuel Economy Standards. On March 31, 2022, the NHTSA finalized the CAFE standards for Model Years 2024–2026 Passenger Cars and Light Trucks. The amended CAFE standards would require an industry wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024–2025, and 10 percent annually for model year 2026. The final standards are estimated to save about 234 billion gallons of gasoline between model years 2030 to 2050.

4.6.5.2 State Regulations

Assembly Bill 1575, Warren-Alquist Act. In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted Assembly Bill (AB) 1575 (also known as the Warren-Alquist Act), which created the CEC. The statutory mission of the CEC is to forecast future energy needs; license power plants of 50 megawatts (MW) or larger; develop energy technologies and renewable energy resources; plan for and direct State responses to energy emergencies; and, perhaps most importantly, promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code (PRC) Section 21100(b)(3) and *State CEQA Guidelines* Section 15126.4 to require EIRs to include, where relevant, mitigation measures proposed to minimize the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F to the *State CEQA Guidelines*. Appendix F assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the *State CEQA Guidelines* also states that the goal of conserving energy implies the wise and efficient use of energy and the means of achieving this goal, including (1) decreasing overall per capita energy consumption; (2) decreasing reliance on fossil fuels such as coal, natural gas, and oil; and (3) increasing reliance on renewable energy sources.

Senate Bill 1389, Energy: Planning and Forecasting. In 2002, the State Legislature passed Senate Bill (SB) 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles (ZEVs)

and their infrastructure needs, and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

In compliance with the requirements of SB 1389, the CEC adopts an Integrated Energy Policy Report every 2 years and an update every other year. The most recently adopted report includes the *2021 Integrated Energy Policy Report*[12] and the *2022 Integrated Energy Policy Report Update*.[13] The *Integrated Energy Policy Report* covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecast, and the California Energy Demand Forecast. The *Integrated Energy Policy Report* provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs.

Renewable Portfolio Standards. SB 1078 established the California Renewable Portfolio Standards program in 2002. SB 1078 initially required that 20 percent of electricity retail sales be served by renewable resources by 2017; however, this standard has become more stringent over time. In 2006, SB 107 accelerated the standard by requiring that the 20 percent mandate be met by 2010. In April 2011, SB 2 required that 33 percent of electricity retail sales be served by renewable resources by 2020. In 2015, SB 350 established tiered increases to the Renewable Portfolio Standards of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. In 2018, SB 100 increased the requirement to 60 percent by 2030 and required that all of the State's electricity come from carbon-free resources by 2045. SB 100 took effect on January 1, 2019.[14]

Title 24, California Building Code. Energy consumption by new buildings in California is regulated by the Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations (CCR), known as the California Building Code (CBC). The CEC first adopted the Building Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the State. The CBC is updated every 3 years, and the current 2019 CBC went into effect on January 1, 2020. The efficiency standards apply to both new construction and rehabilitation of both residential and non-residential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in CCR Title 24.

California Green Building Standards Code (CALGreen Code). In 2010, the California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards,

12 CEC. 2022a. *2021 Integrated Energy Policy Report*. California Energy Commission. Docket Number: 21-IEPR-01.

13 CEC. 2022b. *2022 Integrated Energy Policy Report Update*. California Energy Commission. Docket Number: 22-IEPR-01.

14 California Public Utilities Commission (CPUC). 2020. Renewables Portfolio Standard (RPS) Program. Website: https://www.cpuc.ca.gov/rps/ (accessed November 2020).

referred to as the California Green Building Standards Code (CALGreen Code). The CALGreen Code took effect on January 1, 2011. The CALGreen Code is updated on a regular basis, with the most recent update consisting of the 2022 CALGreen Code standards that became effective on January 1, 2023. The CALGreen Code established mandatory measures for residential and non-residential building construction and encouraged sustainable construction practices in the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. Although the CALGreen Code was adopted as part of the State's efforts to reduce greenhouse gas (GHG) emissions, the CALGreen Code standards have co-benefits of reducing energy consumption from residential and non-residential buildings subject to the standard.

