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Topic	Agency with Jurisdiction	Applicable Law, Ordinance, Regulation, or Standard	State/ Fed/ Local	Law, Ordinance, Regulation, or Standard Overview	Project Consistency	Section and Page in DEIR Describing Project Applicability
Aesthetics	Caltrans	California Scenic Highway Program	State	The Scenic Highway Program is designed to protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways.	The nearest designated state scenic highway to the Project Site is a 3.3-mile section of SR 151 located approximately 28 miles from the western edge of the Project Site. Eligible State Scenic Highways near the Project Site include SR 89 (approximately 11 miles away), SR 299 east of SR 89 (approximately 11 miles away), and SR 44 (approximately 17 miles away). The Project would not reduce the visual quality of views from designated or eligible scenic highways because it would not create contrast with existing visual conditions. The proposed turbines would blend in with existing Hatchet Ridge Wind Project turbines and would not detract from the available scenic vistas. Visual quality of views would remain high. The turbines would be visible in the distance above the natural elements and would not reduce the natural harmony of existing views.	3.2-12
Aesthetics	FAA	Federal Aviation Administration (FAA) 14 CFR Part 77	Federal	The FAA's Federal Aviation Regulations (FAR) establish standards and notification requirements for objects affecting navigable airspace.	The Project's proposed turbine locations received determinations of no hazard to air navigation on July 1, 2021 and an extension on January 17, 2023. The FAA determined that the turbines would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities.	3.2-12
Aesthetics	Shasta County	Shasta County Zoning Ordinance	Local	Section 17.84.050 of the Shasta County Zoning Ordinance outlines requirements for outdoor lighting as follows: "All lighting, exterior and interior, shall be designed and located so as to confine direct lighting to the premises. A light source shall not shine upon or illuminate directly on any surface other than the area required to be lighted. No lighting shall be of the type or in a location such that constitutes a hazard to vehicular traffic, either on private property or on abutting streets."	The Project would comply with local requirements for screening and directing outdoor lighting. Project lighting also would be separated from the road and would be screened by intervening forest. Additional safety lighting required pursuant to FAA standards to reduce potential hazards to aircraft from the proposed turbines and meteorological equipment would be approved by the FAA.	3.2-14
Air Quality	Shasta County AQMD	Clean Air Act, CAAQS and NAAQS	Federal	Under the Clean Air Act (CAA), the USEPA has identified criteria pollutants and has established NAAQS to protect public health and welfare, including for ozone, CO, NO2, PM10, PM2.5, and lead. California has adopted more stringent ambient air quality standards (i.e., CAAQS) for most of the criteria air pollutants.	Shasta County is classified as a non-attainment area for the State ozone standards; and although the County is in attainment of State PM10 standards, the rest of the Air Basin is in non-attainment of State PM10 standards. Therefore, the AQMD has adopted CEQA thresholds of significance for ROG, NOx, and PM10 for both short-term construction and long-term project operations.  Project emissions during construction are not expected to result in a cumulatively considerable net increase of ozone or NOx emissions, but may result in a cumulatively considerable net increase of PM10 emissions. The Project would mitigate emissions to the extent feasible using fugitive dust control measures and other BMPs, in accordance with federal and state law. Project emissions during operation are not expected to result in a cumulatively considerable net increase of criteria pollutants.	3.3-7
Air Quality	Shasta County AQMD	California's Diesel Risk Reduction Plan / Diesel Fuel Regulations	State	As part of California's Diesel Risk Reduction Plan, CARB has passed numerous regulations to reduce diesel emissions from vehicles and equipment that are already in use.	The Diesel Risk Reduction Plan and diesel fuel regulations are applicable because the Project would generate diesel fuel exhaust emissions during construction. The Project would comply with state requirements for diesel fuel exhaust emissions.	3.3-7

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Air Quality	Shasta County AQMD	Shasta County Air Quality Management District	Local	<p>The Shasta County AQMD requires permits and enforces rules that may be applicable to the Project regarding the issuance of air pollutants in Shasta County, including:</p> <ul style="list-style-type: none"> <li>- Rule 3:16: Fugitive, Indirect, or Non-Traditional Sources. This rule established conditions upon any source, including sources of construction-related fugitive dust, to mitigate the emissions from such sources to below a level of significance or to a point that such emissions no longer constitute a violation of the California Health &amp; Safety Code Section 41700 and/or Section 41701</li> <li>- Rule 3:28: Stationary Internal Combustion Engines: The provisions of this rule apply to any gaseous, diesel, or any other liquid-fueled stationary internal combustion engine within the boundaries of the AQMD. The emissions limits identified by this rule are not applicable to emergency standby engines as approved by the Air Pollution Control Officer (APCO); however, the rule does require that testing and maintenance for emergency generators be limited to no more than 100 hours per year</li> </ul>	<p>The Project would comply fugitive dust control requirements during construction and other BMPs designed to reduce construction-related emissions. Any emergency generators would comply with the rules regarding annual testing.</p>	3.3-9
Air Quality	Shasta County AQMD	Northern Sacramento Valley Planning Area 2018 Triennial Air Quality Attainment Plan	Local	<p>The NSVPA air districts jointly prepared the original 1991 Air Quality Attainment Plan, and have since prepared triennial updates to the plan.</p>	<p>There are no control measures or grant programs under the Plan that would be directly applicable to the Project.</p>	3.3-9
Bio	CDFW	California Endangered Species Act	State	<p>The California Endangered Species Act (CESA) prohibits the take of endangered and threatened species.</p>	<p>Based on extensive studies, the Project is not expected to result in take of state listed species, which either do not occur on the Project site or can be avoided via minimization and avoidance measures.</p>	3.4-33
Bio	CDFW	California Fish and Game Code 3503	State	<p>Fish and Game Code Section 3503 establishes that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.</p>	<p>The Project is expected to comply with F&amp;G Code 3503. Although it is located within the Pacific Flyway and numerous species of birds are known to migrate through the region, the Project is designed such that all energized Project components, including the above-ground collection lines, would be constructed in accordance with the current suggested practices of the Avian Power Line Interaction Committee. The Project further includes turbine design elements to reduce collision hazards for avian species, such as approved tower lighting and the absence of guy wires.</p>	3.4-33
Bio	CDFW	California Fully Protected Species (Fish and Game Code Sections 3511, 4700, 5050 and 5515) and Species of Special Concern	State	<p>The California Fish and Game Code sections (fish at Section 5515, amphibians and reptiles at Section 5050, birds at Section 3511, and mammals at Section 4700) dealing with "fully protected" species states that these species "...may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species".</p>	<p>Based on extensive studies, the Project is not expected to result in take of state fully protected species, which either do not occur on the Project site or can be avoided via minimization and avoidance measures.</p>	3.4-34
Bio	RWQCB	Clean Water Act (Section 404 and 401 permits)	State	<p>Under Section 401 of the Clean Water Act, the RWQCB must certify that actions receiving authorization under Section 404 of the Clean Water Act also meet state water quality standards.</p>	<p>The Project may result in both temporary and permanent direct impacts to wetlands and other waters of the US. Therefore, the Project will coordinate with the RWQCB to address Section 401 water quality certification requirements, as needed.</p>	3.4-34, 64
Bio	RWQCB	Porter-Cologne Act (waste discharge requirements and/or NPDES permits)	State	<p>Under the Porter-Cologne Act, the SWRCB and RWQCBs have the responsibility for granting Waste Discharge Requirements (WDRs) or National Pollutant Discharge Elimination System (NPDES) permits for discharges to waters of the State.</p>	<p>The Project will comply with applicable General Orders and obtain necessary NPDES permits prior to construction. Consistent with requirements of the Construction General Permit, a SWPPP and a Temporary Erosion and Sediment Control (TESC) plan, containing site-appropriate BMPs would be implemented to limit potential water quality contamination.</p> <p>To the extent the Project would impact waters of the state, the Project would coordinate and apply for Waste Discharge Requirements with the RWQCB as needed.</p>	3.12-6

