

Southern California Edison

*A.23-03-005 – SCE’s Application For A Permit To Construct Electrical Facilities With Voltages
Between 50 kV and 200 kV: Cal City Project*

DATA REQUEST SET E D - S C E - 0 0 1

To: Energy Division
Prepared by: Jonathan Samson
Job Title: Project Engineer
Received Date: 4/14/2023

Response Date: 5/12/2023

Question 01:

Distribution Getaways do not appear to be illustrated in the Appendix A maps. Please provide a figure (and associated GIS layer) that illustrates the distribution getaway locations.

Response to Question 01:

SCE has updated the GIS data and Appendix A maps to include the potential locations of the distribution getaways. The updated GIS data is included in SCE’s response to data request question 39 (see attachment *A. 23-03-005 ED-SCE-01 Q. 39_Cal City PEA GIS Data_20230512*). Additionally, a figure has been prepared to show the potential distribution getaway locations relative to proposed Cal City Substation components and is included with this response (see attachment *A. 23-03-005 ED-SCE-01 Q. 1_Cal City Distribution Getaways*).

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To: Energy Division

Prepared by: Rey Gonzales

Job Title: Sr. Environmental Project Manager

Received Date: 4/14/2023

Response Date: 5/12/2023

Question 14:

Health risk results for both construction and operations were presented qualitatively. Given the relatively close proximity to sensitive receptors and the extended duration of construction activities, a quantitative health risk assessment (HRA) should be completed for construction of the Cal City Substation and Staging Areas 1-15, 1-16, and 1-17. The amount of off-road diesel equipment operations at Staging Area 1-2 and Staging Area 1-3 should be clarified as well.

Response to Question 14:

A quantitative HRA is not appropriate or necessary to assess health risks from construction activities at the Cal City Substation or Staging Areas 1-15, 1-16, and 1-17. Construction activities occurring in proximity to sensitive receptors would be intermittent, limited in duration, and are anticipated to generate minimal emissions. Exposure of sensitive receptors to construction emissions would be further reduced by meteorological conditions at the site because the wind direction blows predominantly from the southwest to the northeast (Lakes 2022), blowing pollutant emissions away from the residences located southeast of Proposed Project components at Cal City Substation. Furthermore, pursuant to APM-AIR-1, all construction equipment with rating between 100 and 750 horsepower will be required to use engines compliant with Environmental Protection Agency Tier 4 non-road engine standards, substantially reducing emissions of diesel particulate matter, the primary toxic air contaminant associated with construction activities.

Emissions at the Proposed Project’s staging areas would be limited in duration because emitting equipment would not be operated full time, but only intermittently during construction hours. As described in Section 3.5.2 of the PEA, staging areas would be used as reporting locations for workers, vehicle and equipment parking, helicopter landing zones, and as material storage areas. A portable generator may be used intermittently for electrical power at one or more of the staging areas if temporary power is not needed or available full-time. Minor grading may be required to provide a flat and dense surface for the application of gravel or crushed rock, but no slope stabilization or extensive grading activities would be performed at any staging area. Construction equipment may operate intermittently at these staging areas as equipment mobilizes to and from other Proposed Project work areas and a rough-terrain forklift may operate within the staging areas for movement of stored materials. However, implementation of APM-NOI-1 would prohibit idling of such equipment. For these reasons, the scope of work proposed at these staging areas would not be expected to result in emissions sufficient to warrant a quantitative HRA.

Emissions from construction at the Cal City Substation site would be similarly limited. As described in Table 3-11 of the PEA, diesel equipment associated with site grading and channel installation at Cal City Substation would operate for a total of approximately 160 days for the entire site. Most construction activities would be located within the new substation's security fence line, where substation upgrades would be concentrated. The distance from sensitive receptors to the closest edge of the new substation security fence line is approximately 950 feet. Construction activities occurring within the Cal City Substation general disturbance area closest to existing residences would be minor in nature and are anticipated to generate minimal emissions. Such activities include minimal trenching for distribution getaways occurring approximately 800 feet or more from the residences, installation of staging area and perimeter fencing approximately 500 feet from the residences, and construction of drainage improvements directly inside the fence along the northern, southern, and western borders of the substation property.

With respect to the amount of off-road diesel equipment operations at Staging Area 1-2 and Staging Area 1-3, the construction equipment list presented in Table 3-10 of the PEA provides that up to four generators and four rough-terrain forklifts would be used simultaneously throughout the course of Proposed Project construction at all staging areas combined, with approximately four active staging areas assumed at any given time during Proposed Project construction. For the purposes of the noise analysis contained in Section 5.13 of the PEA, SCE assumes that one forklift and one generator would operate at each active staging area. While not currently identified as preferred staging areas in the PEA, this assumption regarding off-road diesel equipment operations would apply to Staging Area 1-2 and Staging Area 1-3 if used during Proposed Project construction.

Reference:

- Lakes 2022: WRPLOT View – Lakes Environmental Software Wind Rose Plot Edwards Air Force Base – KEDW 723810. March 22.