California Energy Efficiency Strategic Plan. On September 18, 2008, the California Public Utilities Commission (CPUC) adopted California's first Long-Term Energy Efficiency Strategic Plan, presenting a roadmap for energy efficiency in California. The Plan articulates a long-term vision and goals for each economic sector and identifies specific near-term, mid-term, and long-term strategies to assist in achieving those goals. The Plan also reiterates the following four specific programmatic goals known as the "Big Bold Energy Efficiency Strategies" that were established by the CPUC in Decisions D.07-10-032 and D.07-12-051:

- All new residential construction will be zero net energy (ZNE) by 2020.
- All new commercial construction will be ZNE by 2030.
- Fifty percent of commercial buildings will be retrofitted to ZNE by 2030.
- Fifty percent of new major renovations of State buildings will be ZNE by 2025.

4.6.5.3 Regional Regulations

There are no regional energy regulations that apply to the proposed Project.

4.6.5.4 Local Regulations

City of Menifee General Plan. The City of Menifee addresses energy in the Open Space and Conservation Element of the City's General Plan. The Open Space and Conservation Element contains goals and policies that work towards the efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations. The following policies related to energy are presented in the Open Space and Conservation Element[15] and are applicable to the proposed Project:

> **Policy OCS-4.1:** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
>
> **Policy OCS-4.2:** Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.

[15] Menifee, City of. 2013. Menifee General Plan, Open Space and Conservation Element. Website: https://www.cityofmenifee.us/250/Open-Space-Conservation-Element (accessed December 2022).

Policy OCS-4.3: Advocate for cost-effective and reliable production and delivery of electrical power to residents and businesses throughout the community.

4.6.6 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *State CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *State CEQA Guidelines*. According to Section VIII of Appendix G to the *State CEQA Guidelines*, the proposed Project would result in a significant impact associated with energy if the proposed Project or any proposed Project-related component would:

Threshold 4.6-1: **Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.**

Threshold 4.6-2: **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.**

4.6.7 Project Impacts

The proposed Project proposes the approval of the Menifee Valley Specific Plan, which would facilitate the development of a 590.3-acre master planned community, consisting of 202.2 acres of residential uses, 44.5 acres of open space uses, 311.1 acres of commercial, business park, and public facility uses, and 32.4 acres of infrastructure.[16] Refer to **Section 3.3** for descriptions of the proposed number of residential units and the square footages of anticipated building space in the civic node, business/commercial park, and commercial planning areas.

In addition to certifying the EIR, the proposed Project includes a General Plan Amendment (GPA)[17] that proposes to change the existing SP 301 designation of the site to Menifee Valley Specific Plan; a Change of Zone (CZ)[18] that proposes to change the existing SP 301 designation to its own Specific Plan zoning designation; a Specific Plan Amendment (SPA)[19] that proposes to remove the project site from the existing SP 301 area; adoption of the Menifee Valley Specific Plan; approval of subdivision maps; and a Development Agreement.[20]

The Project includes 59 acres of off-site improvements to support the operation and construction of the proposed Project. These improvements include roadway improvements and subsurface utility line installations and connections along Briggs Road, Menifee Road, and State Route 74 (SR-74); the

16 Refer to Table 3.A in Section 3.3 Project Characteristics.

17 A GPA is an application that modifies the text, figures, or graphics contained within the General Plan. This may include, but is not limited to, changes from one General Plan designation to another designation for property within the city.

18 A CZ is a resolution that changes the zoning district classification of a particular parcel of land.

19 A SPA is like a GPA but for changing one Specific Plan designation to another designation for an area within the city.

20 A Development Agreement executed between the City and the Specific Plan sponsor. The agreement refers to the proposed Specific Plan for the allowable land uses in the Specific Plan area and outlines other terms and conditions of approval associated with the Specific Plan's approval and implementation.

installation of subsurface utility lines in the alignment of Matthews Road along segments of the Project site's southern boundary; and the installation of a nonvehicular bridge across Matthews Road and railroad tracks southwest of and parallel to Matthews Road to connect the Project site with the Heritage Lake community to the south.

In addition, the Project includes off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road).

