

4.4 Energy

This section discusses the energy impacts of implementing the Santa Barbara County Last-Mile Broadband Program (“Broadband Program” or “Project”), following the guidance for evaluation of energy impacts in Section 15126.2(b) and Appendix G of the CEQA Guidelines. This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

4.4.1 Environmental Setting

Energy relates directly to environmental quality. Energy use can adversely affect air quality and other natural resources. The vast majority of California’s air pollution is caused by burning fossil fuels. Consumption of fossil fuels, transportation energy, is linked to changes in global climate and depletion of stratospheric ozone. The Project would primarily consume fossil fuels, gasoline and diesel, during construction and operation for equipment and/or worker vehicles. Operation of the Broadband Program would generally occur passively, with only occasional maintenance typically consisting of weed abatement and periodic accessing of hand holes and splice cases from the ground surface along a given alignment. Thus, operation would require minimal employees and maintenance vehicles.

Electricity

Electricity, a consumptive utility, is a human-made 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. The delivery of electricity involves a number of system components, for distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 watt-hours. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator’s capacity is typically rated in megawatts (MW), which is 1 million watts, while energy usage is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is 1 billion Wh.

Southern California Edison

Southern California Edison (SCE) provides electrical services to approximately 15 million people, 15 counties (including Santa Barbara County), 180 incorporated cities, throughout its 50,000-square-mile service area, across central, coastal and southern California, an area bounded by Mono County to the north, Ventura County to the west, San Bernardino County to the east, and Orange County to the south (SCE 2024a). SCE produces and purchases energy from a mix of conventional and renewable generating sources. In Santa Barbara County (County), SCE serves Carpinteria, Gaviota, Goleta, Isla Vista, Montecito, Santa Barbara, and Summerland (SCE 2024b).

SCE generates power from a variety of energy sources, including large hydropower (greater than 30 MW), coal, gas, nuclear sources, and renewable resources, such as wind, solar, small hydropower (less than 30 MW), and geothermal sources. In 2023, the SCE power system experienced a peak demand of 21,254 MW (the most recent year for which data are available) (SCE 2024c). Approximately 52 percent of the SCE 2023 electricity purchases were from renewable sources, which is higher than the approximate 36 percent statewide percentage of electricity purchases from renewable sources in 2022 (the latest data available) (SCE 2024d, CEC 2023a). The annual electricity sale to customers in 2023 was approximately 79,256 GWh (SCE 2024c).

Pacific Gas & Electric Company

Pacific Gas & Electric Corporation (PG&E) provides natural gas and electrical services to approximately 16 million people throughout a 70,000 square mile service area in northern and central California. PG&E's services area stretches from Eureka in the north to Bakersfield in the south, and from the Pacific Ocean to the Sierra Nevada in the east (PG&E 2024a). In Santa Barbara County, PG&E services the communities of Ballard, Buellton, Casmalia, Cuyama, Gaviota, Goleta, Guadalupe, Lompoc, Los Alamos, Los Olivos, New Cuyama, Orcutt, Santa Barbara, Santa Maria, Sanya Ynez, and Solvang (PG&E 2017).

PG&E generates power from a variety of energy sources, including nuclear, large hydropower (greater than 30 MW), coal, gas, and renewable resources, such as wind, solar, small hydropower (less than 30 MW), and geothermal sources. Approximately 37 percent of the PG&E 2023 electricity purchases were from renewable sources, which is higher than the approximate 36 percent statewide percentage of electricity purchases from renewable sources in 2022 (the latest data available) (PG&E 2024b, CEC 2023a). The annual electricity sale to customers in 2023 was approximately 72,933 GWh (PG&E 2024b).

City of Lompoc Electric Division

The City of Lompoc Electric Division is a community-owned electric utility that provides electric service to the residents and businesses within the city of Lompoc, California.¹ Electricity is supplied from a mix of sources including renewable energy and also from SCE and PG&E. In 2022, approximately 27 percent of electricity purchases were from renewable sources, compared to the approximate 36 percent statewide percentage of electricity purchases from renewable sources (CEC 2022a).

Central Coast Community Energy

Central Coast Community Energy (3CE) is a Community Choice Aggregator, which is a public agency that sources renewable electricity. 3CE serves Santa Barbara County, which includes Carpinteria, Goleta, Santa Barbara, Santa Maria, and unincorporated areas. 3CE assumes responsibility for electric power procurement (electric generation services) and purchases renewable electricity for homes and businesses. However, the local utility provider is responsible for electricity delivery. Customers can opt out of 3CE and return to the investor-owned utility (e.g., SCE, PG&E, or local utility) electricity service at any time.

¹ The western areas of the Highway 246 Corridor Priority Area (see Figure 2-8 in Chapter 2, *Project Description*) are located near the City of Lompoc. The City of Lompoc Electric Division service area includes residents and businesses within the City. Thus, it is not anticipated that the City of Lompoc Electric Division will service the Priority Areas; however, it is included in this section for informational purposes in the event that service is provided.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs but relies upon out-of-state imports for nearly 90 percent of its natural gas supply (CEC 2024a). A majority of natural gas consumed in California is for electricity generation, along with the industrial, residential, and commercial sections (CEC 2024a). Among energy commodities consumed in California, natural gas accounts for approximately 31 percent of total energy consumption (CEC 2024b). Natural gas is typically measured in terms of cubic feet (cf) or British thermal units (BTU).