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Bio	USFWS	Endangered Species Act (take authorization)	Federal	The FESA prohibits the unlawful "take" of any fish or wildlife species listed as threatened or endangered, including the destruction of habitat that could hinder species recovery.	Based on extensive studies, the Project is not expected to result in take of federally listed species, which either do not occur on the Project site or can be avoided via avoidance and minimization measures.	3.4-31
Bio	USFWS	Migratory Bird Treaty Act (MBTA) (16 U.S.C. §703 et seq.)	Federal	The MBTA makes it unlawful to intentionally pursue, hunt, take, capture, or kill migratory birds anywhere in the United States.	The Project Site is not anticipated to result in violations of the MBTA. Although it is located within the Pacific Flyway and numerous species of birds are known to migrate through the region, the Project is designed such that all energized Project components, including the above-ground collection lines, would be constructed in accordance with the current suggested practices of the Avian Power Line Interaction Committee. The Project further includes turbine design elements to reduce collision hazards for avian species, such as approved tower lighting and the absence of guy wires.	3.4-31
Bio	USFWS	Bald and Golden Eagle Protection Act (16 U.S.C. §§668-668c)	Federal	The Bald and Golden Eagle Protection Act (16 U.S.C. §§668-668c) makes it illegal to kill any bald eagle or golden eagle without a permit.	The project is not anticipated to result in incidental take of bald or golden eagles. No bald eagle nests were found within two miles of the Project Area, and the Project has been redesigned to eliminate turbines north of HWY 299, which are the nearest to the Shasta River Valley. No golden eagle nests were found during two years of aerial nest searches, and avian use surveys documented only three observations of golden eagles in 914 hours of survey effort over two years. Typical golden eagle nesting habitat, such as rocky outcroppings or exposed cliffs, may be found in the surrounding region, but is generally absent from the Project Site. Given the relatively low use of the Project Site by bald and golden eagles, and the low percentage of preferred habitat types within the Project boundary, impacts to golden and bald eagles are anticipated to be less than significant. If take of eagles occurs, the Project would coordinate with the USFWS to reduce eagle hazards due to Project operation and provide compensatory mitigation, if needed, to address the loss of eagles consistent with federal guidance.	3.4-32
Bio	Shasta County	Oak Woodland Voluntary Management Guidelines	Local	The County adopted voluntary Oak Woodland guidelines in 1995 to encourage retention of an average canopy of 30 percent or more when harvesting oaks, including trees of a variety of species, ages, and conditions, as well as brush piles, hollow trees and other habitat components.	Oak woodland habitat is present within the Project Site. Although the Project may require removal of a small area of oak woodland, the small amount that may be removed by the Project is consistent with this voluntary guidance.	3.4-35
Bio Cultural Forestry Hazards and Hazardous Materials Geology and Soils Utilities Service Systems	CAL FIRE	Z'Berg-Nejedly Forest Practice Act	State	The Z'Berg-Nejedly Forest Practice Act of 1973 (Public Resources Code §§4511-4360.2) and its implementing regulations, the Forest Practice Rules (14 Cal. Code Regs. §895 et seq.), govern the management of privately owned forestlands in California. Under the Forest Practice Rules, landowners who wish to harvest and then sell their trees must submit and comply with an approved state-issued timber harvesting permit. The most common permit for the harvest and eventual sale of trees is a Timber Harvesting Plan (THP), which describes the scope, yield, harvesting methods, and mitigation measures that a timber harvester intends to perform within a specified geographical area over a period of five years. The regulation also governs the management of privately owned forestlands in California, including with respect to the protection of archaeological and historical resources and the servicing of logging equipment, disposal of refuse, litter, trash and debris. The Act also governs erosion controls, such as drainage facilities, soil stabilization treatments, road and landing abandonment, removal and treatment of watercourse crossings, and any other features or actions to reduce surface erosion, gullying, channel erosion, and mass erosion; e.g., Rules 915.1, 935.1, 955.1, 916.7, 936.7, 956.7, and 3706(d).	Existing commercial and pre-commercial timber would be harvested, treated, and/or removed from the Project Site to allow development of the Project during this first phase of Project implementation. A Timber Harvesting Plan (THP) would be drafted in accordance with requirements set forth in the Forest Practice Act (Pub. Res. Code §4582) and the Forest Practice Rules (CAL FIRE, 2019). The THP would specify the location of timber to be harvested, how it would be harvested, and environmental Best Management Practices (BMPs) that would be implemented during harvesting. The Project would comply with state regulations related to historical and archaeological resources, hazardous materials, geology and soils, hydrology and water quality, and waste streams.	3.16-18

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Bio Hydrology and Water Quality	CDFW	Fish & Game Code §1600 et seq. (streambed alteration)	State	CDFW regulates activities that would interfere with the natural flow of, or substantially alter, the channel, bed, or bank of a lake, river, or stream under Fish and Game Code Sections 1600 to 1616.	The CEC will coordinate with CDFW regarding potential Project impacts to the channel, bed, or bank of a lake, river, or stream. An application for a Lake and Streambed Alteration Agreement was filed with CDFW on May 13, 2021.	3.4-32; 3.12-6
Bio Water Hydrology and Water Quality	USACE	Clean Water Act, Section 404 (waters of the U.S.)	Federal	Section 404 of the CWA establishes permitting requirements that regulates the discharge of dredged or fill material into waters of the United States, including wetlands.	The Project may result in both temporary and permanent direct impacts to wetlands and other waters of the US. Therefore, the Project will coordinate with the USACE to address Section 404 permitting requirements, as needed.	3.4-64
Communications Interference	FAA	FAA Regulations on Structures Affecting Navigation Signal Reception	Federal	The FAA is the federal agency that identifies potential impacts related to air traffic and related safety hazards. The FAA Federal Aviation Regulations (FAR) establish standards and notification requirements for proposed structures that will be in proximity to a navigation facility and may impact the assurance of navigation signal reception.	The applicant filed a notice with the FAA and the FAA issued a No Hazard Determination for the Project on July 1, 2021. An extension was approved on January 17, 2023.	3.5-4
Communications Interference	FCC	Federal Communications Commission	Federal	The FCC regulates interstate and international communications by radio, television, wire, satellite, and cable. The FCC implements the Communications Act and several commission rules and orders prohibiting radio frequency interference, and addresses complaints from consumers and public safety providers regarding communications interference.	The Project's communications facilities would comply with all FCC regulations addressing radio frequency interference.	3.5-4
Communications Interference	Shasta County	Shasta County Multi-Jurisdictional Hazard Mitigation Plan	Local	The Shasta County and City of Anderson Multi-Jurisdictional Hazard Mitigation Plan identifies communications as one of the "utility lifeline systems" deemed critical facilities by the Federal Emergency Management Agency (FEMA). Critical facilities are those in either the public or private sector that provide essential products and services to the general public, are otherwise necessary to preserve the welfare and quality of life in the region, or fulfill important public safety, emergency response and/or disaster recovery functions.	The Project will not affect any "utility lifeline systems."	3.5-6
Cultural	Advisory Council on Historic Preservation	National Historic Preservation Act	Federal	Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of federally funded projects on historic properties (i.e., listed, or eligible for listing, in National Register of Historic Places), and when applicable, provide other consulting parties and the public an opportunity to comment on such projects prior to the expenditure of any federal funds. The NHPA also requires that, in carrying out its responsibilities under the Section 106 review process, a federal agency must consult with any Indian tribe that attaches religious and cultural significance to historic properties that may be affected by the agency's undertakings.	To the extent that the Project requires a Clean Water Act Section 404 authorization from the USACE, likely through the application of an existing Nationwide Permit, the USACE will engage in Section 106 consultation in accordance with the NHPA.	3.16-16
Cultural	SHPO	California Register of Historical Resources	State	The California Register is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (Pub. Res. Code §5024.1[a]).	Based on the results of the previous analysis, the Project site contains one cultural resource that qualifies for listing in the California Register. The Project would avoid the resource, and otherwise mitigate any impacts to unknown resources discovered during construction in accordance with state law.	3.16-16



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Cultural	SHPO	California Public Resources Code Sections 5097.98 and 5097.99	State	Public Resources Code Section 5097.98 (reiterated in CEQA Guidelines §15064.5[e]) identifies steps to follow in the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, including notification of the most likely descendent. Section 5097.99 prohibits obtaining or possessing any Native American artifacts or human remains that are taken from a Native American grave or cairn (stone burial mound).	The Project is not expected to disturb any human remains. If human remains are accidentally discovered, the Project would comply with state regulations related to the disposition of human remains.	3.16-17
Cultural	SHPO	California Health and Safety Code Section 7050.5	State	Health and Safety Code Section 7050.5 protects human remains by prohibiting the disinterment, disturbance, or removal of human remains from any location other than a dedicated cemetery.	The Project is not expected to disturb any human remains. The Project would comply with state regulations related to human remains.	3.16-18
Energy	DOE	National Energy Conservation Policy Act	Federal	The National Energy Conservation Policy Act (NECPA, 42 USC §8201 et seq.) serves as the underlying authority for federal energy management goals and requirements and is the foundation of most federal energy requirements. NECPA established energy-efficiency standards for consumer projects and includes, among other things, energy-efficiency standards for new construction.	The National Energy Conservation Policy Act applies to energy use by the federal government and is not directly applicable to the Project.	3.7-6
Energy	DOE/EPA	National Energy Policy Act of 2005	Federal	The National Energy Policy Act of 2005 (42 USC §13201 et seq.) sets equipment energy efficiency standards and seeks to reduce reliance on nonrenewable energy resources and provide incentives to reduce current demand on these resources. Additionally, the act includes incentives for renewable energy production, including wind power.	The Energy Policy Act is not directly applicable to Project development; however, as a renewable wind energy project, the Project is consistent with the goals of the Act.	3.7-6
Energy	DOE/EPA	Energy and Independence Security Act of 2007	Federal	The Energy and Independence Security Act of 2007 (42 USC §17001) sets federal energy management requirements in several areas, including energy reduction goals for federal buildings, facility management and benchmarking, performance and standards for new buildings and major renovations, high-performance buildings, energy savings performance contracts, metering, energy-efficient product procurement, and reduction in petroleum use, including by setting automobile efficiency standards, and increase in alternative fuel use.	The Energy and Independence Act is not directly applicable to Project development; however, as a renewable wind energy project, the Project is consistent with the goals of the Act.	3.7.6
Energy	CEC, CPUC, CAISO, CARB	Senate Bill 350 – Clean Energy and Pollution Reduction Act of 2015	State	Provides a new set of objectives in clean energy, clean air, and pollution reduction by 2030, including 1. To increase from 33 percent to 50 percent by December 31, 2030, the procurement of electricity from renewable sources, and 2. To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	As a wind energy project, the Project will help the State of California achieve clean air and pollution reduction standards by providing a renewable source of energy generation.	3.7-8
Energy	CEC, CPUC	Senate Bill 100 and Executive Order B-55-18	State	Increases required energy from renewable sources for both investor-owned and publicly-owned utilities from 50 percent to 60 percent by 2030. Incrementally, these energy providers are also required to have a renewable energy supply of 33 percent by 2020, 44 percent by 2024, and 52 percent by 2027. Executive Order B-55-18 sets a new statewide goal to achieve carbon neutrality (zero-net GHG emissions) by 2045 and to maintain net negative emissions thereafter.	As a wind energy project, the Project will help the State of California achieve these carbon neutrality standards by providing a renewable source of energy generation.	3.7-8

