2.15 Energy

2.15.1 Regulatory Setting

NEPA (42 USC Part 4332) requires identification of all potentially significant impacts on the environment, including energy impacts.

The CEQA Guidelines (Appendix F, Energy Conservation) state that EIRs are required to include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

2.15.2 Affected Environment

The proposed improvements at the I-80/SR 65 interchange are regionally important in order to reduce future traffic congestion, improve operations and safety, and comply with current Caltrans and local agency design standards.

2.15.3 Environmental Consequences

2.15.3.1 Build Alternatives

Each of the build alternatives would require temporary energy consumption during construction, including fuel for construction and personnel equipment and vehicles, and electricity for night lighting. During operation of the project, the build alternatives would improve overall network performance compared to no-build conditions, which would improve fuel efficiency. The improved HOV connectors may also encourage ridesharing. The build alternatives would not result in direct, indirect, or unavoidable impacts on energy demand or energy resources. When balancing the energy used during construction and operation against the energy saved by relieving congestion and other transportation efficiencies, the project would not result in substantial energy impacts.

2.15.3.2 No Build Alternative

The No Build Alternative would not result in substantial energy impacts, although as noted, continued congestion and other transportation inefficiencies under the No Build Alternative would result in increased energy demands. Interchange improvements would not be implemented.

2.15.4 Avoidance, Minimization, and/or Mitigation Measures

No measures are necessary.