Southern California Gas (SoCalGas) is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas serves approximately 21.1 million customers in more than 500 communities encompassing approximately 24,000 square miles throughout Central and Southern California, from the city of Visalia to the Mexican border (SoCalGas 2024). In Santa Barbara County, SoCalGas serves Ballard, Betteravia, Buellton, Carpinteria, Casmalia, Cuyama, Ellwood, Goleta, Guadalupe, Isla Vista, Las Cruces, Lompoc, Los Alamos, Los Olivos, Montecito, New Cuyama, Orcutt, Santa Barbara, Santa Maria, Santa Ynez, Sisquoc, Solvang, Summerland, Vandenberg AFB, and Vandenberg Village (SoCalGas 2009).

SoCalGas receives gas supplies from several sedimentary basins in the western U.S. and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada as well as local California supplies (CGEU 2023). The traditional, southwestern U.S. sources of natural gas will continue to supply most of SoCalGas' natural gas demand. The Rocky Mountain supply is available but is used as an alternative supplementary supply source, and the use of Canadian sources provide only a small share of SoCalGas supplies due to the high cost of transport (CGEU 2023). The annual natural gas sale to customers in 2022 was approximately 897,170 million cf (CGEU 2023).²

Transportation Energy

According to the California Energy Commission (CEC), fossil gas accounted for approximately 31 percent of California's total energy consumption in 2021 based on a carbon dioxide equivalent basis (CEC 2024b). In 2022 (the most recent year for which data are available), California consumed 13.6 billion gallons of gasoline and 3.6 billion gallons of diesel fuel (CEC 2023b)³. Petroleum-based fuels account for 89 percent of California's transportation fuel use (CEC 2021). California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gases (GHGs) from the transportation sector, and reduce vehicle miles traveled (VMT). Additionally, California is transitioning to zero-carbon, renewable sources of power while rapidly electrifying large segments of the economy. The CEC predicts that the demand for gasoline and transportation fossil fuels in general will continue to decline as the sales of electric vehicles increases. New zero-emission vehicle sales grew from less than 8 percent in 2020 to

² Daily natural gas usage in 2022 was 2,458 million cf; annual value derived by multiplying daily values by 365 days.

³ Non-Retail diesel sales, which comprise approximately 36.4% of all diesel sales, are not reported in this data. The California Energy Commission including all diesel blend, biodiesel, and renewable diesel as diesel product starting reporting year 2022. Non-Retail sales accounted for 1,310 million gallons and retail sales accounted for 2,290 million gallons. All diesel sales were approximately $1,310 + 2,290 = 3,600$ million gallons or 3.6 billion gallons.

more than 25 percent in the third quarter of 2023 (CEC 2024b). According to fuel sales data from the CEC, fuel consumption in Santa Barbara County was approximately 170 million gallons in 2022 (CEC 2023b).

4.4.2 Regulatory Setting

Federal

Energy Policy Act of 2005

The Energy Policy Act of 2005 includes provisions for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy. The Renewable Fuel Standard (RFS) program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act, enacted by Congress in 2007, is designed to improve vehicle fuel economy and help reduce U.S. dependence on foreign oil. It expands the production of renewable fuels, reducing dependence on oil, and confronting global climate change. Specifically, it does the following:

- Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard, requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels.
- Reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020 – an increase in fuel economy standards of 40 percent.

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 (EPCA) is a United States Act of Congress that responded to the 1973 oil crisis by creating a comprehensive approach to federal energy policy. The primary goals of EPCA are to increase energy production and supply, reduce energy demand, provide energy efficiency, and give the executive branch additional powers to respond to disruptions in energy supply. Most notably, EPCA established the Strategic Petroleum Reserve, the Energy Conservation Program for Consumer Products, and Corporate Average Fuel Economy (CAFE) regulations.

United States Department of Transportation, United States Department of Energy, United States Environmental Protection Agency, and National Highway Traffic Safety Administration (NHTSA)

On the federal level, the United States Department of Transportation (USDOT), United States Department of Energy (USDOE), and United States Environmental Protection Agency (USEPA) are three agencies with substantial influence over energy policies related to transportation fuels consumption. Generally, federal agencies influence transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks through funding energy-related research and development projects, and through funding for transportation infrastructure projects.

Established by the U.S. Congress in 1975, the CAFE Standards (49 CFR Parts 531 and 533) reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and USEPA jointly administer the CAFE standards. When these standards are raised, automakers respond by creating a more fuel-efficient fleet.

In March 2020, USDOT and USEPA issued the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amended the CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026 (USEPA 2020). On January 20, 2021, the President issued Executive Order 13990 “Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis” directing USEPA to consider whether to propose suspending, revising, or rescinding the standards previously revised under the SAFE Vehicles Rule for Model Years 2021–2026. In February 2022, USEPA issued the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards, which revises the GHG standards beginning for vehicles in model year 2023 through model year 2026 and establishes the most stringent GHG standards ever set for the light-duty vehicle sector that are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (the SAFE rule standards) would achieve only 32 mpg in model year 2026 vehicles (USEPA 2020).

