

3.12 ENERGY

This section evaluates the anticipated energy demand associated with the Project. The analysis considers whether the Project would result in inefficient, wasteful, and unnecessary consumption of energy. Issues related to energy consumption were not brought up during the scoping process.

Energy consumption associated with the proposed Project and Alternative A would include the combustion of diesel and gasoline to power equipment and vehicle trips used during construction; the combustion of natural gas for space and water heating; the use of electricity to power lighting, appliances, and other equipment; and the consumption of diesel, gasoline, and possibly electricity associated with vehicle trips by employees, patrons, vendors, and maintenance vehicles to and from the proposed Project site and the Alternative A site.

Changing the pattern of ownership of parcels as part of the larger land exchange being contemplated by TCPUD and the Conservancy by itself would have no impact related to energy demand. The potential environmental effects from construction and operation of the proposed Project on a portion of APN 093-160-064, currently owned by the Conservancy, are assessed in this section and other resource sections in Chapter 3, "Environmental Setting, Environmental Impacts, and Mitigation Measures," and in Chapter 5, "Other CEQA-Mandated Sections," of this EIR. The purpose of the land exchange is to consolidate ownership and increase land management efficiencies for the agencies and no other physical changes are proposed for the affected parcels.

3.12.1 Regulatory Setting

FEDERAL

Energy Policy and Conservation Act, and CAFE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this Act, the National Highway Traffic and Safety Administration (NHTSA), part of the U.S. Department of Transportation (DOT), is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with the CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the country. The U.S. Environmental Protection Agency (EPA) calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. The CAFE values are a weighted harmonic average of the EPA city and highway fuel economy test results. Based on information generated under the CAFE program, DOT is authorized to assess penalties for noncompliance. Under the Energy Independence and Security Act of 2007 (described below), the CAFE standards were revised for the first time in 30 years.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally-fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by EPAct to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides 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.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Act 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; and 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.

By addressing renewable fuels and the CAFE standards, the Act builds on progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

TAHOE REGIONAL PLANNING AGENCY

The Tahoe Regional Planning Agency (TRPA) has not specifically identified any goals, policies, or Environmental Threshold Carrying Capacities (environmental threshold standards) related to energy consumption. Through its Regional Plan and Code of Ordinances, however, TRPA has defined conformance requirements for area plans relative to energy consumption. In addition, through its Regional Transportation Plan and Sustainability Action Plan, both prepared in partnership with the Tahoe Metropolitan Planning Organization (TMPO), TRPA addresses greenhouse gas (GHG) reduction targets and subsequent reductions in energy consumption for cars and light trucks mandated by Senate Bill (SB) 375 and defines a GHG emissions target and broader GHG reduction strategies, respectively.

Placer County Tahoe Basin Area Plan

The following policies from the Placer County Tahoe Basin Area Plan (Area Plan) apply to energy:

- ▶ **Policy AQ-P-6:** Continue to implement the mPOWER incentive program to reduce greenhouse gas emissions from buildings and other site improvements.
- ▶ **Policy AQ-P-7:** Implement building design standards and design capital improvements to reduce energy consumption and, where feasible, incorporate alternative energy production.

STATE

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

State of California Energy Plan

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 1997 California Energy Plan. 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 and addressing their infrastructure needs; and encouragement of urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required CEC to: “conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The Energy Commission shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state’s economy, and protect public health and safety” (Public Resources Code [PRC] Section 25301(a)). This work culminated in the Integrated Energy Policy Report (IEPR).

CEC adopts an IEPR every two years and an update every other year. The 2017 IEPR is the most recent IEPR, which was adopted March 16, 2018. The 2017 IEPR provides a summary of priority energy issues currently facing the state, outlining strategies and recommendations to further the state’s goal of ensuring reliable, affordable, and environmentally-responsible energy sources. Energy topics covered in the report include progress toward statewide renewable energy targets and issues facing future renewable development; efforts to increase energy efficiency in existing and new buildings; progress by utilities in achieving energy efficiency targets and potential; improving coordination among the state’s energy agencies; streamlining power plant licensing processes; results of preliminary forecasts of electricity, natural gas, and transportation fuel supply and demand; future energy infrastructure needs; the need for research and development efforts to statewide energy policies; and issues facing California’s nuclear power plants.