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Energy	CEC	Energy-efficient Building Standards	State	The Energy Efficiency Standards for Residential and Nonresidential Buildings specified in Title 24, Part 6 of the California Code of Regulations include requirements for non-residential building lighting, insulation, ventilation, and mechanical systems. The California Green Building Standards Code (CALGreen, Title 24 Part 11) is a statewide regulatory code for all buildings. CALGreen is intended to encourage more sustainable and environmentally friendly building practices, require use of low-pollution emitting substances that cause less harm to the environment, conserve natural resources, and promote the use of energy-efficient materials and equipment.	The Project's O&M building would be subject to and comply with these standards, by including insulation, use of energy-efficient heating, solar-reflective roofing materials, energy-efficient indoor and outdoor lighting systems, and other measures. The Project also would be subject to CALGreen during construction and decommissioning activities, which requires 65 percent construction and demolition waste diversion.	3.7-8
Energy	CARB	Executive Orders S-14-08 and S-21-09	State	Executive Order S-14-08 expanded the State's RPS to 33 percent renewable power by 2020. Executive Order S-21-09 directed the California Air Resources Board under its Assembly Bill (AB) 32 authority to enact regulations to help the State meet its RPS goal of 33 percent renewable energy by 2020.	As a wind energy project, the Project will help the State of California achieve these standards by providing a renewable source of energy generation.	3.7-7
Energy	CEC	Warren-Alquist Act	State	The 1975 Warren-Alquist Act (Pub. Res. Code §25000 et seq.) established the California Energy Resources Conservation and Development Commission, now known as the CEC. The Act established a State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures.	The Project is seeking CEC certification under AB 205, which amended the Warren-Alquist Act to establish a new certification process for terrestrial wind projects, solar projects, and other qualifying projects.	3.7-6
Energy	CEC	State of California Integrated Energy Policy	State	Public Resources Code Section 25301(a) requires the CEC to develop an integrated energy plan at least every 2 years for electricity, natural gas, and transportation fuels. 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. An overarching goal of the resulting Integrated Energy Policy Report (IEPR) is to achieve the statewide greenhouse gas (GHG) emission reduction targets, while improving overall energy efficiency.	As a renewable wind energy project, the Project will help the State of California achieve green house gas emissions reductions targets by providing an environmentally sound supply of energy and transitioning away from fossil-fuel sources.	3.7-7
Energy	CEC	Renewables Portfolio Standard	State	The State of California adopted standards to increase the percentage that retail sellers of electricity, including investor-owned utilities and community choice aggregators, must provide from renewable resources.	As a wind energy project, the Project will help the State of California achieve these standards by providing a renewable source of energy generation.	3.7-7
Energy	USEPA NHTSA	Corporate Average Fuel Economy Standards	Federal	The U.S. Environmental Protection Agency (USEPA) and National Highway Traffic Safety Administration (NHTSA) establish Corporate Average Fuel Economy (CAFE) standards that regulate how far vehicles must travel on a gallon of fuel. NHTSA sets CAFE standards for passenger cars and for light trucks (collectively, "light-duty vehicles"), and separately sets fuel consumption standards for medium- and heavy-duty trucks and engines.	CAFE standards are not directly applicable to Project development; however, all vehicles used in Project construction and operation will comply with these standards.	3.7-6
Facilities	CPUC	California Public Utilities Commission, General Order 131-D	State	The CPUC regulates the planning and construction of electric generation, transmission lines, and substations by public utilities pursuant to General Order 131-D.	The Project may require minor modifications or upgrades to PG&E's existing 230 kV line, as well as upgrades to PG&E facilities including the construction and/or reconfiguration of utility line structures and transmission line circuits involving four to six new transmission poles. All components of PG&E facilities would be the responsibility of PGE and built in accordance with General Order 131-D.	N/A

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Facilities	Shasta County	Building, Grading, Electrical Codes	Local	The California Building Code (CBC), codified in Title 24 of the California Code of Regulations Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards for structural strength, means of ingress/egress to facilities (entering and exiting), and general stability of buildings.	The Project would comply with state and local building, grading and electrical codes as implemented by the CEC.	N/A
Forestry	Shasta County	Shasta County Zoning Code	Local	Chapter 17.08, Timber Production District, in the Shasta County Zoning Ordinance (Shasta County, 2020) lists the uses permitted in the TP district if a use permit is issued, including "the erection, construction or alteration of a gas, electrical, water or communication facility, or other public improvements, in accordance with Government Code §51152. However, in 2022, the County amended its zoning code to prohibit utility-scale wind projects in all County zoning districts.	Prior to the County's prohibition on utility-scale wind, the Project was consistent with the Timber Production District's use regulations. In its June 2021 staff report to the Planning Commission, County staff determined the Project is permissible with approval of a use permit in the TP zone and is consistent with the Timberlands general plan land use designation.  Given the County's recent amendment to its zoning regulations to prohibit large wind projects, the Project is no longer allowed in the TP zone under the County's zoning regulations.	3.8.2
Geology and Soils	California Geological Survey, California Building Standards Commission	Alquist-Priolo Earthquake Fault Zoning Act	State	The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. In accordance with this act, the State Geologist established regulatory zones, called "earthquake fault zones," around the surface traces of active faults and published maps showing these zones. Within these zones, buildings for human occupancy cannot be constructed across the surface trace of active faults. Each earthquake fault zone extends approximately 200 to 500 feet on either side of the mapped fault trace, because many active faults are complex and consist of more than one branch.	No active faults are present within the Project site. A preliminary geotechnical report is available as TN# 248292-1. A final geotechnical analysis will be undertaken prior to construction.	3.9-9
Geology and Soils	California Building Standards Commission	California Building Code	State	The California Building Code (CBC), codified in Title 24 of the California Code of Regulations Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards for structural strength, means of ingress/egress to facilities (entering and exiting), and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction.	As implemented by the CEC, the design of the proposed buildings, structures and infrastructure would comply with CBC requirements.	3.9-10
Geology and Soils	California Building Standards Commission	Seismic Hazards Mapping Act	State	The Seismic Hazards Mapping Act was passed in 1990 following the Loma Prieta earthquake to reduce threats to public health and safety and to minimize property damage caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones, and cities, counties, and other local permitting agencies to regulate certain development projects within these zone. For projects that would locate structures for human occupancy within designated Zones of Required Investigation, the Seismic Hazards Mapping Act requires project applicants to perform a site-specific geotechnical investigation to identify the potential site-specific seismic hazards and corrective measures, as appropriate, prior to receiving building permits. The CGS Guidelines for Evaluating and Mitigating Seismic Hazards (Special Publication 117A) provides guidance for evaluating and mitigating seismic hazards (CGS, 2008). The CGS is in the process of producing official maps based on USGS topographic quadrangles, as required by the Act. However, no mapping of the region that includes the Project Site has been compiled by the CGS.	No active faults are present within the Project site. A geotechnical report will be undertaken prior to construction.	3.9-12



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Geology and Soils	OSHA	Occupational Safety and Health Administration	Federal	The Occupational Safety and Health Act requires employers to comply with safety and health standards promulgated by the Occupational Safety and Health Administration (OSHA). OSHA Excavation standards, which are set forth in Title 29 Code of Federal Regulations (CFR) Part 1926, Subpart P, contain requirements for excavation and trenching operations.	The Project would comply with federal health and safety standards.	3.9.8
Greenhouse Gases	CARB	Senate Bill 1368	State	SB 1368 (Chapter 598, Statutes of 2006) is the companion bill of AB 32 and was signed by Governor Schwarzenegger in September 2006. SB 1368 requires the California Public Utilities Commission (CPUC) to establish a GHG emissions performance standard for baseload generation from investor-owned utilities by February 1, 2007. The California Energy Commission (CEC) also was required to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards cannot exceed the GHG emission rate from a baseload combined-cycle natural gas-fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the CPUC and CEC.	The Project, as a renewable energy generation facility, complies with the GHG EPS requirements of SB 1368.	3.10-9
Greenhouse Gases	CARB	Renewables Portfolio Standards	State	The State of California adopted standards to increase the percentage that retail sellers of electricity, including investor-owned utilities and community choice aggregators, must provide from renewable resources. The standards are referred to as the Renewables Portfolio Standards(RPS). Qualifying renewables under the RPS include bioenergy such as biogas and biomass, small hydroelectric facilities 30 megawatt (MW) or less, wind, solar, and geothermal energy. The CPUC and the CEC jointly implement the RPS program.	As a wind energy project, the Project will help the State of California achieve these standards by providing a renewable source of energy generation.	3.10-9
Greenhouse Gases	CARB	Senate Bill 350	State	SB 350, known as the Clean Energy and Pollution Reduction Act of 2015, was enacted on October 7, 2015, and provides a new set of objectives in clean energy, clean air, and pollution reduction by 2030. The objectives include the following: 1. Increase the procurement of the state's electricity from renewable sources from 33 percent to 50 percent by December 31, 2030. 2. Double the energy efficiency savings in electricity and natural gas for final end uses of retail customers through energy efficiency and conservation	As a wind energy project, the Project will help the State of California achieve these standards by providing a renewable source of energy generation.	3.10-10
Greenhouse Gases	CARB	Senate Bill 100	State	On September 10, 2018, Governor Brown signed SB 100, establishing that 100 percent of all electricity in California must be obtained from renewable and zero-carbon energy resources by December 31, 2045. SB 100 also creates new standards for the RPS goals that were established by SB 350 in 2015. Specifically, the bill increases required energy from renewable sources for both investor-owned and publicly owned utilities from 50 percent to 60 percent by 2030.	As a wind energy project, the Project will help the State of California achieve these standards by providing a renewable source of energy generation.	3.10-10