On June 7, 2024, the NHTSA announced the Final Rule for CAFE Standards for Model Years 2027 – 2031 and Heavy-Duty Pickup Trucks and Vans (HDPUV) Fuel Efficiency Standards for Model Years 2030 – 2035. The final rule establishes standards that would require an industry-wide fleet average of approximately 50.4 mpg in MY 2031 for passenger cars and light trucks, and an industry fleet-wide average for HDPUVs of roughly 2.851 gallons per 100 miles in MY 2035 (NHTSA 2024). The final CAFE standards increase at a rate of 2 percent per year for passenger cars in MYs 2027 - 2031 and 2 percent per year for light trucks in model years 2029 – 2031 (NHTSA 2024). The final HDPUV fuel efficiency standards increase at a rate of 10 percent per year in MYs 2030 - 2032 and 8 percent per year in MYs 2033 – 2035 (NHTSA 2024).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. Building on the first phase of standards, in August 2016, USEPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency, a 5 to 25 percent reduction over 2017 baseline, and cut carbon pollution. The Phase 2 standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons (USEPA 2016).

State

California Building Standards Code (Title 24, Parts 6 and 11)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective January 1, 2023. The 2022 Title 24 standards include efficiency improvements to the residential standards for attics, walls, water heating, and lighting; and efficiency improvements to the non-residential standards include alignment with the

American Society of Heating and Air-Conditioning Engineers (ASHRAE) 90.1-2019 national standards (CEC 2022b).

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, became effective in 2023. The 2022 CALGreen Code includes mandatory measures for non-residential development related to site development, energy efficiency, water efficiency and conservation; material conservation and resource efficiency; and environmental quality (CBSC 2022). For example, the 2022 standards encourage efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more.

Renewables Portfolio Standard

The State has adopted regulations to increase the proportion of electricity from renewable sources. SB 350 (Chapter 547, Statutes of 2015) set the Renewables Portfolio Standard (RPS) to 50 percent by 2030, including interim targets of 40 percent by 2024 and 45 percent by 2027. In 2018, SB 100 further increased California's RPS and requires retail sellers and local POU's to procure eligible renewable electricity for 44 percent of retail sales by the end of 2024, 52 percent by the end of 2027, and 60 percent by the end of 2030; and requires that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045.

The California Public Utilities Commission (CPUC) and the CEC jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.

Senate Bill 1389

SB 1389 (Public Resources Code Sections 25300–25323; SB 1389) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety (Public Resources Code Section 25301(a)). The Integrated Energy Policy Report provides the results of the CEC's assessments related to energy sector trends, building decarbonization and energy efficiency, zero-emissions vehicles, energy equity, climate change adaptation, electricity reliability in the Southern California region, natural gas assessment, and electricity, natural gas, and transportation energy demand forecasts.

Greenhouse Gas Emissions Legislation

In 2006, the California State Legislature adopted AB 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. In 2016, the California State Legislature adopted SB 32 and its companion bill, AB 197, which amended HSC Division 25.5 and established a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and included provisions to ensure that the benefits of state climate policies reach into disadvantaged communities. The Legislature enacted Assembly Bill (AB) 1279, The California Climate Crisis Act, on September 16, 2022 (CLI 2022).

AB 1279 establishes the policy of the State of California to achieve net zero GHG emissions as soon as possible but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. Additionally, AB 1279 mandates that by 2045, statewide anthropogenic GHG emissions are to be reduced at least 85 percent below 1990 levels. SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 established California's 2030 GHG reduction target of 40 percent below 1990 levels and requires the State to double statewide energy efficiency savings in electricity and natural gas end uses by 2030

While these legislative bills focus on reducing statewide GHG emissions, they have co-benefits of improving energy and transportation fuel efficiency and reducing energy and fuel demands. Refer to **Section 4.5, *Greenhouse Gas Emissions and Global Climate Change***, for additional information regarding these legislative bills.

Mobile Sources

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

In 2004, CARB adopted an Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling in order to reduce public exposure to diesel particulate matter emissions (Title 13 CCR Section 2485 and Title 17 CCR Section 93115). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

In-Use Off-Road Diesel-Fueled Fleets Regulation

In 2007, CARB approved the "In-Use Off-Road Diesel Fueled Fleets Regulation" to reduce emissions from existing (in-use) off-road diesel vehicles that are used in construction and other industries. Under this regulation, equipment fleets must demonstrate that it has either met the fleet average target for each compliance year or has completed the Best Available Control Technology requirements (BACT). Large fleets have compliance deadlines each year from 2014 through 2023, medium fleets each year from 2017 through 2023, and small fleets each year from 2019 through 2028. While the goal of this regulation is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from the use of more fuel-efficient engines.

Truck and Bus Regulation

In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). The regulation aims to reduce emissions by installation of diesel soot filters, and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing transportation fuel consumption due to improved engine efficiencies.

CARB's Advanced Clean Car Program

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 (CARB 2024a). The program requires a greater number of zero-emission vehicle models for years 2015 through 2025 to control smog, soot and GHG emissions. This program includes the Low-Emissions Vehicle (LEV) regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles; and the zero-emission vehicle (ZEV) regulations to require manufacturers to produce an increasing number of pure ZEVs (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles (PHEV) between 2018 and 2025.