Senate Bill 1078: California Renewables Portfolio Standard Program

SB 1078 (Chapter 516, Statutes of 2002) establishes a renewable portfolio standard (RPS) for electricity supply. The RPS requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 20 percent of their supply from renewable sources by 2017. This target date was moved forward by SB 1078 to require compliance by 2010. In addition, electricity providers subject to the RPS must increase their renewable share by at least 1 percent each year. The outcome of this legislation will impact regional transportation powered by electricity. As of 2017, the state has reported that 32 percent of retail electricity sales were served by renewable energy facilities (CEC 2018a).

Senate Bill X1-2: California Renewable Energy Resources Act

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the RPS to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

Senate Bill 100: California Renewables Portfolio Standard Program

SB 100 requires that all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024; 50 percent by December 31, 2026; 52 percent by December 31, 2027; and 60 percent by December 31, 2030. The law requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045.

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

Energy Action Plan

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The State's three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In the October 2005 *Energy Action Plan II*, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues and research and development activities. CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the state's ongoing actions in the context of global climate change.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a state plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with the California Air Resources Board (CARB) and in consultation with other state, federal, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

California Energy Efficiency Building Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current (2016) California Energy Code is scheduled to be replaced by the 2019 California Energy Code on January 1, 2020. The 2019 California Energy Code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use (CEC 2018b). CEC estimates that the 2019 California Energy Code will result in new nonresidential buildings that use 30 percent less energy than those designed to meet the 2016 California Energy Code, primarily through the transition to high-efficacy lighting (CEC 2018b). The California Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

Assembly Bill 32, Senate Bill 32, and Climate Change Scoping Plan and Update

Reducing GHG emissions in California has been the focus of the state government for approximately two decades (State of California 2018). GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (AB 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (SB 32 of 2016). Executive Order S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. These targets are in line with the scientifically established levels needed in the United States to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected (United Nations 2015).

California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), prepared by CARB, outlines the main strategies California will implement to achieve the legislated GHG emission target for 2030 and "substantially advance toward our 2050 climate goals" (CARB 2017:1, 3, 5, 20, 25–26). It identifies the reductions needed by each GHG emission sector (e.g., transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste). In 2015, electricity generation accounted for 11 percent of

the State's GHG emissions. California plans to significantly reduce GHG emissions from the energy through the development of renewable electricity generation in the form of solar, wind, geothermal, hydraulic, and biomass generation. The state is on target to meet the SB X1-2-33 percent renewable energy target by 2020 and will continue to increase statewide renewable energy to 50 percent by 2030, as directed by SB 350.

3.12.2 Environmental Setting

ELECTRICITY SERVICE

The proposed Project and Alternative A sites are serviced by Liberties Utilities. Liberty Utilities is an investor-owned utility founded in 2001. In 2011, the company purchased NV Energy's infrastructure to expand its service area (CEC 2015). In 2017, Liberty Utilities' electricity was sourced by 25 percent renewable energy, primarily from hydroelectric power (22 percent) and biomass (3 percent) (CEC 2018a).

NATURAL GAS SERVICE

Southwest Gas supplies natural gas service to the Tahoe Basin through state-regulated public utility contacts (CEC 2018b). Natural gas is supplied to the Alternative A site via infrastructure built and maintained by Southwest Gas. Natural gas lines are located along Polaris Road adjacent to the proposed Project site.

ALTERNATIVE FUELS

A variety of alternative fuels are used to reduce demand for petroleum-based fuel. The use of these fuels is encouraged through various statewide regulations and plans (e.g., programs and regulations contained in the AB 32 Scoping Plan). Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many transportation fuels, including:

- ▶ biodiesel,
- ▶ electricity,
- ▶ ethanol (E-10 and E-85),
- ▶ hydrogen,
- ▶ natural gas (methane in the form of compressed and liquefied natural gas),
- ▶ propane,
- ▶ renewable diesel (including biomass-to-liquid),
- ▶ synthetic fuels, and
- ▶ gas-to-liquid and coal-to-liquid fuels.