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To: Energy Division

Prepared by: Sheridan Mascarenhas

Job Title: Strategy & Project Development Senior Advisor

Received Date: 4/14/2023

Response Date: 5/12/2023

Question 19:

This section contains the statement, “Substation operation consumes approximately 4.5 amperes of electricity under typical operating conditions.”. Please clarify if this refers to the Cal City Substation, each of the substations associated with the Project, or all of the substations associated with the Project and provide existing power consumption as kilowatt hours rather than amperes.

Response to Question 19:

Provided below is the estimated existing annual energy consumption in kilowatt hours for the substations associated with the proposed Cal City Substation 115 kV Upgrade Project below.

SUBSTATION	Holgate	Cal City	Kramer	Edwards
Service Voltage (V)	120/240	120/240	120/240	120/240
Estimated annual energy consumption (kWh)	227,585	113,792	2,633,256	227,585

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A.23-03-005 – Cal City PTC

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To: Energy Division
Prepared by: Joel Bondoc
Job Title: Project Manager, Transmission Construction & Technical Support
Received Date: 4/14/2023

Response Date: 5/12/2023

Question 20:

Please describe O&M activities and provide an estimate of current O&M energy use (equipment, fuel use, vehicle trips).

Response to Question 20:

Current O&M activities on existing subtransmission lines include annual inspections of structures, conductors, and condition of right of way access roads by an SCE senior patrolman. Patrols may be conducted using a pickup truck, a side by side, a helicopter, or any combination of the three. Typically, for distribution lines in this area, inspections are completed using a 4x4 pickup or similar vehicle. Gas/diesel consumption requires approximately 10-15 gallons to patrol existing power lines.

If an unplanned outage occurs the patrolman will drive the pole line to determine what caused the unscheduled interruption in service. If needed, emergency maintenance or repair will occur.

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Question 22:

The section states that a portion of the proposed Project would be within Edwards Air Force Base but does not specify the associated airport land use plan with which the Project needs to comply.

Response to Question 22:

The U.S. Air Force’s Edwards Air Force Base (EAFB) is not an airport. As a project within the CPUC’s jurisdiction, the Proposed Project is not subject to local land use regulations, including those contained in airport land use plans. While EAFB is not an airport, it is discussed in the Kern County Airport Land Use Plan (ALUP). Kern County ALUP Section 4.17 – “Military Aviation” addresses land use compatibility with military aviation generally in Kern County, including at EAFB. SCE anticipates that EAFB will review the Proposed Project scope under its jurisdiction for any potential land use compatibility conflicts with EAFB as part of its approval of the Proposed Project.

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Question 23:

The Project is outside the California Municipal Airport Land Use Compatibility Plan (ALUCP) zone, but is there an equivalent airport land use plan for Edwards Air Force Base that would regulate the Project?

Response to Question 23:

As described in response to Data Request Item 1-22, Edwards Air Force Base (EAFB) is not an airport, but it is discussed generally in the Kern County Airport Land Use Plan (ALUP). SCE anticipates that EAFB will review the Proposed Project scope under its jurisdiction for any potential land use compatibility conflicts with EAFB as part of its approval of the Proposed Project.

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Question 25:

Identify special land uses by milepost and segment.

Response to Question 25:

SCE generally only uses mile posts for bulk power (e.g., 220 kV or greater transmission lines). Mile post data has not been and is not anticipated to be developed for the Proposed Project. However, a table describing where the Proposed Project alignment enters and exits special land uses at corresponding structure numbers has been prepared and is attached to this Data Request response (A. 23-03-005 ED-SCE-01 Q. 25_Special Land Uses by Structure Number).

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Question 37:

Provide information on when the Project area last burned.

Response to Question 37:

According to the CAL FIRE online historical fire map, no fires have overlapped with the Proposed Project alignment. SCE databases also did not reveal any wildfires overlapping the Proposed Project. SCE has identified four recent CPUC-Reportable ignitions (fires that traveled more than one meter from ignition point) that occurred within the Proposed Project area associated with existing distribution infrastructure in the California City urban core, including three ignitions in 2021 and one in 2022.

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Question 39:

Locations of installed and removed poles do not appear to be properly georeferenced. Please correct and resend the revised GIS package.

Response to Question 39:

The locations of existing distribution poles proposed for removal under the Proposed Project and associated workspaces have been reviewed and updated based on discrepancies identified by the CPUC and its environmental consultant during a meeting on April 6, 2023. Existing access paths and overland travel paths shown in the GIS data to access these pole removal locations have been updated as needed. Existing pole locations were updated based on Google Earth aerial imagery referenced by the CPUC and its consultant and the revised GIS package is included with this Data Request response (A. 23-03-005 ED-SCE-01 Q. 39_Cal City PEA Ch 3_GIS Data_20230512). These revisions do not change PEA Chapter 5 GIS figures/data sources as those figures are prepared at a scale that only reflects the project alignment and substation locations. SCE notes that distribution infrastructure changes frequently in the region, and is anticipated to continue to do so, particularly as distribution-level mitigation projects are implemented to meet demand in the Electrical Needs Area prior to the Proposed Project's Operational Date.