In addition, Governor Gavin Newsom signed an executive order (Executive Order No. N-79-20) on September 23, 2020, that would phase out sales of new gas-powered passenger cars by 2035 in California with an additional 10-year transition period for heavy vehicles.

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's Advanced Clean Cars II (ACC II) Program. The ACC II regulations focus on post-2025 model year light-duty vehicles, as requirements are already in place for new vehicles through the 2025 model year. A rulemaking package was presented to the Board in June 2022 and was adopted on November 30, 2022. Implementation of the ZEV and PHEV regulations reduce transportation fuel consumption by increasing the number of vehicles that are partially or fully electric-powered.

CARB's Advanced Clean Trucks Program

The Advanced Clean Trucks (ACT) regulations were approved on June 25, 2020, and require that manufacturers sell zero-emissions or near-zero-emissions trucks as an increasing percentage of their annual California sales beginning in 2024. The goal of this proposed strategy is to achieve nitrogen oxide (NOx) and GHG emission reductions through advanced clean technology, and to increase the penetration of the first wave of zero-emissions heavy-duty technology into applications that are well suited to its use (CARB 2024b). The percentage of zero-emissions truck sales is required to increase every year until 2035 when sales would need to be 55 percent of Classes 2b–3 (light/medium- and medium-duty trucks) truck sales, 75 percent of Classes 4–8 (medium- to heavy-duty trucks) straight truck sales, and 40 percent of truck tractor (heavy-duty trucks weighing 33,001 pounds or greater) sales. Additionally, large fleet operators (of 50 or more trucks) would be required to report information about shipments and services and their existing fleet operations.

Land Use and Transportation Planning

SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG, was adopted by the state on September 30, 2008. In March 2018, CARB adopted per capita GHG emissions reduction targets of 13 percent by 2020 and 17 percent by 2035 relative to 2005 GHG emissions for the Santa Barbara County Association of Governments (SBCAG), which is the Metropolitan Planning Organization (MPO) for the region in which the Project is located (CARB 2018). While SB 375 focuses on per capita GHG emissions reductions, it would also reduce per capita transportation fuel demand. Under SB 375, the reduction target must be incorporated within each region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and

policies (e.g., general plans and zoning codes) are not required to be consistent with either the RTP or SCS. See detailed discussion of SBCAG’s latest RTP/SCS below.

Regional

SBCAG serves as the MPO for Santa Barbara County as is responsible for developing and maintaining a long-range transportation plan for the region. In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources. For the SBCAG region, Connected 2050, adopted in August 2021, is the current RTP/SCS. Connected 2050 focuses on the continued efforts of the previous RTP/SCS plans for an integrated approach in transportation and land use strategies in development of the SBCAG region through horizon year 2050. Connected 2050 projects that the SBCAG region will meet the GHG per capita reduction targets established for the SBCAG region of 17 percent by 2035.

Local

County of Santa Barbara General Plan

The County of Santa Barbara General Plan Energy Element (County of Santa Barbara 2015) was adopted in 1994 and republished June 2015 and is applicable to the unincorporated communities of the Project, such as Cuyama/New Cuyama, Casmalia, Jonata Park, Refugio Canyon, the Highway 246 Corridor (five neighborhoods between Lompoc and Buellton), and the communities East of Santa Maria (Garey, Sisquoc, and Tepusquet Road communities). The Energy Element contains the following goals and policies that address energy consumption that may apply to the Broadband Program:

Goal 3: Transportation and Land Use – Provide a composition of land-uses and transportation programs that reduces dependency on automobiles.

Policy 3.2: Teleconferencing Telecommuting/Electronic Communication. The County should continue to research and support opportunities for telecommunication and computer-based communication that reduce the need for travel.

Goal 4: Water Use and Solid Waste – Increase the efficiency of water and resource use to reduce energy consumption associated with various phases of using resources (pumping, distribution, treatment, heating, etc.).

Policy 4.1: Construction. Encourage recycling and reuse of construction waste to reduce energy consumption associated with extracting and manufacturing virgin materials.

Policy 4.3: Reuse of Asphalt. Promote reuse of asphalt removed from roads and paved structures within the county and use of recycled materials in roadway and paved surface construction.

County of Santa Barbara Energy and Climate Action Plan (ECAP)

The County’s current 2015 Energy & Climate Action Plan (County of Santa Barbara 2020) sunset in 2020. The goal of the ECAP was to reduce GHG emissions by 15 percent (below 2007 levels by 2020 through the implementation of 53 measures. Results of the ECAP were that 41 out of 53 measures were

either initiated or completed by 2020, five measures were not started, and seven measures were discontinued (County of Santa Barbara 2020). An estimated 100,754 out of 226,760 (44 percent) metric tons of carbon dioxide equivalent (MTCO_{2e}) were reduced or avoided from ECAP implementation (County of Santa Barbara 2020). Additional measures from two other programs (Community Choice Energy and Tajiguas Landfill ReSource Center) achieved an estimated reduction of 156,768 MTCO_{2e} (County of Santa Barbara 2020). The total of all reductions equated to the County of Santa Barbara meeting 69 percent of the ECAP's reduction target, which represents a three percent decrease from 2016, the County of Santa Barbara was still 11 percent over 2007 baseline levels (County of Santa Barbara 2020). The reduction of GHG emissions generally has co-benefits of increasing energy and fuel efficiency and reducing energy and fuel consumption.