California has a growing number of alternative fuel vehicles through the joint efforts of CEC, CARB, local air districts, federal government, transit agencies, utilities, and other public and private entities. As of March 2019, California contained over 20,000 alternative fueling stations (Alternative Fuels Data Center [AFDC] 2019).

ENERGY USE FOR TRANSPORTATION

Transportation is the second largest energy consumer nationwide, accounting for 27 percent of the total national energy use. On-road vehicles are estimated to consume approximately 80 percent of California's transportation energy demand, with cars, trucks, and buses accounting for nearly all of the on-road fuel consumption. Petroleum products (e.g., gasoline, diesel, jet fuel) account for almost 99 percent of the energy used in California by the transportation sector, with the rest provided by ethanol, natural gas, and electricity (Bureau of Transportation Statistics 2018).

3.12.3 Environmental Impacts and Mitigation Measures

METHODS AND ASSUMPTIONS

Levels of construction- and operation-related energy consumption associated with the Project, are measured in megawatt-hours (MWh) of electricity, million Btu (MMBtu) of natural gas, and gallons of gasoline and diesel fuel. Energy consumption estimates were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 computer program (CAPCOA 2017). Construction-related fuel consumption was calculated for CalEEMod default heavy-duty construction equipment based on anticipated hourly daily usage, the number of days used, and worker commute trip VMT. Yearly operational consumption of electricity and natural gas were determined by the default CalEEMod energy consumption values for the Project's land uses. Operational diesel and gasoline consumption was calculated using CARB's 2014 EMISSIONS FACTOR (EMFAC) model (CARB 2014) and annual proposed Project- and Alternative A-generated VMT. Where Project-specific information was not known, CalEEMod default values based on the Project's location were used.

Total energy consumed during construction of the proposed Project would be 68,897 and 13,015 gallons of gasoline and diesel, respectively. Total fuel required to construct Alternative A would be 75,990 and 12,945 gallons of gasoline and diesel, respectively. Levels of energy consumption would be expected to be higher with Alternative A than the proposed Project because it would include the demolition of the Existing Lodge (i.e., the Highlands Community Center), which would not occur with the proposed Project.

The annual electricity budget for the proposed Project would be 86 MWh and annual natural gas consumption would be 189 MMBtu. Total annual gasoline and diesel consumption associated with operation of the proposed Project for the year 2023 would be 15,983 and 3,309 gallons, respectively. Operation of Alternative A would result in incrementally less energy consumption than the proposed Project, because operations at the Existing Lodge would be discontinued. See Appendix F of this EIR for detailed calculations and assumptions.

SIGNIFICANCE CRITERIA

CEQA Criteria

In accordance with Appendix F and Appendix G of the State CEQA Guidelines, the Project would result in a significant impact related to energy if it would:

- ▶ result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- ▶ conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

TRPA Criteria

While TRPA considers energy consumption during project review, TRPA has not adopted specific significance criteria for analyzing energy use associated with a proposed project, or endorsed a particular methodology for analyzing impacts related to energy consumption.

ENVIRONMENTAL EFFECTS OF THE PROJECT

Impact 3.12-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy During Project Construction or Operation

Implementation of the proposed Project or Alternative A would increase electricity and natural gas consumption at the proposed Project site and Alternative A site relative to existing conditions; however, the proposed Project and Alternative A would be constructed in compliance with the 2019 California Energy Code, which achieves substantial reductions in overall energy use in nonresidential land uses relative to buildings constructed in compliance with previous versions of the code. Construction energy consumption associated with the proposed Project and Alternative A would be temporary and would not require additional capacity or increased peak or base period demands for electricity or other forms of energy. For these reasons, the impact related to wasteful, inefficient, or unnecessary consumption of energy during construction or operation of either the proposed Project or Alternative A would be **less than significant**.