4.6.7.1 Result in Wasteful, Inefficient or Unnecessary Consumption of Energy Resources

Threshold 4.6-1: Would the proposed Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

The proposed Project would increase the demand for energy through day-to-day operations and fuel consumption associated with Project construction. This section discusses energy use resulting from implementation of the proposed Project and evaluates whether the proposed Project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency.

Construction. Project construction would require energy resources primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. The proposed Project would require site preparation, grading, infrastructure, surface paving activities during construction, and architectural coatings (painting). The construction-related equipment would not be powered by natural gas, and no natural gas demand is anticipated during construction.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption. Construction trucks and vendor trucks hauling materials to and from the Project site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the Project site would be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses depends on the type and number of trips, VMT, the fuel efficiency of the vehicles, and the travel mode.

Estimates of fuel consumption (diesel fuel and gasoline) from construction equipment, construction trucks, and construction worker vehicles were based on default construction equipment assumptions and trip estimates from CalEEMod and fuel efficiencies from EMFAC2021.

> ***On-Site Improvements.*** As stated in **Section 4.3.3 Methodology** in **Section 4.3 Air Quality**, construction emissions were estimated for the Project using CalEEMod, consistent with South Coast Air Quality Management District recommendations. As discussed in **Chapter 3.0**, the Project site would be mass graded in one phase, with fine grading and implementing

development to follow in three phases. This analysis assumes that Phase 1 would include the following: Planning Areas 1 and 2 (Residential); Planning Areas 7A, 7B, and 8A (Open Space-Recreation, Open Space-Conservation, and Greenbelts); Planning Area 11 (Business Park); Planning Area 12 (Commercial Business Park); Residential Spine Street; Briggs Road (along Planning Areas 1, 7A, and 7B); Menifee Road (along Planning Area 11); McLaughlin Road and Malaga Road (from SR-74 to McLaughlin Road); and Pedestrian and Bike-Only Bridge. In addition, this analysis assumes that Phase 2 would include the following: Planning Areas 3, 4, 5 (Residential); Planning Area 6 (School); Planning Area 8B (Open Space-Greenbelt); Planning Area 9 (Public Facilities); Planning Area 10 (Business Park); Briggs Road (along Planning Areas 3 and 5); and Menifee Road (along Planning Area 9 and 10). This analysis assumes that Phase 3 would include the following: Planning Area 13 (Commercial Retail) and SR-74 (along Planning Area 13).

The construction schedule for each phase was based on information provided by the Project Applicant, which assumes that mass grading would occur from the fourth quarter of 2023 through the third quarter of 2024, construction of Phase 1 would occur from the fourth quarter of 2024 through the second quarter of 2030, construction of Phase 2 would occur from the third quarter of 2026 through the second quarter of 2031, and construction of Phase 3 would occur from the third quarter of 2027 through the first quarter of 2029, which was included in CalEEMod. This analysis utilized default construction equipment in CalEEMod, except for the utility trenching and finishing/landscaping phases, which assume the use of a backhoe during utility trenching and use of a skip loader during finishing/landscaping. The grading operation is anticipated to be balanced on the site and would not require import or export of materials. Approximately 5.5 million cubic yards (cy) of material are estimated to be cut and filled to achieve a balanced site including remedial grading. This analysis assumes the use of Tier 2 construction equipment. Other construction details are not yet known; therefore, default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used. Fuel consumption estimates are presented in **Table 4.6.A**. CalEEMod output sheets are included in **Appendix C** and detailed energy calculations are included in **Appendix F**.