County of Santa Barbara 2030 Climate Action Plan (CAP)

The 2030 CAP (County of Santa Barbara 2023) has set a goal to achieve a 50% reduction of communitywide greenhouse gas emissions from 2018 levels by 2030. The CAP's six focus areas are: 1) Housing and Transportation; 2) Clean Energy; 3) Waste, Water, and Wastewater; 4) Nature-Based Solutions; 5) Low-Carbon Economy; and 6) Municipal Operations (County of Santa Barbara 2023). General measures that may apply to the Project include Transportation Measure TR-2, which would help implement programs and strategies to reduce countywide vehicle miles traveled. Specifically, the proposed Project is related to Action TR-2.12, Broadband Accessibility, which directs the County to work with SBCAG to increase internet access and speed to support telecommuting, remote workforce participation and wireless (i.e., wi-fi) enabled demand response programs, especially in rural areas of the County. Additionally, Action TR-2.10, Employer Trip Reduction Requirements & Programs, is aimed to help achieve a 50-80 percent telework participation rate for large employers within the unincorporated County. The Draft 2030 CAP was adopted by the County Board of Supervisors on August 27, 2024.

Santa Barbara County Code

Santa Barbara County Code Article VI adopts the California Energy Code, 2022 Edition as the Primary Energy Code of the County. The California Energy Code has specific requirements for building design to reduce energy consumption, including the use of certain building materials to ensure a greater degree of energy efficiency during building operation and construction and energy efficiency standards for appliances, lighting amenities, and water fixtures, among other project components.

Los Alamos Community Plan

The Los Alamos Community Plan, adopted February 15, 2011, includes an Air Quality Element which contains the following goals and policies related to energy reduction applicable to the Project:

Goal AQ-LA-1: Maintain Healthful Air Quality in the Los Alamos Valley.

Policy AQ-LA-1.4: The County, when reviewing discretionary projects, shall require the use of techniques designed to conserve energy and minimize pollution.

Dev Std AQ-LA.1.4.6: Upon application for grading permits for discretionary projects, the applicant shall submit grading plans, the proposed rate of material movement and a construction equipment schedule to the APCD. In addition, the applicant shall implement the following measures where feasible to mitigate equipment emissions:

- All construction equipment and portable engines shall be properly maintained and tuned according to manufacturer's specifications;
- All off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, shall be fueled exclusively with CARB-certified motor vehicle diesel fuel;
- The applicant shall, at a minimum, use diesel construction equipment meeting the California Air Resources Board's Tier 1 emission standards for off-road heavy-duty diesel engines. Equipment meeting Tier 2 or higher emission standards should be used to the maximum extent feasible.
- All on and off-road diesel equipment shall not be allowed to idle for more than 5 minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the 5 minute idling limit;
- The applicant shall electrify equipment where feasible;
- The applicant shall substitute gasoline-powered for diesel powered equipment where feasible;
- The applicant shall use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, where feasible; and
- The applicant shall apply Best Available Control Technology (CBACT) as determined by the APCD.
- Recycle/Reuse demolished construction material.

Dev Std AQ-LA.1.4.9: The County shall require, unless economically infeasible, all future projects to incorporate the following Green House Gas reduction measures to the maximum extent feasible:

- Recycle/Reuse demolished construction material. Use locally made building materials for construction of the project and associated infrastructure.

Santa Ynez Community Plan

The Santa Ynez Valley Community Plan, adopted October 6, 2009, covers Los Olivos, and contains a Land Use Element which has the following energy reduction policies applicable to the Project:

Policy LUG-SYV-8: The public shall be protected from air emissions and odors that could jeopardize health and welfare.

DevStd LUG-SYV-8.3: Specific limits on idling time for commercial vehicles, including delivery and construction vehicles, shall be set for projects proposing new commercial development.

DevStd LUG-SYV-8.9: The County shall require, unless economically infeasible, all future projects to incorporate the following Green House Gas reduction measures to the maximum extent feasible:

- Recycle/Reuse demolished construction material. Use locally made building materials for construction of the project and associated infrastructure.

City of Guadelupe General Plan

The City of Guadelupe 2042 General Plan (City of Guadelupe 2022), adopted November 22, 2022, includes the Conservation and Open Space Element which contains the following goals and policies that address energy resources:

Goal COS-3: To reduce greenhouse gas production and energy use and increase production and use of renewable energy.

Policy COS-1.14: Until such time as the City adopts a qualified action plan consistent with mitigation measure GHG-1, individual development projects shall be constructed to use no natural gas and to meet California Green Building Standards Code Tier 2 requirements for electric vehicle charging infrastructure. Where such projects also generate less than 110 vehicle trips per day or produce less than 1,100 metric tons per year of carbon dioxide equivalent, no further action is required. Where such projects do not meet either the daily trip volume or mass emissions criteria, a VMT analysis must be conducted. If the VMT impact is less than significant, no further action is required. If the proposed project cannot meet one or more of the three required best management practices (no natural gas, electric vehicle support infrastructure, and less-than-significant VMT impact), the project applicant shall: 1) identify and implement other GHG reduction measures, with a priority on on-site measures; and/or 2) purchase and retire carbon offsets from a qualified registry that are real, permanent, quantifiable, verifiable, enforceable, and additional. The emission reductions and/or offsets must be equivalent to reductions that would otherwise be realized from the best management practice(s) that cannot be implemented.