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Greenhouse Gases	Shasta County AQMD	Climate Action Plan	Local	<p>The primary objectives of the regional climate action planning (RCAP) process are to contribute to the State's climate protection efforts and includes emission reduction measures. Chapter 2 of the RCAP serves as the Climate Action Plan (CAP) for the unincorporated areas within the County, including the Project Site.</p> <p>The County's GHG reduction targets are as follows:</p> <ol style="list-style-type: none"> <li>1. Reduce community emissions to 15 percent below 2008 levels by 2020 (i.e., 485,567 MT CO<sub>2</sub>e/yr).</li> <li>2. Reduce community emissions to 49 percent below 2008 levels by 2035 (i.e., 291,340 MT CO<sub>2</sub>e/yr).</li> <li>3. Reduce community emissions to 83 percent below 2008 levels by 2050 (i.e., 97,113 MT CO<sub>2</sub>e/yr)</li> </ol>	<p>While the RCAP was not ultimately adopted by the Shasta County AQMD Board, it was designed to set GHG emissions reduction targets consistent with AB 32 and CARB's adopted Scoping Plan. The RCAP also does not provide specific reduction targets or CEQA significance thresholds for individual development projects. However, as a renewable wind energy project, the Project would help the County and State achieve GHG reduction goals. The Project is expected to provide a potential net offset of 227,917 MT CO<sub>2</sub>e per year if the electricity generated by the Project were to be used in place of electricity generated by fossil-fuel sources.</p>	3.10-11
Greenhouse Gases	CEC, CPUC	Senate Bill 100 and related state law	State	<p>SB 100 provides that 100 percent of all electricity in California must be obtained from renewable and zero-carbon energy resources by December 31, 2045. Relatedly, California has adopted Renewables Portfolio Standards to increase the percentage that retail sellers of electricity, including investor-owned utilities and community choice aggregators, must provide from renewable resources.</p>	<p>The Project would assist the state in meeting its goals under SB 100 and related laws. As a renewable energy project, the project will offset GHG emissions generated by fossil-fuel power plants to the extent that it serves demand that otherwise would be served with a fossil-fuel powered source. The Project is expected to provide a potential net offset of 227,917 MT CO<sub>2</sub>e per year if the electricity generated by the Project were to be used in place of electricity generated by fossil-fuel sources.</p>	3.10-16
Greenhouse Gases	CARB	Executive Order S-3-05 (EO S-3-05)	State	<p>Executive Order S-3-05 (EO S-3-05), which announced goals for statewide GHG emission reductions and target dates by which those goals should be met. These included a reduction of GHG emissions to 2000 levels by 2010; a reduction of GHG emissions to 1990 levels by 2020; and a reduction of GHG emissions to 80 percent below 1990 levels by 2050.</p>	<p>As a wind energy project, the Project will help the State of California achieve these GHG reduction goals by providing a renewable source of energy generation.</p>	3.10-7
Greenhouse Gases	CARB	Assembly Bill 32 and the California Climate Change Scoping Plan	State	<p>In 2006, the California Legislature enacted Assembly Bill 32 (Health and Safety Code §38500 et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 required CARB to design and implement feasible and cost-effective emission limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels (i.e., 427 million metric tons CO<sub>2</sub>e) by 2020 (representing a 25 percent reduction in emissions). AB 32 anticipated that the GHG reduction goals will be met, in part, through local government actions. The Scoping Plan is required by AB 32 to be updated at least every 5 years.</p>	<p>As a wind energy project, the Project will help the State of California achieve GHG emissions reductions goals by providing a renewable source of energy generation.</p>	3.10-8
Greenhouse Gases	CARB	Executive Order B-30-15 and Senate Bill 32	State	<p>California Executive Order B-30-15 (April 29, 2015) set an "interim" statewide emission target to reduce GHG emissions to 40 percent below 1990 levels by 2030, and directed State agencies with jurisdiction over GHG emissions to implement measures pursuant to statutory authority to achieve this 2030 target. Specifically, the Executive Order directed CARB to update the Scoping Plan to express this 2030 target in metric tons. On September 8, 2016, Governor Jerry Brown signed SB 32, which codified the 2030 reduction target called for in Executive Order B-30-15.</p>	<p>As a wind energy project, the Project will help the State of California achieve these GHG reduction standards by providing a renewable source of energy generation. GGG</p>	3.10-8

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Greenhouse Gases	CARB	Senate Bill 605	State	On September 21, 2014, Governor Jerry Brown signed SB 605, which required CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state no later than January 1, 2016. As defined in the statute, short-lived climate pollutant means “an agent that has a relatively short lifetime in the atmosphere, from a few days to a few decades, and a warming influence on the climate that is more potent than that of carbon dioxide.”	Although project construction would result in temporary emissions, the project will offset GHG emissions generated by fossil-fuel power plants to the extent that it serves demand that otherwise would be served with a fossil-fuel powered source. The Project is expected to provide a potential net offset of 227,917 MT CO2e per year if the electricity generated by the Project were to be used in place of electricity generated by fossil-fuel sources.	3.10-8
Greenhouse Gases	CARB	Senate Bill 375	State	In addition to policy directly guided by AB 32, the California Legislature in 2008 enacted SB 375, which provides for regional coordination in land use and transportation planning and funding to help meet the AB 32 GHG reduction goals. SB 375 aligns regional transportation planning efforts, regional GHG emissions reduction targets for light duty vehicles, and land use assumptions in General Plans, and housing allocations. SB 375 requires Regional Transportation Plans (RTPs) developed by the state’s 18 metropolitan planning organizations (MPOs) to incorporate sustainable communities strategies (SCS) that will achieve GHG emission reduction targets set by CARB and coordinate regional housing and transportation. Shasta Regional Transportation Agency (SRTA) is the federally recognized metropolitan planning organization (MPO) for the Shasta County region.	See Transportation section for a discussion of RTPs and SCSs overseen by SRTA.	3.10-9
Greenhouse Gases	CARB	Forest Carbon Plan	State	In 2018, the Forest Climate Action Team, made up of California agencies including the California Natural Resources Agency, the California Environmental Protection Agency, and the California Department of Forestry, and Fire Protection (CAL FIRE), prepared the Forest Carbon Plan. The Forest Carbon Plan describes forest conditions across California and provides a projection of future conditions given the ongoing and expected impacts of climate change. The plan also describes goals and related specific actions to improve overall forest health, enhance carbon storage resilience, increase sequestration, and reduce GHG emissions, and provides principles and policies to guide and support those actions	The Project would result in the permanent conversion of up to 713 acres of timberland for development of power generation facilities for the duration of the Project’s operational time frame. While the Project could result in a loss of approximately 79,143 MT CO2 of carbon sequestration capacity, the Project would offset that loss through the potential reduction of 227,917 MT CO2e per year if the electricity generated by the Project were to be used in place of electricity generated by fossil-fuel-sourced generation. Existing commercial and pre-commercial timber would be harvested, treated, and/or removed from the Project Site to allow development of the Project. Areas that would be removed from timber production as a result of the Project would be harvested in accordance with a Timberland Conversion Permit (TCP) and Timber Harvesting Plan (THP) authorization and environmental Best Management Practices would be implemented during harvesting. Altogether, while the Project would result in the loss of timberland that sequesters carbon, the Project would offset the amount of carbon sequestration capacity lost during Project operation and implement a fire protection plan in order to prevent potential extensive carbon losses that could occur during and after extreme wildfires in forests, consistent with the Forest Carbon Plan. Additionally, the Project Site would also be revegetated, including replanted with trees, upon completion of the Project’s operational life to be as similar to preconstruction conditions as possible.	3.10.10

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Greenhouse Gases	CARB	17 Cal. Code Regs. Section 95350 et seq	State	The purpose of this regulation is to achieve GHG emission reductions by reducing SF6 emissions from gas-insulated switchgear. Owners of such switchgear must not exceed maximum allowable annual emissions rates, which are reduced each year until 2020, after which annual emissions must not exceed 1.0 percent. Owners must regularly inventory gas-insulated switchgear equipment, measure quantities of SF6, and maintain the applicable records for at least 3 years. Additionally, by June 1st each year, owners must submit an annual report to CARB's Executive Officer for emissions that occurred during the previous calendar year.	SF6 is used for insulation in electric power transmission and distribution equipment. During operation and maintenance, one of the sources of GHG emissions would be fugitive emissions from equipment containing SF6 gas installed at the proposed substation. Based on an approved substation of similar voltage that will have a combined SF6 capacity of 289 pounds (CPUC, 2018), it is conservatively assumed that this equipment would use up to 1,000 pounds of SF6 with a leak rate of 0.5 percent. This leak-rate is less than allowed under CARB's Regulation for Reducing Sulfur Hexafluoride Emissions from Gas Insulated Switchgear (17 Cal. Code Regs. §95350 et seq.), which requires that annual emissions of SF6 must not exceed 1.0 percent after 2020. The new equipment would be required to comply with the International Electrotechnical Commission standard for new equipment leakage, which is 0.5 percent per year (USEPA, 2017).	3.10.10
Greenhouse Gases	USEPA	Mandatory Greenhouse Gas Reporting Rule	Federal	USEPA released its final Greenhouse Gas Reporting Rule (Reporting Rule). The Reporting Rule is a response to the fiscal year (FY) 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110-161), that required the USEPA to develop "...mandatory reporting of GHGs above appropriate thresholds in all sectors of the economy. The Reporting Rule applies to most entities that emit 25,000 metric tons of CO2e or more per year.	The Project would not reach the emissions threshold of 25,000 metric tons of CO2e per year.	3.10-6
Greenhouse Gases	USEPA	Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards	Federal	In 2014 the USEPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) established a program that reduces GHG emissions and improves fuel economy for all new cars and trucks sold in the U.S. The program required manufacturers to build a fleet that meets all federal and State requirements with an end target fuel economy of 54.5 miles per gallon by model year 2025. In January 2017, USEPA issued its Mid-Term Evaluation of the GHG emissions standards, finding that it would be practical and feasible for automakers to meet the model year 2022 to 2025 standards through a number of existing technologies.	CAFE standards are not directly applicable to Project development; however, all vehicles used in Project construction and operation will comply with these standards.	3.10-6
Hazards and Hazardous Materials	CalEPA	Unified Hazardous Waste and Hazardous Materials Management Regulatory Program	State	CalEPA oversees California's Unified Program. The program protects Californians from hazardous waste and hazardous materials by ensuring local regulatory agencies consistently apply statewide standards when they issue permits, conduct inspections and engage in enforcement activities. The Unified Program is a consolidation of multiple environmental and emergency management programs.	The Project would comply with any state hazardous materials transportation, reporting, and procedural requirements. In accordance with applicable law and regulations, the Applicant would prepare a Hazardous Materials Business Plan/Spill Prevention Control and Countermeasures Plan (HMBP/SPCC). The HMBP would include best management practices (BMPs) for the transport, storage, use, and disposal of hazardous materials and waste. The HMBP also would include information regarding construction activities, worker training procedures, and hazardous materials inventory procedures.	N/A
Hazards and Hazardous Materials	DTSC	Hazardous Materials Release Response Plans and Inventory Law	State	California Health and Safety Code, Chapter 6.95, Article 1, Sections 25500 – 25519 enable public access to information about the types and amounts of chemicals being used at local businesses. The laws also require businesses to plan and prepare for a chemical emergency through the preparation of a Hazardous Materials Inventory and a Hazardous Materials Business Plan that are certified annually. Businesses are inspected at least once every three years by a CUPA inspector to verify compliance with the California Health and Safety Code and California Code of Regulations.	The Project would comply with any state hazardous materials reporting and procedural requirements. In accordance with applicable law and regulations, the Applicant would prepare a Hazardous Materials Business Plan/Spill Prevention Control and Countermeasures Plan (HMBP/SPCC). The HMBP would include best management practices (BMPs) for the transport, storage, use, and disposal of hazardous materials and waste. The HMBP also would include information regarding construction activities, worker training procedures, and hazardous materials inventory procedures.	N/A