As indicated in **Table 4.6.A**, the on-site improvements associated with the proposed Project would consume approximately 6,409,308.5 gallons of gasoline and approximately 3,987,250.9 gallons of diesel fuel during construction. As discussed above, the proposed Project would be constructed over an approximately 7-year planning period; therefore, when averaged over 7 years, the proposed Project would consume approximately 915,615.5 gallons of gasoline per year and 569,607.3 gallons of diesel fuel per year during construction. Based on fuel consumption obtained from EMFAC2021, approximately 758.6 million gallons of gasoline and approximately 295.2 million gallons of diesel will be consumed from vehicle trips in Riverside County in 2022. Therefore, construction of the proposed Project would increase the annual construction generated fuel use in Riverside County by approximately 0.12 percent for gasoline fuel usage and by 0.19 percent for diesel fuel usage. As such, Project construction would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Riverside County's overall use of the State's available energy resources. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are

Table 4.6.A: On-Site Improvements Construction Energy Estimates

Energy Type	Total Energy Consumption
Phase 1 Energy Consumption	
Gasoline (total gallons)	4,256,915.8
Diesel Fuel (total gallons)	2,629,397.7
Phase 2 Energy Consumption	
Gasoline (total gallons)	1,926,342.8
Diesel Fuel (total gallons)	1,165,517.0
Phase 3 Energy Consumption	
Gasoline (total gallons)	226,049.9
Diesel Fuel (total gallons)	192,336.2
Total Energy Consumption	
Gasoline (total gallons)	6,409,308.5
Diesel Fuel (total gallons)	3,987,250.9
Gasoline (gallons per year)[1]	915,615.5
Diesel Fuel (gallons per year)[1]	569,607.3

Source: Compiled by LSA Associates, Inc. (December 2022).
[1] Gallons per year is the total gallons of fuel averaged over the 7-year planning period.

not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the Project. The Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. For these reasons, fuel consumption during construction would not be inefficient, wasteful, or unnecessary. Impacts would be ***less than significant***.

Off-Site Improvements. The proposed Project also includes 59 acres of off-site improvement areas along Menifee Road, SR-74, Matthews Road, and Briggs Road. As discussed in **Section 4.3.3 Methodology** in **Section 4.3 Air Quality**, a separate CalEEMod analysis was used to evaluate construction emissions associated with the off-site improvements. The construction schedule for the off-site improvements was also based on information provided by the Project Applicant, which assumes that construction activities would occur from the third quarter of 2024 through the third quarter of 2025, which was included in CalEEMod. As described above, this analysis utilized default construction equipment in CalEEMod, except for the utility trenching and finishing/landscaping phases, which assume the use of a backhoe during utility trenching and use of a skip loader during finishing/landscaping. This analysis assumes the use of Tier 2 construction equipment. Other construction details are not yet known; therefore, default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used. Fuel consumption estimates are presented in **Table 4.6.B**. CalEEMod output sheets are included in **Appendix C**.

Table 4.6.B: Off-Site Improvements Construction Energy Estimates

Energy Type	Total Energy Consumption
Gasoline (total gallons)	2,723.4
Diesel Fuel (total gallons)	18,195.1

Source: Compiled by LSA Associates, Inc. (December 2022).

As indicated in **Table 4.6.B**, the off-site improvements associated with the proposed Project would consume approximately 2,723.4 gallons of gasoline and approximately 18,195.1 gallons of diesel fuel during construction. As discussed above, off-site improvements associated with the proposed Project would be constructed over approximately 1 year; therefore, the proposed off-site improvements would consume approximately 2,723.4 gallons of gasoline and approximately 18,195.1 gallons of diesel fuel per year. Based on fuel consumption obtained from EMFAC2021, approximately 758.6 million gallons of gasoline and approximately 295.2 million gallons of diesel will be consumed from vehicle trips in Riverside County in 2022. Therefore, construction of the proposed Project would increase the annual construction generated fuel use in Riverside County by less than 0.01 percent for gasoline fuel usage and by approximately 0.01 percent for diesel fuel usage. As such, Project construction would have a negligible effect on local and regional energy supplies.

Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Riverside County's overall use of the State's available energy resources. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the Project. The Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. For these reasons, fuel consumption during construction would not be inefficient, wasteful, or unnecessary. Impacts would be ***less than significant***.