Proposed Project

Appendix G of the State CEQA Guidelines requires the consideration of the energy implication of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usages (PRC Section 21100, Subdivision [b][3]). Neither the law nor the State CEQA Guidelines establish criteria that define wasteful, inefficient, or unnecessary use. Compliance with the 2019 California Energy Code requires builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use, which would result in highly energy-efficient buildings. However, compliance with building codes does not adequately address all potential energy impacts during construction and operation. For example, construction activities would result in fuel consumption associated with onsite equipment use and worker commute trips, and increased visitor access associated with expanded event capacity would result in an increase in transportation-related fuel from personal automobile and truck use.

Energy would be required to construct the proposed Project, operate, and maintain construction equipment, as well as produce and transport construction materials to and from the proposed Project site. Construction of the Schilling Lodge and paved areas would require a one-time energy expenditure. Most energy consumption would result from operation of construction equipment and vehicle trips associated with commuting by construction workers and haul trucks supplying materials. Approximately 13,000 gallons of gasoline and 68,800 gallons of diesel fuel would be consumed to enable proposed Project construction. Construction would require the use of some onsite energy use; however, these energy needs for proposed Project construction would be temporary and is not anticipated to require additional capacity or increase peak or base period demands for electricity or natural gas. Construction equipment use and associated energy consumption would be typical of that associated with the construction of nonresidential projects in a developed area like the proposed Project area. There would be no construction associated with the Highlands Community Center.

Operation of the proposed Project would be typical of nonresidential land uses requiring electricity and natural gas for lighting, space and water heating, appliances, and landscape maintenance activities. Indirect energy use would include wastewater treatment and solid waste removal at offsite facilities. The proposed Project would increase electricity and natural gas consumption relative to existing conditions, and would require the construction of new utility connections to existing electrical and natural gas facilities supplied by Liberty Utilities and Southwest Gas, respectively. The analysis of energy use also includes the continued operation of the Existing Lodge with some community meetings and recreation classes.

The proposed Project would be required to meet the 2019 California Energy Code if the construction schedule occurs as envisioned. (As described in Section 2.5.3, in the early Project planning stages, Project construction was anticipated to potentially occur over up to four construction seasons; however, it is possible that Project construction could occur in as few as two years. The proposed Project is expected to commence construction in 2021 and be operational by 2023.) However, if construction were to occur after 2023, the proposed Project would be required to comply with the future 2022 Energy Code as the standards are updated on a triennial basis.

Fuel consumption associated with vehicle trips related to the proposed Project would not be considered inefficient, wasteful, or unnecessary. The proposed Project would generate an estimated annual increase in VMT of 487,217 and would consume approximately 16,000 gallons of gasoline and 3,300 gallons of diesel fuel per year. Furthermore, state and federal regulations regarding standards for vehicles (such as the CAFE Standards) are designed to reduce wasteful, unnecessary, and inefficient use of fuel. Also, the coupling of various state policies and regulations such as the SB 350 requirements would result in the deployment of electric vehicles, which would be powered by an increasingly renewable electrical grid.

For these reasons, the proposed Project's energy consumption through construction, building operation, and transportation would not be considered wasteful, inefficient, or unnecessary. This impact would be **less than significant**.

Alternative A

Similar to the proposed Project, energy would be required to construct Alternative A. Approximately 13,000 gallons of gasoline and 76,000 gallons of diesel fuel would be consumed to enable Alternative A construction. As compared to the proposed Project, diesel consumption would be greater by about 5,000 gallons. This rise in consumption would occur from the demolition of the Existing Lodge with this alternative.

Operations at the Schilling Lodge associated with Alternative A would have similar levels of energy demand as the proposed Project; however, overall operational energy demand of electricity and natural gas use and consumption of gasoline and diesel fuels would be less than the proposed Project because of the discontinued use of the Existing Lodge. The Existing Lodge would be removed and replaced with the Schilling Lodge under this alternative; thus, the only natural gas and electricity demand for this alternative would be associated with the Schilling Lodge.