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Hazards and Hazardous Materials	DTSC CalEPA	Cortese List	State	The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List.	The DEIR contained an Environmental Database Report (EDR)(TN# 248290-2) consistent with ASTM Standard Practice E1527-13. According to the findings of the search, the Project Site was not listed on any of the databases reviewed. The Project is in the process of updating the EDR Report.	N/A
Hazards and Hazardous Materials	USEPA	Resource Conservation and Recovery Act of 1976	Federal	The Resource Conservation and Recovery Act of 1976 (RCRA, 42 USC §6901 et seq.) is the principal law governing the management and disposal of hazardous wastes. RCRA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste, referred to as from "cradle to grave." Under RCRA, individual states may implement their own hazardous waste programs in lieu of RCRA as long as the state program is at least as stringent as federal RCRA requirements and is approved by the USEPA. The USEPA approved California's RCRA program, referred to as the Hazardous Waste Control Law (Health and Safety Code §25100 et seq.) in 1992.	The Project would comply with federal and state hazardous materials transportation, reporting and procedural requirements. In accordance with applicable law and regulations, the Applicant would prepare a Hazardous Materials Business Plan/Spill Prevention Control and Countermeasures Plan (HMBP/SPCC). The HMBP would include best management practices (BMPs) for the transport, storage, use, and disposal of hazardous materials and waste. The HMBP also would include information regarding construction activities, worker training procedures, and hazardous materials inventory procedures.	3.11.-3
Hazards and Hazardous Materials	USEPA	Emergency Planning and Community Right-to-Know Act	Federal	The Emergency Planning and Community Right-to-Know Act (EPCRA, 42 USC §11001 et seq.) from the Superfund Amendments and Reauthorization Act (SARA) Title III improved community access to information regarding chemical hazards and facilitated the development of business chemical inventories and emergency response plans	The Project would manage hazardous materials and, if needed, clean up accidental spills, remove hazardous materials from the Project Site, and/or construct remediation systems in accordance with EPCRA.	3.11.4
Hazards and Hazardous Materials	USEPA	Hazardous Materials Transportation Act of 1975	Federal	The Hazardous Materials Transportation Act of 1975 (49 USC §§5101–5127) empowered the Secretary of Transportation to designate as hazardous materials that may pose an unreasonable risk to health and safety or property.	The Project would comply with applicable storage and transportation requirements to reduce the possibility of spills, including applicable driver-training requirements, load labeling procedures, container specifications, and hazardous waste hauling licensing requirements.	3.11-4
Hazards and Hazardous Materials	USEPA	Occupational Safety and Health Act	Federal	Requirements of the Occupational Safety and Health Act (29 USC § 651 et seq.) are administered by OSHA, the agency responsible for assuring worker safety in the handling and use of chemicals in the workplace. The federal regulations pertaining to the safety and health of construction workers are contained in Part 1926 of Title 29 of the Code of Federal Regulations (29 CFR §1926.1 et seq.). At sites known or suspected to have soil or groundwater contamination, construction workers must receive training in hazardous materials operations and a site health and safety plan must be prepared. The health and safety plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.	There is no known soil, water or air contamination at the Project Site. Regardless, the Project prepare a Hazardous Materials Business Plan/Spill Prevention Control and Countermeasures Plan (HMBP/SPCC). The HMBP would include best management practices (BMPs) for the transport, storage, use, and disposal of hazardous materials and waste. The HMBP also would include information regarding construction activities, worker training procedures, and hazardous materials inventory procedures.	3.11-4
Hazards and Hazardous Materials	USEPA	Clean Water Act Section 311	Federal	Under the authority of Clean Water Act Section 311, the Oil Pollution Prevention regulations(40 CFR Part 112) establish procedures, methods, equipment, and other requirements to prevent discharges from non-transportation-related onshore and offshore facilities into the waters of the United States.	Fuel tanks would be maintained and operated according to all local, state, and federal regulations during construction and operation, and hazardous material storage would be detailed in the Spill Prevention, Countermeasure, and Control (SPCC) Plan. Refueling and general maintenance for construction equipment, such as changing fluids and lubricating parts, would also be subject to sufficient containment capabilities and according to measures outlined in the SPCC Plan.	3.11-5



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Hazards and Hazardous Materials	USEPA	Federal Aviation Administration	Federal	The Federal Aviation Administration (FAA) is the federal agency that identifies potential impacts related to air traffic and related safety hazards. The FAA's Federal Aviation Regulations (FAR) establish standards and notification requirements for objects affecting navigable airspace (see Advisory Circular [AC] 70/7460-1L) and also helipads (AC 150/5390-2C)	For this Project, the requirements would apply to the proposed meteorological evaluation towers (METs) and wind turbines. The Project received Determinations of No Hazard from the FAA on July 1, 2021 and an extension on January 17, 2023.	3.11-5
Hazards and Hazardous Materials	Shasta County CUPA	Shasta County Hazardous Materials Program, CUPA	Local	The California Hazardous Materials Release Response Plan and Inventory Law of 1985 (Business Plan Act, Health and Safety Code §25500 et seq.) requires businesses that store or use hazardous materials to prepare a Hazardous Materials Business Plan (HMBP) and submit it to the CUPA.	The Project would prepare a Hazardous Materials Business Plan for handling hazardous materials above threshold quantities, as necessary.	3.11-7
Hazards and Hazardous Materials Geology and Soils	Cal/OSHA	California Occupational Safety and Health Administration	State	Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. In California, the California Division of Occupational Safety and Health (Cal/OSHA) and the federal Occupational Safety and Health Administration (OSHA) are the agencies responsible for ensuring worker safety in the workplace.  The OSHA Excavation and Trenching standard (29 CFR §1926.650) covers requirements for excavation and trenching operations. OSHA requires protecting all excavations in which employees could potentially be exposed to cave-ins, by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area. Cal/OSHA is the implementing agency for both federal and state OSHA standards.	The Project would comply with all applicable OSHA regulations. The Project also would comply with the most stringent provisions of applicable federal, state, and local laws governing explosives, including safety measures relating to any onsite storage, protection of people and property, fire safety, and transportation; environmental protection measures that avoid or minimize impacts to sensitive environmental resources (including biological resources, cultural resources, wells and springs, and nearby residents, e.g., from vibration, dust or noise).	3.9-10
Hazards and Hazardous Materials	ATF	Importation, Manufacture, Distribution and Storage of Explosive Materials (18 U.S.C. Chapter 40)	Federal	The Bureau of Alcohol, Tobacco, Firearms and Explosives is responsible for administering various laws and regulations regarding explosives, including licensing, transportation, storage, and use.	The Applicant and its construction contractors would comply with the most stringent provisions of applicable federal, state, and local laws governing explosives.	3.11-3
Hazards and Hazardous Materials	OSHA	Occupational Safety and Health Act	Federal	The Occupational Safety and Health Act requires employers to comply with safety and health standards promulgated by the Occupational Safety and Health Administration (OSHA). Title 29 Code of Federal Regulations (CFR) Part 1926, Subpart U, contains requirements for blasting.	The Applicant and its construction contractors would comply with the most stringent provisions of applicable federal, state, and local laws governing explosives.	3.11-3
Hazards and Hazardous Materials	Cal/OSHA	Occupational Safety and Health Act	State	The California Division of Occupational Safety and Health (Cal/OSHA) is the state agency responsible for ensuring worker safety in the workplace. The California Code of Regulations, at Title 18, includes various licensing, storing, handling, and reporting regulations for blasting activities.	The Applicant and its construction contractors would comply with the most stringent provisions of applicable federal, state, and local laws governing explosives.	3.11-3
Hazards and Hazardous Materials	EPA	Federal Insecticide, Fungicide, and Rodenticide Act	Federal	The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) provides for federal regulation of pesticide distribution, sale, and use. All pesticides distributed or sold in the United States must be registered (licensed) by EPA.	If deemed necessary, herbicides would be brought to the site and applied by a licensed applicator. Only pesticides and herbicides that have been licensed by the EPA would be used on the Project site.	3.11-15