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road) and would include a total of 84.16 acres of improvements. As discussed in **Section 4.3.3 Methodology** in **Section 4.3 Air Quality**, a separate CalEEMod analysis was used to evaluate construction emissions associated with the off-site roadway improvements. The construction schedule for the off-site roadway improvements was also based on information provided by the Project Applicant, which assumes that construction activities would occur from 2024 and occur for approximately 18 months. This analysis assumes construction activities associated with the off-site roadway improvements would include site preparation, grading, paving, and architectural coating activities. In addition, as described above, this analysis utilized

default construction equipment in CalEEMod, except for removal of the building construction phase. This analysis assumes the use of Tier 2 construction equipment. In addition, this analysis assumes that there would be 12 construction workers per day. Other construction details are not yet known; therefore, default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used. Fuel consumption estimates are presented in **Table 4.6.C**. CalEEMod output sheets are included in **Appendix C**.

Table 4.6.C: Off-Site Roadway Improvements Construction Energy Estimates

Energy Type	Total Energy Consumption
Gasoline (total gallons)	5,133.7
Diesel Fuel (total gallons)	63,758.0

Source: Compiled by LSA Associates, Inc. (October 2023).

As indicated in **Table 4.6.C**, the off-site roadway improvements associated with the proposed Project would consume approximately 5,133.7 gallons of gasoline and approximately 63,758.0 gallons of diesel fuel during construction. As discussed above, off-site roadway improvements associated with the proposed Project would be constructed over approximately 18 months; therefore, the proposed off-site roadway improvements would consume approximately 3,422.5 gallons of gasoline and approximately 42,505.4 gallons of diesel fuel per year. Based on fuel consumption obtained from EMFAC2021, approximately 758.6 million gallons of gasoline and approximately 295.2 million gallons of diesel will be consumed from vehicle trips in Riverside County in 2022. Therefore, construction of the proposed Project would increase the annual construction generated fuel use in Riverside County by less than 0.01 percent for gasoline fuel usage and by approximately 0.01 percent for diesel fuel usage. As such, Project construction would have a negligible effect on local and regional energy supplies.

Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Riverside County's overall use of the State's available energy resources. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs. The Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. For these reasons, fuel consumption during construction would not be inefficient, wasteful, or unnecessary. Impacts would be ***less than significant***.

Total Project Energy Usage. As shown in **Table 4.6.D**, the total Project would consume approximately 921,761.4 gallons of gasoline per year and 630,307.8 gallons of diesel fuel per year during construction. Based on the overall fuel usage estimates in Riverside County in 2022, Project construction would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Riverside County's overall use of the State's available energy

resources. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs. The Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. For these reasons, fuel consumption during construction would not be inefficient, wasteful, or unnecessary. Impacts would be ***less than significant***.

In addition, **Table 4.6.D** shows the total Project construction energy estimates.

Table 4.6.D: Total Project Construction Energy Estimates Per Year

Energy Type	Energy Consumption
On-Site Improvements	
On-Site Improvements Gasoline (gallons/year)	915,615.5
On-Site Improvements Diesel Fuel (gallons/year)	569,607.3
Off-Site Improvements	
Off-Site Improvements Gasoline (gallons/year)	2,723.4
Off-Site Improvements Diesel Fuel (gallons/year)	18,195.1
Off-Site Roadway Improvements	
Off-Site Roadway Improvements Gasoline (gallons/year)	3,422.5
Off-Site Roadway Improvements Diesel Fuel (gallons/year)	42,505.4
Total Project	
Gasoline (Total Gallons)	**921,761.4**
Diesel Fuel (Total Gallons)	**630,307.8**

Source: Compiled by LSA Associates, Inc. (October 2023).

Operation. Operational energy use is typically associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with a project.

On-Site Improvements. As discussed above, energy usage associated with the on-site improvements would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the Project. Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use, can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). Annual natural gas and electricity usage estimates associated with Project operation were obtained from CalEEMod. **Table 4.6.E** provides the proposed Project's estimated annual operational energy usage.

In addition, the proposed Project would result in energy usage associated with gasoline and diesel to fuel Project-related trips. Based on the trip generation prepared by LSA, Phase 1 would typically generate approximately 19,094 average daily trips, Phase 2 would typically generate approximately 20,750 average daily trips, and Phase 3 would typically generate approximately 20,726 average daily trips (refer to **Appendix K-1** for trip generation and trip length estimates), which was included in CalEEMod. As such, build out of the proposed Project would generate a total of approximately 60,570 average daily trips. The amount of operational fuel use was estimated using CARB's EMFAC2021 model, which provided projections for typical daily fuel usage in Riverside County.