4.4.3 Analysis, Impacts and Mitigation

Significance Thresholds

Pursuant to the *CEQA Guidelines*, potentially significant energy impacts to would result if the project would:

- a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation
- b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency

Methodology

Energy consumption is analyzed herein in terms of construction and operational energy. Construction of the Project would result in energy consumption from the use of heavy-duty construction equipment, on-road trucks, and construction workers commuting to and from the Project Areas. Natural gas is not anticipated to be used during construction activities. Electricity may be consumed during construction activities for some of the equipment, or from the conveyance of water used for dust control, if required.

As discussed in Chapter 2, *Project Description*, a total of nine communities in the County have already been identified as “Priority Areas” under the Broadband Program. However, funding has not been secured for all Priority Areas and it is unknown if all locations will be funded. Nonetheless, for the purposes of

this EIR and to provide for a conservative and environmentally protective analysis, energy impacts for all of the nine Priority Areas are analyzed.

Heavy-duty construction equipment would be primarily diesel-fueled. The assumption that diesel fuel would be used for most equipment represents the most conservative scenario for maximum potential energy use during construction. The California Emissions Estimator Model (CalEEMod), which was used for the Project's air quality and GHG emissions analyses, was used to determine energy consumption from equipment. On-road fuel consumption was calculated based on CARB's on-road vehicle emissions model, EMFAC2021 (which is a model that also incorporated into CalEEMod). The number of construction workers, haul trucks and vendor trucks that would be required would vary based on the phase of construction and activity taking place. This analysis takes into consideration the equipment and processes employed during construction of the Project to quantitatively determine whether energy consumed during construction would be wasteful, inefficient, or unnecessary.

Once constructed, the Project's broadband network components would generally operate passively, with only occasional maintenance typically consisting of weed abatement and periodic accessing of hand holes and splice cases from the ground surface along a given alignment. Operational activities that would generate mobile source emissions for any given fiber optic line and associated facilities constructed under the program would be limited to routine maintenance checks. It was assumed that the program would induce no more than a few vehicles per month. The program would not induce any new electrical demand or generate solid water or wastewater beyond existing conditions. Thus, operational energy is analyzed qualitatively.

Impacts and Mitigation Measures

This section describes generalized energy impacts associated with the Broadband Program. The five near-term Priority Area projects analyzed in this Program EIR would be representative of future broadband projects of similar size and scale located in other areas of the County. In general, implementation of future broadband projects envisioned by the Broadband Program could result in energy impacts as described in the following sections.

Threshold 1: 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?

Impact Statement 1: Implementation of the Project could result in a potentially significant environmental impact if energy (electricity, natural gas, or transportation) used during construction or operation results in the wasteful, inefficient, or unnecessary consumption of energy resources.

Priority Area Projects

Construction

Construction of the Project would result in energy consumption primarily from the use of heavy-duty construction equipment, on-road trucks, and construction workers commuting to and from the Project sites. Natural gas is not anticipated to be used during construction activities. The number of construction workers, haul trucks and vendor trucks that would be required would vary based on the phase of construction and activity taking place. While funding has not been secured for all Priority Areas, for the purposes of this analysis and to provide for a conservative and environmentally protective analysis, it is

assumed that construction of five near-term Priority Area project would occur. The estimated total energy consumed during construction for the five near-term Priority Area projects is shown in **Table 4.4-1, Summary of Energy Use During Project Construction for the Five Near-Term Priority Area Projects**. Calculation details are provided in Appendix E of this Draft PEIR. For comparison purposes only, and not for the purpose of determining significance, the annual average fuel usage would represent approximately 0.0024 percent of the 2022 annual on-road gasoline-related energy consumption and 0.87 percent of the 2022 annual diesel fuel-related energy consumption in Santa Barbara County.

Construction of the proposed Project would utilize fuel-efficient trucks and equipment consistent with federal and State regulations, such as fuel efficiency regulations in accordance with CARB's Advanced Clean Cars I and II standards, the anti-idling regulation in accordance with CCR, Title 13, Section 2485, and fuel requirements in accordance with CCR, Title 17, Section 93115, as well as the In-Use Off-Road Diesel-Fueled Fleets regulation (CARB 2024c). As such, the Broadband Program would comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines. Diversion of construction debris would reduce truck trips to landfills and increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption.

During construction of the Project, electricity would be used for the construction office (lights, electronic equipment, and heating and cooling), water conveyance for dust control during earthmoving activities associated with trenching and installation phase, and other construction activities. Electricity would be primarily delivered to the Project Site by PG&E, but at some Priority Area projects, SCE may be the electricity delivery provider. As shown in Table 4.4-1, annual average construction electricity usage would be approximately 298 MWh over the approximately two-year construction duration for the five near-term Priority Area projects. The electricity demand would be within the supply and infrastructure capabilities of both SCE (which reported 79,256 GWh of total energy sales in 2023) and PG&E (which reported 72,933 GWh of total energy sales in 2023). The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. Electricity use from construction would be short-term, limited to working hours, and used for necessary construction-related activities.