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Hydrology and Water Quality	CAL FIRE	California Forest Practice Act	State	The Z'Berg-Nejedly Forest Practice Act of 1973 (Pub. Res. Code §§4511–4360.2) and its implementing regulations, the Forest Practice Rules (14 Cal. Code Regs. §895 et seq.), govern the management of privately owned forestlands in California, including regarding the construction of watercourse crossings.	Areas that would be removed from timber production as a result of the Project (such as access roads and a 2-acre buffer around each proposed turbine) would be harvested in accordance with a Timberland Conversion Permit (TCP) and Timber Harvesting Plan (THP) authorization. Additionally, a SWPPP and a Temporary Erosion and Sediment Control (TESC) plan, containing site-appropriate BMPs consistent with the requirements of the Forest Practice Rules as well as the recommendations of the California Association of Stormwater Quality Agencies (CASQA), would be implemented to limit potential water quality contamination. Temporary and permanent measures would be installed to protect stormwater conveyance infrastructure. Measures could include engineered erosion control devices such as silt fences and straw wattles (along contours) and interceptors at culverts and stormwater inlets to limit delivery of silt, sediment, and stormwater contaminants into receiving waters.	3.12-7
Hydrology and Water Quality	DPR	NPDES Pesticide General Permit	State	The Department of Pesticide Regulation (DPR) is the California agency responsible for implementing the NPDES Pesticide General Permit requirements. DPR's strict oversight begins with pesticide product evaluation and registration and continues through statewide licensing of commercial applicators, dealers, consultants, and other pesticide professionals; evaluation of health impacts of pesticides through illness surveillance and risk assessment; environmental monitoring of air, water, and soil; field enforcement (with county agricultural commissioners) of laws regulating pesticide use; residue testing of fresh produce; and encouraging development and adoption of least-toxic pest management practices through incentives and grants.	Construction associated with the Project would be subject to water quality policies and standards identified in the RWQCB General Order Number R5-2017-0061 for proposed timber harvest activities, including any applicable restrictions on pesticide use near water courses.	3.12-8
Hydrology and Water Quality	RWQCB	General Order of Waste Discharge Requirements for Timberland Management Activities on Non-Federal and Federal Lands (Order No. R5-2017-0061)	State	Activities associated with timber harvest that could affect the quality of waters of the state are required to apply for coverage under General Order Number R5-2017-0061	The Project proposes to convert private timberland acreage to a non-timber use; therefore, in addition to a TCP from CAL FIRE, the Project would require WDR coverage under General Order No. R5-2017-0061	3.12-7
Hydrology and Water Quality	RWQCB	Industrial General Permit	State	The Industrial General Permit regulates industrial storm water discharges and authorized non-storm water discharges from industrial facilities in California. The Industrial General Permit is called a general permit because many industrial facilities are covered by the same permit, but comply with its requirements at their individual industrial facilities. The State Water Resources Control Board (State Water Board) and Regional Water Quality Control Boards (collectively, the Water Boards) implement and enforce the Industrial General Permit.	The Project would apply for, and comply with conditions in, an Industrial General Permit if applicable to the Project.	RWQCB Deficiency Letter
Hydrology and Water Quality	RWQCB	Porter-Cologne Act (waste discharge requirements and/or NPDES permits)	State	Under the Porter-Cologne Act, the SWRCB and RWQCBs have the responsibility for granting Waste Discharge Requirements (WDRs) or National Pollutant Discharge Elimination System (NPDES) permits for discharges to waters of the State.	<p>The Project will comply with applicable General Orders and obtain necessary NPDES permits prior to construction. Consistent with requirements of the Construction General Permit, a SWPPP and a Temporary Erosion and Sediment Control (TESC) plan, containing site-appropriate BMPs would be implemented to limit potential water quality contamination. Temporary and permanent measures would be installed to protect stormwater conveyance infrastructure. Measures could include engineered erosion control devices such as silt fences and straw wattles (along contours) and interceptors at culverts and stormwater inlets to limit delivery of silt, sediment, and stormwater contaminants into receiving waters. The TESC would stipulate appropriate intervals to monitor and adjust BMPs to ensure that measures perform as designed.</p> <p>To the extent the Project would impact waters of the state, the Project would coordinate and apply for Waste Discharge Requirements with the RWQCB as needed.</p>	3.12-6

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Hydrology and Water Quality	USACE	Clean Water Act, Section 404 (waters of the US)	Federal	Under the Federal Water Pollution Control Act, commonly referred to as the Clean Water Act (CWA), the U.S. Environmental Protection Agency seeks to restore and maintain the chemical, physical, and biological integrity of the nation's waters by implementing water quality regulations. Multiple CWA sections apply to activities near or within surface water or groundwater. The federal Antidegradation Policy, established in 1968 under CWA Section 303, is designed to protect existing uses, water quality, and national water resources. The states implement a set of antidegradation measures when evaluating activities that may affect the quality of waters of the United States. Section 404 of the CWA authorizes the U.S. Army Corps of Engineers (USACE) to regulate the discharge of dredged or fill material to waters of the U.S., including wetlands.	The Project may result in both temporary and permanent direct impacts to wetlands and other waters of the US. Therefore, the Project would seek a Clean Water Act Section 404 authorization from the USACE, likely through the application of an existing Nationwide Permit.	3.12-4
Hydrology and Water Quality Geology and Soils Utilities Service Systems	RWQCB	National Pollutant Discharge Elimination System Construction General Permit	State	The Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the United States from construction sites that disturb one or more acres of land surface, or that are part of a common plan of development or sale that disturbs more than one acre of land surface. The permit regulates stormwater discharges from construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines	Construction of the Project would disturb more than 1 acre of land surface, potentially affecting the quality of stormwater discharges into waters of the United States. The Project therefore would be subject to the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order2009-0009-DWQ, NPDES No. CAS000002, Construction General Permit; as amended by Orders 2010-0014-DWQ and 2012-006-DWQ)	3.9-11
Land Use	Shasta County	Shasta County Zoning Ordinance	Local	In 2022, the County adopted an ordinance prohibiting large-scale wind projects in all zoning districts in the County.	<p>Prior to the County's prohibition on utility-scale wind in 2022, the Project was consistent with the Timber Production District's use regulations. In its June 2021 staff report to the Planning Commission, County staff determined the Project is permissible with approval of a use permit in the TP zone and is consistent with the Timberlands general plan land use designation and was consistent with all then-enacted and applicable zoning and general plan policies. In addition, the General Plan recognizes the importance of renewable energy in achieving State-wide goals for the reduction of carbon dioxide and greenhouse gas emissions. General Plan Policy E-d states that priority shall be given to energy projects and programs that provide jobs and other economic benefits for County residents.</p> <p>Due to the County's recent amendment of its zoning code to prohibit large wind projects, the Project is no longer allowed in the TP zone under County zoning regulations.</p>	N/A

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Noise and Vibration	N/A	no federal plans	Federal	There are no federal plans, policies, regulations, or laws related to noise that are directly applicable to the Project; However, guidelines have been established to address the potential for groundborne vibration to cause structural damage to buildings. For fragile structures, a maximum limit of 0.25 in/sec PPV is recommended (FTA, 2018). Caltrans also recommends a vibration limit of 0.5 in/sec PPV for structurally sound buildings designed to modern engineering standards, and 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern.	Project construction is not expected to result in groundborne vibration which exceeds these standards. Blasting could occur as close as 2,000 feet from existing residential areas, which may generate groundborne vibration levels as high as 0.296 in/sec PPV, below the 0.3 in/sec PPV Caltrans threshold. Therefore, structures closest to potential blast areas would be unlikely to experience any level of cosmetic or structural damage. Vibration levels would be lower at locations further from blasting.	3.13-12
Transportation	Caltrans	California Vehicle Code	State	The California Department of Transportation (Caltrans) owns the rights-of-way for state highways, including any on- and off-ramps that provide access to the Project area. Caltrans is also the administrating agency for regulations related to traffic safety, including the licensing of drivers, oversize/overweight vehicle limitations, transportation of hazardous and combustible materials, and the safe operation of vehicles.	The Project would comply with oversized load/vehicle requirements and obtain encroachment permits where necessary.	3.14-5
Transportation	Caltrans	Caltrans Transportation Concept Reports	State	For each State highway, the Caltrans Transportation Concept Report (TCR) identifies current and projected operating conditions on the facility, establishes a 20-year planning concept, identifies facility deficiencies in relation to the concept, and identifies broad and flexible options to achieve the 20-year concept.	Currently there is no TCR for State Route 299 or State Route 44 in the Project region.	N/A
Transportation	Shasta County Department of Transportation	Shasta County Development Standards Manual	Local	The Shasta County Development Standards Manual sets specific guidelines for the construction of public road improvements and private roads, including design standards addressing slopes, widths, connection to County roads, and others (Shasta County, 1997).	The Project would comply with local design standards for public and private road improvements. The Project would not include a design feature or utilize vehicles with incompatible uses that would create a hazard on the roadways surrounding the Project Site. Additionally, the transport of heavy construction equipment and turbine components would comply with oversize/overweight requirements, as well as identify anticipated construction delivery times and vehicle travel routes.	3.14-6
Transportation	Shasta Regional Transportation Agency	Regional Transportation Plan & Sustainable Communities Strategy for the Shasta Region	Local	The regional transportation plan (RTP) is a 20-year investment plan outlining how the region (e.g. cities, counties, Caltrans, and SRTA) intends to provide a transportation system that efficiently moves people and freight (goods) for all transportation modes. As part of the RTP, SRTA must develop a Sustainable Communities Strategy (SCS) - which is required under California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375) - that addresses how the RTP will meet the region's greenhouse gas (GHG) emissions reduction targets.	The Project would facilitate the opportunity for local employment in the area surrounding Burney, which would support vehicle miles travelled and associated GHG per capita emissions reductions. Thus, the Project would be consistent with the RTP/SCS.	3.14-6

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Transportation	DOT	Department of Transportation	Federal	<p>The U.S. Department of Transportation (DOT) is the administering agency for the following regulations:</p> <ul style="list-style-type: none"> <li>• Title 49 Code of Federal Regulations (CFR) Sections 171 through 177 (49 CFR §§171–177), which govern the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of transportation vehicles.</li> <li>• Title 49 CFR 350–399 and Appendices A through G, Federal Motor Carrier Safety Regulations, which address safety considerations for the transport of goods, materials, and substances over public highways.</li> <li>• Title 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, which directs DOT to establish criteria and regulations for the safe transportation of hazardous materials.</li> </ul>	The Project would comply with all applicable federal transportation regulations.	3.14-5
Tribal	CEQA Lead Agency	Assembly Bill (AB) 52	State	Assembly Bill (AB) 52 added provisions to the Public Resources Code regarding the evaluation of impacts on tribal cultural resources under CEQA, and requirements to consult with California Native American tribes as defined in Government Code Section 65352.4.	The CEC will comply with AB 52 and consult with responding Native American Tribes as part of its review of the project. Based on previous consultation, the applicant understands that local tribes have ties to the area, which they describe as a place of refuge, ceremony, healing, prayer, fasting, hunting, gathering, and other sacred traditional uses.	3.6-17
Utilities Service Systems	California Department of Resources Recycling and Recovery	California Integrated Waste Management Act	State	The Integrated Waste Management Act of 1989 (Pub. Res. Code §40050 et seq.), as amended, required each local agency to divert 50 percent of all solid waste generated within the local agency’s jurisdiction by January 1, 2000. This diversion requirement remains relevant as the basis for subsequent requirements summarized below. This law requires local agencies to maximize the use of all feasible source reduction, recycling, and composting options before using transformation (incineration of solid waste to produce heat or electricity) or land disposal	All solid waste would be collected by the contractor during construction or waste hauler during operation. Waste would be transported to the Burney Transfer Station and ultimately recycled or disposed of at the Anderson Landfill in accordance with federal, state, and local solid waste regulations	3.15-4
Utilities Service Systems	California Department of Resources Recycling and Recovery	AB 341	State	AB 341 (Chesbro, 2011), declares that it is the policy goal of the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter. However, it does not permit CalRecycle to establish or enforce a diversion rate on a city or county that is greater than the 50 percent diversion rate established in the Integrated Waste Management Act.	All solid waste would be collected by the contractor during construction or waste hauler during operation. Waste would be transported to the Burney Transfer Station and ultimately recycled or disposed of at the Anderson Landfill in accordance with federal, state, and local solid waste regulations	3.15-4
Utilities Service Systems	California Building Standards Commission	2016 California Green Building Standards Code	State	As amended, California’s Green Building Standards Code (CALGreen; 24 Cal. Code Regs., Part 11) requires that nonresidential building projects recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, or meet a local construction and demolition waste management ordinance, whichever is more stringent. Additionally, 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing must be reused or recycled unless contaminated by disease or pest infestation (24 Cal. Code Regs. §5.408.3). The 2016 version of the code increased the minimum diversion requirement for nonhazardous construction and demolition waste to 65 percent from 50 percent (in the 2013 and earlier versions) in response to AB 341.	All nonbiodegradable refuse, litter, trash, and debris resulting from timber harvesting operations would be disposed of concurrently with the conduct of timber operations. In addition, biodegradable waste, consisting of 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing would be reused and/or recycled unless contaminated with disease or pest infestation, consistent with the California Green Building Standards Code. In compliance with the California Green Building Standards Code and AB 341, approximately 65 percent of all nonhazardous construction and demolition waste would be recycled or salvaged for reuse at an appropriate facility.	3.15-5