As shown in **Table 4.6.E**, the estimated potential increase in electricity demand associated with the operation of the on-site improvements is 71,099,115.0 kWh per year. Total electricity consumption in Riverside County in 2020 was 16,857.9 GWh (16,857,930,966 kWh). Therefore, operation of the proposed Project would increase the annual electricity consumption in Riverside County by approximately 0.4 percent.

Table 4.6.E: On-Site Improvements Operational Energy Estimates

Energy Type	Total Energy Consumption
Phase 1 Energy Consumption	
Electricity Consumption (kWh/year)	35,409,680.0
Natural Gas Consumption (therms/year)	320,056.0
Gasoline (gallons/year)	1,619,747.1
Diesel Fuel (gallons/year)	538,381.3
Phase 2 Energy Consumption	
Electricity Consumption (kWh/year)	28,891,035.0
Natural Gas Consumption (therms/year)	310,368.0
Gasoline (gallons/year)	1,685,309.1
Diesel Fuel (gallons/year)	457,098.2
Phase 3 Energy Consumption	
Electricity Consumption (kWh/year)	6,798,400.0
Natural Gas Consumption (therms/year)	12,322.0
Gasoline (gallons/year)	802,847.4
Diesel Fuel (gallons/year)	114,461.8
Total Energy Consumption	
Electricity Consumption (kWh/year)	71,099,115.0
Natural Gas Consumption (therms/year)	642,746.0
Gasoline (gallons/year)	4,107,903.6
Diesel Fuel (gallons/year)	1,109,941.3

Source: Compiled by LSA (December 2022).
kWh = kilowatt hours

As shown in **Table 4.6.E**, the estimated potential increase in natural gas demand associated with operation of the on-site improvements is 642,746.0 therms per year. Total natural gas consumption in Riverside County in 2020 was approximately 436.9 million therms (436,941,555 therms). Therefore, operation of the proposed Project would negligibly increase the annual natural gas consumption in Riverside County by approximately 0.1 percent.

Electrical and natural gas demand associated with Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The Project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage.

In addition, the proposed Project would also result in energy usage associated with gasoline and diesel fuel consumed by Project-related vehicle trips. As shown in **Table 4.6.E**, fuel use associated with the vehicle trips generated by the proposed Project is estimated at approximately 4,107,903.6 gallons of gasoline and 1,109,941.3 gallons of diesel fuel per year. Based on fuel consumption obtained from EMFAC2021, approximately 295.2 million gallons of diesel and approximately 758.6 million gallons of gasoline were consumed from vehicle trips in Riverside County in 2022. Therefore, vehicle and truck trips associated with the proposed Project would increase the annual fuel use in Riverside County by approximately 0.5 percent for gasoline fuel usage and approximately 0.4 percent for diesel fuel usage. Fuel consumption associated with vehicle trips generated by Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

The Project proposes the approval of the Menifee Valley Specific Plan (MVSP), which would facilitate the development of the Project site as a mixed-use, master planned community. The MVSP would establish guidelines for the future development of the planned community, which would consist of a residential area for single-family and multi-family residential units as well as green spaces and a potential elementary school site, recreation areas including a public sports park, greenbelts, and the preservation of Granite Hill, an area for public facilities which may include a fire station, transit stop, and other civic uses, a commercial area, business park, and commercial business park to provide commercial and retail uses as well as provide opportunities for employment.

Furthermore, as described in **Section 3.4 Project Characteristics**, in **Chapter 3.0**, the proposed Project is envisioned as a higher density housing development adjacent to commercial and employment opportunities to encourage pedestrian access and provide a consumer base for commercial uses and to help meet the existing and future housing needs of Menifee residents. The proposed Project would also provide pedestrian connections to adjacent parcels to provide connectivity and convenient access to the nearby existing and future commercial and retail uses. In addition, the proposed development would be located within an area of the city that is planned as a mixed-use, sustainable community and would include green spaces and recreational areas, as well as greenbelts and the preservation of Granite Hill. The Land Use Districts established in the Specific Plan area are organized such that residential uses are located in close proximity to employment centers and retail uses, thereby promoting alternative forms of transportation (e.g., walking and cycling) and reducing vehicle miles traveled. Overall, the nearby transit facilities and proposed improvements to the pedestrian network would support public transit use and walking and bicycling. Furthermore, the Project would not conflict with or

obstruct a State or local plan for renewable energy or energy efficiency. Impacts are considered ***less than significant***, and no mitigation is required.

