

*Southern California Edison*  
**Valley-Ivyglen 115 kV Subtransmission Line Project & Fogarty Substation Project**  
**A.07-01-031, A.07-04-028**

**DATA REQUEST SET Valley-Ivyglen, Fogarty Energy Division-SCE-06**

**To:** ENERGY DIVISION  
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**Dated:** 02/13/2009

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**Question 02:**

Heavy equipment transportation. The current GHG calculation only includes construction-related emissions. However, the transportation of all vehicles to and from the work sites should also be included in the GHG quantification. Please clarify where all construction vehicles are stored before, during, and after construction.

**Response to Question 02:**

**Fogarty Substation**

For a substation site, heavy earth-moving equipment would typically be transported to the site on a trailer (e.g. lowboy) at the beginning of grading activities, and removed from the site when grading activities are concluded. In such a case, heavy equipment would reside at the site until grading activities are finished. Transport to and from the site at the beginning and end of grading were evaluated, and included in the total combined operating hours for heavy equipment plus transport vehicles. Therefore, GHG emissions for heavy equipment traveling to and from the site are included in the total daily operating hours for the combined equipment as submitted to the CPUC in **DATA REQUEST SET Valley-Ivyglen, Fogarty Energy Division-Attachment A** on 10/1/07.

It was assumed that equipment driven to the site each day and not transported on a trailer would typically begin at and return to the same storage location. Furthermore, it was assumed the total number of operating hours in a work-day included driving time to and from the storage location. Therefore, GHG emissions for equipment traveling to and from the site each day are included in the total daily operating hours as submitted to the CPUC in **DATA REQUEST SET Valley-Ivyglen, Fogarty Energy Division-Attachment A** on 10/1/07.

**Valley-Ivyglen 115 kV Line**

Most equipment for constructing the 115 kV line would drive to the specific construction locations each day. It was assumed the total number of operating hours in a work-day included driving time to and from the storage location. Therefore, GHG emissions for equipment traveling to and from the different work sites each day are included in the total daily operating hours as submitted to the CPUC in **DATA REQUEST SET Valley-Ivyglen, Fogarty Energy Division-Attachment A** on 10/1/07.

Where heavy earth-moving equipment is necessary for access road construction or road improvements, it would typically be transported to each specific site on a trailer (e.g. lowboy) at the beginning of grading activities, and removed from the site when grading activities are

concluded. In such a case, heavy equipment would reside at the construction site until grading activities are finished. Transport to and from the site at the beginning and end of grading were evaluated, and included in the total combined operating hours for heavy equipment plus transport vehicles. Therefore, GHG emissions for heavy equipment traveling to and from specific construction sites are included in the total daily operating hours for the combined equipment as submitted to the CPUC in **DATA REQUEST SET Valley-Ivyglen, Fogarty Energy Division-Attachment A** on 10/1/07.