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Utilities Service Systems	DTSC	Title 22 California Code of Regulations Division 4.5	State	Title 22 of the California Code of Regulations, Division 4.5, discusses an array of requirements with respect to the disposal and recycling of hazardous and universal wastes. Title 22 also regulates the treatment and use of recycled water. It lists 40 specific allowed uses of disinfected tertiary recycled water (such as irrigating parks), 24 specific allowed uses of disinfected secondary recycled water (such as irrigating animal feed and other unprocessed crops), and seven specific allowed uses of undisinfected secondary recycled water (such as industrial uses).	<p>The Project would comply with applicable state hazardous materials disposal and recycling requirements. In accordance with applicable law and regulations, the Applicant would prepare a Hazardous Materials Business Plan/Spill Prevention Control and Countermeasures Plan (HMBP/SPCC). The HMBP would include best management practices (BMPs) for the transport, storage, use, and disposal of hazardous materials and waste. The HMBP also would include information regarding construction activities, worker training procedures, and hazardous materials inventory procedures.</p> <p>Further, the majority of water used during construction and decommissioning would be for activities related to fire protection and dust suppression, and would not require treatment as wastewater because this water would be applied to the ground (or to facilities, and later run off to the ground) and most would infiltrate or evaporate. Additional runoff generated by other construction activities or increases in impervious surfaces would be managed and controlled by the SWPPP. During construction, portable toilets would be used by construction workers and would be treated on a regular basis by a licensed contractor with capacity to dispose of sanitary wastewater pursuant to applicable regulations. Wastewater would also be processed during maintenance and operation from the O&amp;M facility, which would use an onsite septic system. The onsite septic system would be installed in accordance with applicable rules and regulations.</p>	3.15-4
Utilities Service Systems	RWQCB	State of California's Porter-Cologne Water Quality Control Act	State	The Central Valley RWQCB prepares and updates the Water Quality Control Plan (Basin Plan) for the Central Valley, which covers about 60,000 square miles or nearly 40 percent of the State. Additionally, the Central Valley RWQCB issues National Pollutant Discharge Elimination System (NPDES) permits and Waste Discharge Requirements in accordance with the Clean Water Act NPDES program.	The Project will comply with applicable General Orders and obtain necessary NPDES permits prior to construction. To the extent the Project would impact waters of the state, the Project would coordinate and apply for Waste Discharge Requirements with the RWQCB as needed.	3.15-3
Utilities Service Systems	RWQCB	Sustainable Groundwater Management Act	State	SGMA requires governments and water agencies of "high" and "medium" priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge	The closest defined groundwater basins to the Project Site are Burney Valley Groundwater Basin and Dry Burney Valley Basin beyond the ridge to the east of the Project Site: Neither is a "high" or "medium" priority basin, or a basin in a condition of critical overdraft.	3.15-3
Utilities Service Systems	RWQCB	California Water Code Section 10910	State	Water Code Section 10910 discusses water supply planning to support existing and planned future uses. It states that any project "subject to the California Environmental Quality Act pursuant to Section 21080.1 of the Public Resources Codes, shall identify any water system that is, or may become as a result of supplying water to the project identified pursuant to this subdivision, a public water system, as defined in Section 10912, that may supply water for the project."	The Project prepared a Water Supply Assessment (TN 248320-1). The project is not within the service area of a public water system but the project may purchase water from the Burney Water District and truck it on site. The Burney Water District is expected to have sufficient supplies available to serve the lifespan of the Project even in dry and multiple dry years.	3.15-5
Utilities Service Systems	Shasta County Department of Resource Management Environmental Health Division	Shasta County Department of Resource Management Environmental Health Division	Local	The Shasta County Environmental Health Division (EHD) provides permits and inspections designed to protect public health and the environment in Shasta County. The water well program was developed to protect the health, safety, and general welfare of the public and the environment, by ensuring that groundwater used by the County will not be polluted or contaminated	The Project would require excavation to a depth of 10 to 15 feet to support the turbine pedestals and excavation for a foundation depth of 40 feet to support the Project's microwave tower structure at the switching station. Groundwater levels for wells in the vicinity of the Project's switching station range from 87 to 155 feet below ground surface, so it is unlikely that the depth of excavation required for construction of the Project would impact these groundwater resources nor alter groundwater flow patterns. Further, all activities related to blasting will follow Best Management Practices (BMPs) to prevent contamination of groundwater including preparing, reviewing and following an approved blasting plan; proper drilling, explosive handling and loading procedures; observing the entire blasting procedures; evaluating blasting performance; and handling and storage of blasted rock. Any wells constructed onsite would comply with applicable regulations designed to avoid contamination.	3.12-15, 3.15-6

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Wildfire	CAL FIRE	Fire Protection in California Fire Code and Public Resources Code (PRC 4290, 4291, 4292, 4119, 4437, 4428, 4431)	State	The California Fire Code is contained within Title 24, Part 9 of the California Code of Regulations. Based on the International Fire Code, the California Fire Code is created by the California Buildings Standards Commission and regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. Similar to the International Fire Code, the California Fire Code and the California Building Code use a hazards classification system to determine the appropriate measures to incorporate to protect life and property. State law also establishes a minimum clearance (defensible space) around structures.	<p>In accordance with applicable law and regulations, the Applicant would prepare a Hazardous Materials Business Plan/Spill Prevention Control and Countermeasures Plan (HMBP/SPCC). The HMBP would include best management practices (BMPs) for the transport, storage, use, and disposal of hazardous materials and waste.</p> <p>The Project also would implement of a Project-specific Fire Prevention Plan to reduce potential sources of ignition and require immediate and effective suppression measures. The plan would specify that when the National Weather Service issues a Red Flag Warning (an alert that high winds and dry conditions could lead to rapid or dramatic increases in wildfire activity), the Applicant and its contractor must cease all non-emergency work to respond to changes in fire risk. Additionally, the plan would prepare work crews with emergency suppression equipment and plans to respond quickly to any onsite incidents caused by construction activities.</p> <p>In accordance with applicable firebreak clearance requirements, the Applicant would trim or remove flammable vegetation in the area surrounding power lines to reduce potential fire and other safety hazards. Also, in accordance with tree and power line clearance requirements, the Applicant would regularly inspect vegetation and trim trees to manage fire and safety hazards and ensure electrical reliability for all Project collector lines constructed overhead. A 15-foot gravel ring would be placed around the base of the foundation of turbines and maintained free of vegetation and an area of between 65 and 95 feet in diameter (depending on site conditions) would be removed from timber production and maintained as low-growing vegetation. Further, an approximately 80-foot-wide corridor would be maintained around the overhead collector system and cleared of tall woody vegetation. Additionally, the Applicant would prepare a Vegetation Management Plan that would outline vegetation management procedures to be implemented onsite pursuant to all applicable state regulations listed above pertaining to electrical systems, and would include vegetation management for all other components of the Project as well.</p>	3.16-12
Wildfire	CalOES	California Emergency Response Plan	State	Pursuant to the Emergency Services Act (Government Code §8550 et seq.), California has developed an Emergency Plan to coordinate emergency services provided by federal, State, and local governmental agencies and private persons.	The Project would comply with all applicable state emergency response procedures. Additionally, the Project would not require closures of public roads, which could inhibit access by emergency vehicles. The Project also would prepare a traffic management plan to ensure that the Project's proposed use of oversized vehicles during construction and decommissioning would not cause a significant adverse impact on emergency access to or near the Project Site.	3.16-11
Wildfire	CPUC	General Order 95	State	CPUC General Order 95 applies to construction and reconstruction of overhead electric lines by public utilities. The replacement of poles, towers, or other structures is considered reconstruction and requires adherence to all strength and clearance requirements of this order.	Since the Applicant is not a public utility, CPUC General Orders are not applicable to the Project. PG&E's facilities will be constructed in conformance with these orders, including CPUC vegetation management and clearance requirements (GO 95, GO 165, and GO 166) as well as the portions of the Public Resources Code that identify clearance requirements and requirements for work in SRAs.	3.16-9
Wildfire	CPUC	General Order 165	State	General Order 165 establishes requirements for the inspection of electric distribution and transmission facilities owned and operated by public utilities that are not contained within a substation. Utilities must perform "Patrol" inspections, defined as a simple visual inspection of utility equipment and structures that is designed to identify obvious structural problems and hazards, at least once per year for each piece of equipment and structure.	Since the Applicant is not a public utility, CPUC General Orders are not applicable to the Project. PG&E's facilities will be constructed in conformance with these orders, including CPUC vegetation management and clearance requirements (GO 95, GO 165, and GO 166) as well as the portions of the Public Resources Code that identify clearance requirements and requirements for work in SRAs.	3.16-10
Wildfire	CPUC	General Order 166	State	General Order 166 Standard 1.E requires that Investor Owned Utilities (IOUs) such as PG&E develop a Fire Prevention Plan, which describes measures that the electric utility will implement to mitigate the threat of power line fires generally. Additionally, this standard requires that IOUs outline a plan to mitigate power line fires when wind conditions exceed the structural design standards of the line during a Red Flag Warnings in a high fire threat area. Fire Prevention Plans created by IOUs are required to identify specific parts of the utility's service territory where the conditions described above may occur simultaneously	Since the Applicant is not a public utility, CPUC General Orders are not applicable to the Project. PG&E's facilities will be constructed in conformance with these orders. It is anticipated that PG&E's Fire Prevention Plan would be applied to the PG&E interconnection facilities, as required by CPUC GO 166. The implementation of operational risk management programs identified in PG&E's Fire Prevention Plan and Wildfire Safety Plan would reduce the risk of an ignition during operation. Relevant programs include enhanced weather monitoring, Utility Standard S1464, the Wood Pole Test and Treat Program, Pro-Active Responses to Fire Incidents, enhancements to PG&E's Storm Outage Prediction Model, the Wildfire Reclosing Disable Program, and the implementation of the PSPS program (PG&E, 2018). Additionally, vegetation along the 230 kV PG&E line would be managed in compliance with NERC Standard FAC-003, Transmission Vegetation Management.	3.16-10