Off-Site Improvements. As discussed above, the proposed Project also includes 59 acres of off-site improvement areas along Menifee Road, SR-74, Matthews Road, and Briggs Road. Typically, energy consumption is associated with fuel used for vehicle trips and electricity and natural gas use. However, the off-site improvements include roadway improvements and subsurface utility line installations and connections along Briggs Road, Menifee Road, and SR-74; the installation of subsurface utility lines in the alignment of Matthews Road along segments of the Project site's southern boundary; and the installation of a nonvehicular bridge across Matthews Road and railroad tracks southwest of and parallel to Matthews Road to connect the Project site with the Heritage Lake community to the south. These off-site improvements would not increase fuel usage. The proposed Project includes pedestrian and bicycle improvements to promote the use of alternative modes of transportation, which allow for a decreased dependence on nonrenewable energy resources and a reduction in energy use. Operation of the proposed off-site improvements would not require the consumption of natural gas. Energy use consumed by the off-site improvements would only be limited to electricity consumption associated with utility lines and/or roadway lighting, which would be minimal. Electricity use would be provided through existing connections in the Project vicinity. Therefore, implementation of the off-site improvements would not result in a long-term demand for electricity and natural gas. The nature of off-site improvements would not require substantial amounts of energy; therefore, the off-site improvements would not use non-renewable resources in a wasteful or inefficient manner. Therefore, operational energy impacts would be ***less than significant***.

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road).

Energy consumption associated with operation of the off-site roadway improvements along Matthews Road/Case Road, McLaughlin Road, and McCall Boulevard is expected to be similar to the energy consumption associated with operation of the off-site improvements along Briggs Road, Menifee Road, and SR-74 described above. Similar to the off-site improvements along Briggs Road, Menifee Road, and SR-74, these off-site roadway improvements would not increase fuel usage due to the nature of the improvements. The proposed Project includes pedestrian and bicycle improvements to promote the use of alternative modes of transportation, which allow for a decreased dependence on nonrenewable energy resources and a reduction in energy use. Operation of the proposed off-site roadway improvements would not require the consumption of natural gas. Energy use consumed by the off-site roadway improvements would only be limited to electricity consumption associated with utility lines and/or roadway lighting, which would be minimal. Therefore, implementation of the off-site roadway improvements would not result in a long-term demand for electricity and natural gas. The nature of off-site

roadway improvements would not require substantial amounts of energy; therefore, the off-site improvements would not use non-renewable resources in a wasteful or inefficient manner. Therefore, operational energy impacts would be ***less than significant***.

Level of Significance Prior to Mitigation: Less Than Significant Impact

Regulatory Compliance Measures and Mitigation Measures: No regulatory compliance measures or mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact

4.6.7.2 Consistency with State or Local Plans for Renewable Energy or Energy Efficiency

Threshold 4.6-2: Would the proposed Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

In 2002, the Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for ZEVs and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The most recently adopted report includes the *2021 Integrated Energy Policy Report*[21] and the *2022 Integrated Energy Policy Report Update.*[22] The City of Menifee relies on the State integrated energy plan and does not have its own local plan to address renewable energy or energy efficiency.

On-Site Improvements. As indicated above, energy usage associated with construction of the on-site improvements would be temporary in nature and would be relatively small in comparison to the overall use in the county. In addition, energy usage associated with operation of the proposed Project would be relatively small in comparison to the overall use in Riverside County, and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed Project's total impact on regional energy supplies would be minor, the proposed Project would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report. Additionally, as demonstrated above under Threshold 4.6.12, the proposed Project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be ***less than significant***, and no mitigation is required.