Energy would be consumed in the form of gasoline and diesel fuel to power construction equipment and worker commute vehicles. However, this energy use would be inherently short-term and not substantial and would be a necessary energy expenditure to facilitate the expansion of Santa Barbara County's broadband network, which could ultimately result in a decrease in gasoline consumption as rural workers are provided better telecommuting opportunities. Since the Broadband Program would not induce new energy demand and would support better internet for telecommuting, resulting in a reduction in VMT countywide, energy impacts from Project implementation would be less than significant. Therefore, the Project would not result in wasteful, inefficient, and unnecessary consumption of energy use for construction.

**TABLE 4.4-1
SUMMARY OF ENERGY USE DURING PROJECT CONSTRUCTION FOR THE FIVE NEAR-TERM PRIORITY AREA PROJECTS**

Energy Type	Total Quantity	Annual Average Quantity During Construction
Electricity		
Construction Office	81,760 kWh	40,936 kWh
Electricity from Water (Dust Control)	513,274 kWh	256,989 kWh
Total Electricity	595,034 kWh	297,925 kWh
Gasoline		
On-Road Construction workers	8,078 gallons	4,044 gallons
Total Gasoline	8,078 gallons	4,044 gallons
Diesel		
On-Road Construction Equipment	108,257 gallons	54,203 gallons
Off-Road Construction Equipment	496,353 gallons	248,517 gallons
Total Diesel	604,610 gallons	302,370 gallons

NOTES: kWh = kilowatt-hours

^a Detailed calculations are provided in Appendix E of this PEIR.

SOURCE: ESA, 2024.

Operation

Broadband facilities installed under the Broadband Program would generally operate passively, with only occasional maintenance typically consisting of weed abatement and periodic accessing of hand holes and splice cases from the ground surface along a given alignment. Thus, operation would require minimal employees and maintenance vehicles. Project operation would not utilize natural gas. The Project would require periodic maintenance activities which would involve a few trucks or vehicles per month and fuel consumption from these vehicles would result in minimal energy use. Additionally, the Project would support better internet for telecommuting in rural areas which would result in a reduction in VMT countywide, lowering the county-wide demand for transportation fuels and energy consumption.

The Project would install approximately 52.57 miles of underground fiber conduit. This would provide reliable high-speed broadband internet service to residents and businesses within the County. Fiber optic conduit cables are more energy-efficient compared to copper cables, requiring less energy to transmit data over distances. Therefore, the Project would expand the services of energy-efficient fiber optic cables and would replace any copper cabling that currently serve the area. Thus, since operation of the Project would only use the necessary fuel to provide maintenance activities and would not induce new energy demand, the Project would not result in the wasteful, inefficient, and unnecessary use of energy. Therefore, Projects impacts would be less than significant.

Future Broadband Projects

Construction

It is anticipated that future broadband projects, located in other areas of the County, would be of similar size and scale, with a comparable construction effort in terms of overall intensity, would employ a similar mix of construction methods and equipment, and would result in similar construction durations as those

assumed for the five near-term Priority Area projects. Thus, future broadband projects would be expected to use approximately the same amount of energy for construction as the installations within the near-term Priority Areas. The Broadband Program would install broadband services in a total of nine different areas, with the expectation that up to five of these near-term Priority Area projects may be constructed simultaneously. The remaining four Priority Area installations, as well as future yet-to-be-determined broadband installation projects would also consume construction-related energy; however, the linear mileage for these future broadband projects is not known. Therefore, energy consumption has been estimated for the future broadband projects based on the assumption that the per project mileage for the future broadband projects is roughly equivalent to the per project mileage for the five near-term Priority areas. Based on these assumptions, it is expected that the future broadband projects would result in construction energy demand of approximately 476 MWh of electricity, gasoline usage of approximately 6,462 gallons, and diesel usage of approximately 483,688 gallons over the course of construction. Assuming construction of the future broadband projects would require a similar construction timeframe as the five near-term Priority Area projects of approximately 2 years, the future broadband projects would require an average annual energy consumption of approximately 238 MWh of electricity, 3,231 gallons of gasoline, and 241,844 gallons of diesel.

Energy use associated with the future broadband project construction would be inherently short-term and not substantial and would be a necessary energy expenditure to facilitate the expansion of Santa Barbara County's broadband network. Additionally, the expansion of broadband services could ultimately result in a decrease in gasoline consumption as rural workers are provided better telecommuting opportunities. Since the Broadband Program would not induce new energy demand and would support better internet for telecommuting, resulting in a reduction in VMT countywide, energy impacts from the Future Broadband Project's implementation would be less than significant. Therefore, construction of future broadband projects would not result in wasteful, inefficient, and unnecessary consumption of energy.

