ED13-SDGE 05/19/2015 Response
A.14-04-011 SXPQ 230kV Transmission Line CPCN Project
Energy Division Data Request 13 Dated May 12, 2015
ED13-SDGE Questions 1-18

Q#	Source Ref	Description/Data needed	SDGE Response
1	Data Request #8, Response #3	**Explain why only light helicopter emissions were accounted for in the unmitigated and mitigated summary sheets. Emissions from heavy helicopters and helicopter installation/demolition are estimated on the "helicopter" sheet but are not included in the summary tables. If heavy helicopters will not be used, explain why. If heavy helicopters will be used, update the summary tables to reflect the use of heavy helicopters.**	SDG&E prepared a very preliminary potential construction scenario, including potential construction schedule and potential equipment requirements for the construction of each alternative. Based on this preliminary design, none of the alternatives would require a heavy duty helicopter to be used. Therefore, heavy duty helicopters have been removed from the calculations for all alternatives.
2	Data Request #8, Response #3	**Fugitive dust emissions for Segment A and Segment C were not included in the unmitigated and mitigated summary sheets. There is a sheet for Segment A fugitive dust emissions; explain why information from this sheet was omitted from the summary table or revise the summary table as appropriate. Provide fugitive dust emissions from Segment C, or explain why there would be no fugitive dust emissions.**	The emissions were calculated based on the maximum day activity, which was identified based on the preliminary potential construction schedule. During the maximum day, Segment A would be undergoing wire stringing, and Segment C would be undergoing foundation construction. These activities do not involve grading or excavation. Segment B would be undergoing excavation and installation of vaults. That is the reason that there are fugitive dust emissions for Segment B but not Segments A and C.
3	Data Request #8, Response #3	**Clarify why there were no fugitive dust emissions from construction in 2017 (Segments B and C only), or provide fugitive dust emissions to reflect construction activities in 2017.**	For the maximum day in 2017, the Segment B would be undergoing cabling, and Segment C would be undergoing cleanup and restoration. These activities do not involve grading or excavation; therefore, fugitive dust emissions are not included.
4	Data Request #8, Response #3	**Clarify why emissions from the Segment C Mercy Road Alternative differ from emissions from the Proposed Project Segment D.** Segment C would be constructed in the same manner as Proposed Project Segment D; therefore, emissions would be the same.	The emissions are based on the preliminary engineering (including construction schedule) available for the alternative, and therefore represents the best information currently available for the maximum day scenario. The maximum day was identified based on the schedule, equipment, and manpower. The emissions may be different for different alternatives depending on which activities occur simultaneously. A summary of the maximum daily activities that occur based on the schedule for each alternative has been provided as Attachment ED13 – Q4, along with revised spreadsheets for each alternative.
5	Data Request #8, Response #3	**Table A-16-Q3 appears to be "Maximum Daily Mitigated Construction Emissions"; however, the table is titled Maximum Daily Unmitigated Construction Emissions" – please clarify.**	This is a typographical error and has been corrected to read "Mitigated" (refer to Attachment ED13 – Q4).
6	Data Request #8, Response #3	**Identify whether or not the staging yards submitted for the Proposed Project would cover the staging needs for this alternative.**	The staging yards submitted for the proposed project (including use of existing SDG&E Substation properties) would cover the needs for this alternative's overheard construction needs.

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			The specific staging needs for the underground construction related to this alternative will need to be re-visited once the constraints and alternative design are more accurately described following detailed engineering. One or more staging yards located closer to the alternative underground alignments may need to be identified to efficiently serve construction of this alternative and limit additional costs from extra transport of construction materials and equipment.
7	Data Request #8, Response #3	**Identify whether or not the Encina Hub or Mission-San Luis Rey phase transposition work would be completed under this alternative.**	The Encina Hub and Mission San Luis Rey work is required for the Proposed Project and any alternatives that include utilization (bundling) of existing 230kV transmission lines 23001 and 23004 which connect the Mission and San Luis Rey Substations. This area is the Proposed Project Segment C, located between Carmel Valley Road and the Penasquitos Junction. Therefore, the Los Penasquitos Canyon Preserve – Mercy Road Alternative would not require the Encina Hub and Mission-San Luis Rey phase transposition work as the alternative would connect underground from Park Village Road to overhead along Proposed Project Segment D (Penasquitos Junction to Penasquitos Substation).
8	Data Request #8, Response #7	**Clarify why emissions from the Segment D Partial Underground Alternative for Segments A, B, and C differ from the Proposed Project.** Segments A, B, and C would be constructed in the same manner as the Proposed Project; therefore, emissions would be the same. However, emissions estimated for each segment under this alternative differ from those calculated for the same segment under the Proposed Project.	The emissions are based on the preliminary engineering (including construction schedule) available for the alternative, and therefore represents the best information currently available for the maximum day scenario. The maximum day was identified based on the schedule, equipment, and manpower. The emissions may be different for different alternatives depending on which activities occur simultaneously. A summary of the maximum daily activities that occur based on the schedule for each alternative has been provided as Attachment ED13 – Q4.
9	Data Request #8, Response #7	**Clarify why fugitive dust emissions for Segment A were not estimated.**	For the maximum day in 2016, Segment A would be undergoing wire and structure removals, and foundation construction. These activities do not involve grading or excavation; therefore, fugitive dust emissions are not included.
10	Data Request #8, Response #7	**Explain why only light helicopter emissions were accounted for in the unmitigated and mitigated summary sheets. Emissions from heavy helicopters and helicopter installation/demolition are estimated on the "helicopter"**	SDG&E prepared a very preliminary potential construction scenario, including potential construction schedule and potential equipment requirements for the construction of each alternative. Based on the preliminary design available for the alternatives, none of the alternatives would require a heavy helicopter to be used. Therefore, heavy helicopters