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Wildfire	CPUC	PG&E Fire Prevention Plan	State	PG&E prepared a Fire Prevention Plan in compliance with CPUC Decision 12-01-032 (Fire Safety Order), Standard 1.E of General Order 166, and Senate Bill 1028. The Fire Prevention Plan summarizes PG&E's fire prevention and safety procedures and programs which include, but are not limited to: fire threat and risk area mapping, fire prevention pre-planning, enhanced fire detection efforts, building resiliency (including a wood pole test and treat program), operational practices to reduce the risk of fires, overhead inspections and patrols, fire prevention outreach and training programs, as well as pro-active responses to fire incidents (PG&E, 2017).	PG&E will comply with conditions of this plan during construction of PG&E's infrastructure.	3.16-11
Wildfire	Shasta County Fire Marshal	Shasta County Fire Safety Standards	Local	The Shasta County Fire Safety Standards address access, road widths, bridges, building construction, and hydrant and water systems.	Project access roads will be constructed in accordance with applicable road design standards as implemented by the CEC. The project and its infrastructure will serve to break up the continuity of the existing dense vegetation, reducing the severity of wildfires. Project access roads and turbine pads also effectively create numerous, permanent fuelbreaks. These roadways and travel corridors will serve to greatly increase access throughout the project area for wildfire suppression purposes. Additionally, new permanent water tanks will be distributed throughout the project, increasing both the amount and the accessibility of water within the project footprint for fire suppression. The project also will maintain a fire coordinator during construction who will be responsible for training all construction personnel on fire prevention, identification, reporting, and response, and who will have a direct line of communication to appropriate authorities.	3.16-13
Wildfire	Western Shasta Community Conservation District	Western Shasta Community Wildfire Protection Plan	Local	The Western Shasta Resource Conservation District (WSRCD) has established a Community Wildfire Protection Plan (CWPP) to reduce the destruction and associated costs from wildfire by creating shaded fuel breaks, increase homeowner and fire department access and egress, watershed restoration and public information and education on developing Firewise Communities.	Only a small southern portion of the Project Site would be located within the CWPP designated area in Cow Creek. The majority of the northern portion of the Project Site would be undesignated within the CWPP. In any event, the project and its infrastructure will be nearly devoid of woody vegetation, which will serve to break up the continuity of the existing dense vegetation, reduce the severity of wildfires and improve the survivability of the existing young pines. The infrastructure, along with adjacent shaded fuel breaks, help reduce the risk of wildfire to the landowner's existing timber stands, adjacent timber owner's properties, and neighboring inholding properties. The roadways and travel corridors that will provide access to the turbines and related infrastructure will also serve to greatly increase access throughout the project area for wildfire suppression purposes and for wildfire evacuation or other emergencies.	3.16-14
Wildfire	NERC	North American Electric Reliability Corporation Standards	Federal	To improve the reliability of regional electric transmission systems, the North American Electric Reliability Corporation (NERC) developed a transmission vegetation management program for all transmission lines operated at 200 kilovolts (kV) and above, and to lower voltage lines designated by the Regional Reliability Organization as critical to the reliability of the regional electrical system.	This program would not apply to the Project because the Project does not propose to construct transmission lines. This program would apply to PG&E-constructed infrastructure.	3.16-8
Wildfire	CAL FIRE	2018 Strategic Fire Plan for California	State	The 2018 Plan demonstrates CAL FIRE's focus on: (1) fire prevention and suppression activities to protect lives, property, and ecosystem services; and (2) natural resource management to maintain the State's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation	The goals and objectives of the Plan would not directly apply to the Project. Regardless, the Project would be consistent with its underlying objectives. The project and its infrastructure will serve to break up the continuity of the existing dense vegetation, reducing the severity of wildfires. Project access roads and turbine pads also effectively create numerous, permanent fuelbreaks. These roadways and travel corridors will serve to greatly increase access throughout the project area for wildfire suppression purposes. Additionally, new permanent water tanks will be distributed throughout the project, increasing both the amount and the accessibility of water within the project footprint for fire suppression. The project also will maintain a fire coordinator during construction who will be responsible for training all construction personnel on fire prevention, identification, reporting, and response, and who will have a direct line of communication to appropriate authorities.	3.16.9

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Wildfire	CAL FIRE	Forest Practice Act and the Forest Practice Rules	State	The Z'Berg-Nejedly Forest Practice Act of 1973 (Pub. Res. Code §§4511–4360.2) and its implementing regulations, the Forest Practice Rules (14 Cal. Code Regs. §895 et seq.), govern the management of privately owned forestlands in California, including with respect to wildfire. For example, Rule 938.4 governs smoking and matches (14 Cal. Code Regs. §938.4) and Rule 938.7 governs blasting and welding (14 Cal. Code Regs. §938.7)	The Project would comply with all applicable state forestry practice regulations. The Project would implement of a Project-specific Fire Prevention Plan to reduce potential sources of ignition and require immediate and effective suppression measures. Additionally, the plan would prepare work crews with emergency suppression equipment and plans to respond quickly to any onsite incidents caused by construction activities. The Project also would comply with the most stringent provisions of applicable federal, state, and local laws governing explosives, including safety measures relating to any onsite storage, protection of people and property, fire safety, and transportation.	3.16-13
Wildfire	USFS DOI	National Fire Plan	Federal	The National Fire Plan (NFP) was created to address fire protection strategies for rural communities. Together, the USDA Forest Service and the Department of the Interior are working to successfully implement key points outlined in the NFP, including firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability (USDA, 2002).	The National Fire Plan is not directly applicable to the Project. Regardless, the Project would be consistent with its underlying objectives. The project and its infrastructure will serve to break up the continuity of the existing dense vegetation, reducing the severity of wildfires. Project access roads and turbine pads also effectively create numerous, permanent fuelbreaks. These roadways and travel corridors will serve to greatly increase access throughout the project area for wildfire suppression purposes. Additionally, new permanent water tanks will be distributed throughout the project, increasing both the amount and the accessibility of water within the project footprint for fire suppression. The project also will maintain a fire coordinator during construction who will be responsible for training all construction personnel on fire prevention, identification, reporting, and response, and who will have a direct line of communication to appropriate authorities	3.16-8
Wildfire	USFS DOI	National Cohesive Wildland Fire Management Strategy	Federal	The Federal Wildland Fire Management Policy is intended to provide strategic consistency among federal agency fire management programs. The Guidance and Implementation of Federal Wildland Fire Management Policy (USFS et al., 2009) replaces the Interagency Strategy for the Implementation of Federal Wildland Fire Management Policy (National Association of State Foresters et al., 2003) and clarifies changes that have occurred since 2003, while providing revised direction for consistent implementation of the Review and Update of the 1995 Federal Wildland Fire Management Policy (USDOL, 2001).	The Federal Wildland Fire Management Policy is not directly applicable to the Project. Regardless, the Project would be consistent with its underlying objectives. The project and its infrastructure will serve to break up the continuity of the existing dense vegetation, reducing the severity of wildfires. Project access roads and turbine pads also effectively create numerous, permanent fuelbreaks. These roadways and travel corridors will serve to greatly increase access throughout the project area for wildfire suppression purposes. Additionally, new permanent water tanks will be distributed throughout the project, increasing both the amount and the accessibility of water within the project footprint for fire suppression. The project also will maintain a fire coordinator during construction who will be responsible for training all construction personnel on fire prevention, identification, reporting, and response, and who will have a direct line of communication to appropriate authorities	3.16-8
Wildfire	Shasta County Fire Marshal	Shasta County Multi-Jurisdictional Hazard Mitigation Plan	Local	The Shasta County Multi-Jurisdictional Hazard Mitigation Plan (SCHMP) includes resources and information to assist in planning for hazards. The SCHMP provides a list of actions that may assist participating jurisdictions in reducing risk and preventing loss from future hazard events, and addresses wildfire hazards (Shasta County and City of Anderson, 2017).	The Shasta County Multi-Jurisdictional Hazard Mitigation Plan is not directly applicable to the Project. Regardless, the Project would be consistent with its underlying objectives. The project and its infrastructure will serve to break up the continuity of the existing dense vegetation, reducing the severity of wildfires. Project access roads and turbine pads also effectively create numerous, permanent fuelbreaks. These roadways and travel corridors will serve to greatly increase access throughout the project area for wildfire suppression purposes. Additionally, new permanent water tanks will be distributed throughout the project, increasing both the amount and the accessibility of water within the project footprint for fire suppression. The project also will maintain a fire coordinator during construction who will be responsible for training all construction personnel on fire prevention, identification, reporting, and response, and who will have a direct line of communication to appropriate authorities.	3.16.-14