Operation

Similar to the operation of the five near-term Priority Area projects, operation of future broadband projects would generally operate passively, with only occasional maintenance typically consisting of weed abatement and periodic accessing of hand holes and splice cases from the ground surface along a given alignment like the five near-term Priority Area projects. Therefore, energy use of future broadband projects would only use the necessary fuel to provide maintenance activities and would not induce new energy demand. As previously mentioned, the project would expand the use of energy-efficient fiber optic cable, replacing any less energy-efficient copper cables that serve the area. Thus, operation of future broadband projects would not result in the wasteful, inefficient, and unnecessary use of energy and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Cumulative Impacts

Implementation of the Proposed Project, in combination with other development, would contribute to cumulative significant environmental impacts if energy (electricity, natural gas, or transportation) used during construction or operation results in the wasteful, inefficient, or unnecessary consumption of energy resources.

As discussed above, construction and operation of the Broadband Program would not induce new energy demand. All past, present, and future projects would also comply with CARB and/or the USEPA mandated mobile source emissions regulations related to on-road vehicle emissions standards, off-road equipment fleet standards, and fuel sulfur standards. Thus, the Project along with past, present, and future projects would not result in the wasteful, inefficient, and unnecessary use of energy and impacts would be less than significant.

Threshold 2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Statement 2: Implementation of the Proposed Project could conflict with or obstruct a state or local plan for renewable energy or energy efficiency if during construction or operation the Project doesn't comply with applicable rules or regulations, resulting in a significant impact.

Priority Area Projects

Construction

Construction equipment would be required to comply with federal, state, and regional requirements where applicable. With respect to truck fleet operators, USEPA and NHSTA have adopted fuel-efficiency standards for medium- and heavy-duty trucks that will be phased in over time. Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type (USEPA 2023). These regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of five minutes at a location. Additionally, off-road emissions standards will increase equipment efficiencies as they are phased-in over time and less-efficient equipment is phased out of construction fleets. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Thus, based on the information above, construction of the proposed Project would comply with existing energy standards.

The Project's construction equipment used would be consistent with the energy standards applicable to construction equipment including limiting idling fuel consumption and using contractors that comply with applicable CARB regulatory standards that affect energy efficiency. Thus, the proposed Project would comply with existing energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, Project construction impacts would be less than significant.

Operation

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The expansion of the proposed fiber optic cabling would provide high-speed broadband internet services to the area, and promote a more energy-efficient internet service option compared to the existing copper cables. With respect to operational transportation-related fuel usage, the Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. The proposed Project would comply with the Advanced Clean Cars I and II Standards, which are designed to result in more efficient use of transportation fuels. The proposed Project would only require occasional trips for maintenance activities and would not induce growth.

The Broadband Project would support better internet access and availability in rural areas, which would support telecommuting within these communities, and would result in an overall reduction in VMT countywide. Thus, the Broadband Project supports the 2030 Climate Action Plan action TR-2.10, Employer Trip Reduction Requirements & Programs, to help achieve a 50-80 percent telework participation rate for large employer within the unincorporated County. Additionally, the Broadband Projects would directly work to achieve the 2030 CAP action TR-2.12, Broadband Accessibility, which aims to increase internet access in rural parts of the County in order to further support a remote workforce and telecommuting efforts (County of Santa Barbara 2023). These actions have been identified by the County as methods to help reduce the VMT within the County. It would also support SBCAG's Connected 2050 RTP/SCS which estimates that if people were able to work remotely, 50-80 percent would, assuming they work remotely 2-4 days per week, the VMT reduction would be between 450,000-750,000 per day (SBCAG 2021). Although this is a Countywide estimate that would include both incorporated cities and unincorporated cities, the areas affected by the Project's expansion of services would still experience VMT reductions and the associated vehicle fuel consumption reductions. Additionally, it supports Policy 3.2 in the County of Santa Barbara General Plan to research and support opportunities for telecommunication and computer-based communication that reduce the need for travel.

Thus, operation of the Broadband Project would comply with existing energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, Project operation impacts would be less than significant.

Future Broadband Projects

Construction

It is anticipated that future broadband projects, located in other areas of the County, would be of similar size and scale, with a comparable construction effort in terms of overall intensity, would employ a similar mix of construction methods and equipment, and would result in similar construction durations as those assumed for the five Priority Area projects. Thus, future broadband projects would be expected to use approximately the same amount of energy for construction. Therefore, construction of future broadband projects would comply with existing energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, Project construction impacts would be less than significant.

Operation

Similarly, operation of future broadband projects would generally occur passively, with only occasional vehicle trips maintenance activities. The Broadband Project would support better internet for telecommuting in rural areas which would result in a reduction in VMT countywide, which supports various Countywide policy documents and associated measures. Therefore, operation of future broadband projects would comply with existing energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, Project operational impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Cumulative Impacts

Implementation of the Proposed Project, in combination with other development, could conflict with or obstruct a state or local plan for renewable energy or energy efficiency if during construction or operation the Project doesn't comply with applicable rules or regulations, resulting in a cumulative impact.

As discussed above, construction and operation of the Broadband Program would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency during construction or operation. All past, present, and future projects would also comply with CARB and/or the USEPA mandated mobile source emissions regulations related to on-road vehicle emissions standards, off-road equipment fleet standards, and fuel sulfur standards. Additionally, all past, present, and future projects would have to comply with rules and regulations for renewable energy and energy efficiency. Therefore, construction and operation of the Project along with past, present, and future projects would comply with existing energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

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