For similar reasons described above under the discussion of the proposed Project's energy impacts, Alternative A's energy consumption during construction and operation would not be considered wasteful, inefficient, or unnecessary. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.12-2: Consistency with a State or Local Plan for Renewable Energy or Energy Efficiency

The proposed Project and Alternative a would comply with the Title 24 California Energy Code. Construction and operation of the proposed Project and Alternative A would not conflict with implementation of the RPS, SB 350, or other programs under the 2017 Scoping Plan that would indirectly reduce energy consumption by reducing GHG emissions. The proposed Project and Alternative A would also not conflict with the applicable policies of the Area Plan. Impacts from the proposed Project and Alternative A related to consistency with a state or local plan for renewable energy or energy efficiency would be **less than significant**.

Proposed Project

Project construction would begin in 2021 following statewide and local adoption of the 2019 California Energy Code; however, the Project site is located in CEC's Climate Zone 16, which is not required to implement solar technologies under the 2019 California Energy Code. Due to a number of physical (e.g., forest canopy, north facing slopes) and demand (e.g., seasonal variability) factors, portions of the Tahoe Basin are not suitable for installation of solar photovoltaic systems. However, Liberty Utilities supports the installation of solar panels where feasible through its Solar Incentive Program, in which the Project applicant could participate.

The Area Plan identified two policies specific to energy consumption. Policy AQ-P-6 refers to continued implementation of the mPOWER incentive program, which serves to reduce GHGs through improved energy efficiency. The mPOWER program behaves similarly to the national Property Assesses Clean Energy (PACE) program, which incentivizes homeowners to install energy efficient home improvements or incorporate onsite renewables

through rebates and low interest rates. Implementation of the proposed Project would not hinder the application of the mPOWER program.

Policy AQ-P-7 directs future construction to incorporate building design standards to reduce energy consumption and to incorporate alternative energy production if feasible. Further, the proposed Project would be required to comply with the 2019 California Energy Code and the level of energy demand of the Project would not be atypically high relative to other facilities in the region.

For these reasons, the proposed Project would not conflict with a state or local plan designed to conserve energy. This impact would be **less than significant**.

Alternative A

Construction-related energy consumption under Alternative A would be expected to be greater as compared to the proposed Project because additional diesel consumption would occur during demolition of the Existing Lodge. However, operational energy use would be comparatively lower than that of the proposed Project because energy consumption for Alternative A would only involve use of the Schilling Lodge as it would replace the Existing Lodge (i.e., Highlands Community Center), whereas, energy consumption for operation of the proposed Project would include use of both the Schilling Lodge and the Highlands Community Center. For the reasons described above in the discussion of the proposed Project, this impact from Alternative A would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

CUMULATIVE IMPACTS

As described in Impact 3.12-1, above, implementation of the proposed Project and Alternative A would increase electricity and natural gas consumption at the proposed Project and Alternative A sites relative to existing conditions. Many of the cumulative projects identified in Table 3.1-2 in Section 3.1.2, "Cumulative Impact Analyses," would result in an increase in energy demand from redevelopment of existing developed sites or areas, including buildout of the Area Plan and Regional Plan and implementation of the North Tahoe High School and North Tahoe Middle School Facilities Program and the Dollar Creek Crossing project. Buildout of the Area Plan and Regional Plan include redevelopment of existing developed sites or areas. Impacts related to inefficient use of energy are project-specific and do not combine to contribute to cumulative inefficient use of energy. These cumulative projects would be required to undergo project-level analysis, as applicable, to assess and minimize to the extent feasible their individual impacts related to inefficient use of energy and consistency with a state or local plan for renewable energy or energy efficiency.

The proposed Project and Alternative A would be constructed in compliance with Part 6 of the 2019 California Energy Code, which is 30 percent more energy efficient than the previous iteration of the California Energy Code. The proposed Project's and Alternative A's natural gas would be supplied by Southwest Gas and Liberty Utilities would supply electricity. Liberty Utilities, like Southwest Gas and other utility companies in the state, would be required to comply with the RPS and Senate Bill 350, which require that electricity be generated by at least 50 percent renewable energy by 2030. Therefore, the proposed Project's and Alternative A's potential contribution to impacts related to energy use **would not be cumulatively considerable**.

This page intentionally left blank.