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21 CEC. 2021. *2021 Integrated Energy Policy Report*. California Energy Commission. Docket Number: 21-IEPR-01.

22 CEC. 2022. *2022 Integrated Energy Policy Report Update*. California Energy Commission. Docket Number: 22-IEPR-01.

Off-Site Improvements. The proposed Project also includes 59 acres of off-site improvement areas along Menifee Road, SR-74, Matthews Road, and Briggs Road. As discussed above, energy usage associated with construction of the on-site improvements would also be temporary in nature and would be relatively small in comparison to the overall use in the county. In addition, as described above under **Section 4.6.7.1**, the nature of off-site improvements would not require substantial amounts of energy and would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be ***less than significant***, and no mitigation is required.

Level of Significance Prior to Mitigation: Less Than Significant Impact

Regulatory Compliance Measures and Mitigation Measures: No regulatory compliance measures or mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact

Off-Site Roadway Improvements. Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road).

As discussed above, energy usage associated with construction of the off-site improvements would also be temporary in nature and would be relatively small in comparison to the overall use in the county. In addition, as described above under **Section 4.6.7.1**, the nature of the off-site roadway improvements would not require substantial amounts of energy and would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would therefore be ***less than significant***, and no mitigation is required.

4.6.8 Cumulative Impacts

The geographic area for cumulative analysis of electricity is that of the SCE service area, while the geographic area for cumulative analysis of natural gas service is that of the SoCalGas service area. The proposed Project would result in an increased services demand in electricity and natural gas. Although the proposed Project would result in a net increase in demand for electricity, this increase would not require SCE to expand or construct infrastructure that could cause substantial environmental impacts. As discussed previously, total electricity consumption in the SCE service area in 2020 was 83,532.6 GWh. By 2030, consumption is anticipated to increase by approximately 12,000 GWh for the low-demand scenario and by 22,000 GWh for the high-demand scenario.[23] While this forecast represents a large increase in electricity consumption, the proposed Project's share of cumulative consumption would be negligible. The proposed Project, in combination with

[23] CEC. 2018. *California Energy Demand, 2018–2030 Revised Forecast*. Publication Number: CEC-200-2018-002-CMF. February. Website: https://efiling.energy.ca.gov/getdocument.aspx?tn=223244 (accessed November 2022).

cumulative development, is well within SCE's system-wide net annual increase in electricity supplies over the 2018 to 2030 period, and there are sufficient planned electricity supplies in the region for estimated net increases in energy demands.

Similarly, additional natural gas infrastructure is not anticipated due to cumulative development. Total natural gas consumption in the SoCalGas service area in 2020 was 5,231 million therms. Between 2018 and 2030, total natural gas consumption in the SoCalGas service area is forecast to remain steady for the low- and mid-demand scenarios and to increase by approximately 650 million therms in the high-demand scenario due to intense energy efficiency efforts.[24] The proposed Project's share of cumulative consumption of natural gas in the SoCalGas service area would be negligible. It is anticipated that SoCalGas would be able to meet the natural gas demand of the related projects without additional facilities. In addition, both SCE and SoCalGas demand forecasts include the growth contemplated by the proposed Project and the related projects. Increased energy efficiency to comply with building energy efficiency standards will reduce energy consumption on a per-square-foot basis. Furthermore, utility companies are required to increase their renewable energy sources to meet the Renewable Portfolio Standards mandate of 60 percent renewable supplies by 2030. SCE and SoCalGas plan to continue to provide reliable service to their customers and upgrade their distribution systems as necessary to meet future demand.

Transportation energy use would also increase; however, this transportation energy use would not represent a major amount of energy use when compared to the amount of existing development and to the total number of vehicle trips and VMT throughout Riverside County and the region. The proposed Project and related projects are required to comply with various federal and State government legislation to improve energy efficiency in buildings, equipment, and appliances, and reduce VMT.

As demonstrated above, the proposed Project's contribution to impacts related to the inefficient, wasteful, and unnecessary consumption of energy would not be cumulatively considerable. Impacts would be ***less than significant.***

[24] Ibid.

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