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		sheet but are not included in the summary tables. If heavy helicopters will not be used, explain why. If heavy helicopters will be used, update the summary tables to reflect the use of heavy helicopters.	have been removed from the calculations for all alternatives.
11	Data Request #8, Response #7	**Table A-29-Q7 appears to be "Maximum Daily Mitigated Construction Emissions"; however, the table is titled Maximum Daily Unmitigated Construction Emissions" – please clarify.**	This is a typographical error and has been corrected to read Mitigated.
12	Data Request #8, Response #7	**Clarify what "Segment DF" is and why emissions from this Segment were not included in the unmitigated and mitigated summary tables.**	Segment D/F refers to the overhead portion of this alternative located between the Penasquitos Junction and the Penasquitos Substation. The emissions represent the maximum daily emissions scenario and therefore are based on identifying the day during which the maximum activity and equipment are used. Segment D/F is not constructed during the maximum day based on the preliminary potential construction schedule for this alternative.
13	Data Request #8, Response #7	**Identify whether or not the staging yards submitted for the Proposed Project would cover the staging needs for this alternative.**	The staging yards submitted for the proposed project (including use of existing SDG&E Substation properties) would cover the needs for this alternative's overheard construction needs.
14	Data Request #8, Response #7	**Identify whether or not the Encina Hub or Mission-San Luis Rey phase transposition work would be completed under this alternative.**	The Encina Hub and Mission San Luis Rey work is required for the Proposed Project and any alternatives that include utilization (bundling) of existing 230kV transmission lines 23001 and 23004 which connect the Mission and San Luis Rey Substations. This area is the Proposed Project Segment C, located between Carmel Valley Road and the Penasquitos Junction. Therefore, the Segment D 69kV Partial Underground Alternative would include the Encina Hub and Mission-San Luis Rey phase transposition work as it would include Proposed Project Segment C.
15	Data Request #8, Response #5	**Explain why only light helicopter emissions were accounted for in the unmitigated and mitigated summary sheets. Emissions from heavy helicopters and helicopter installation/demolition are estimated on the "helicopter" sheet but are not included in the summary tables. If heavy helicopters will not be used, explain why. If heavy helicopters will be used, update the summary tables to reflect the use of heavy helicopters.**	SDG&E prepared a very preliminary potential construction scenario, including potential construction schedule and potential equipment requirements for the construction of each alternative. Based on the preliminary design available for the alternatives, none of the alternatives would require a heavy helicopter to be used. Therefore, heavy helicopters have been removed from the calculations for all alternatives.

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16	Data Request #8, Response #5	**Identify whether or not the staging yards submitted for the Proposed Project would cover the staging needs for this alternative.**	This alternative includes a new Overhead segment South of PQ that was not previously considered. The staging needs for this alternative will need to be re-visited once the structural adequacy of existing poles in TL23013 corridor has been adequately confirmed as part of detailed design. A staging yard closer to this corridor will need to be identified in case any of the existing structures need to be replaced in addition to utilizing the existing Penasquitos Substation staging yard. The specific staging needs for the underground construction related to this alternative (as well as the other two southern "underground" alternatives) will need to be re-visited once the constraints and alternative design are more accurately described following detailed engineering. One or more staging yards located closer to the alternative underground alignments may need to be identified to efficiently serve construction of this alternative and limit additional costs from extra transport of construction materials and equipment.
17	Data Request #8, Response #5	**Identify whether or not the Encina Hub or Mission-San Luis Rey phase transposition work would be completed under this alternative.**	The Encina Hub and Mission San Luis Rey work is required for the Proposed Project and any alternatives that include utilization (bundling) of existing 230kV transmission lines 23001 and 23004 which connect the Mission and San Luis Rey Substations. This area is the Proposed Project Segment C, located between Carmel Valley Road and the Penasquitos Junction. Therefore, the Pomerado Road to Miramar Area North Underground Alternative would not require the Encina Hub and Mission-San Luis Rey phase transposition work as the alternative would connect to the Penasquitos Substation from the South, and would not affect the 23001/23004 corridor.
18	Data Request #8, Response #3, #5, #7	**Clarify why helicopter emissions are calculated to be the same for all three alternatives. If helicopter emissions would not be the same, revise helicopter air quality and greenhouse gas emission estimates appropriately for each of the three routing alternatives.**	SDG&E developed preliminary design, construction schedule, and construction scenario for the potential alternatives. Based upon the preliminary information available, none of the alternatives are anticipated to require a heavy helicopter to be used during construction. The proposed project analysis assumed that light and heavy duty helicopters would be required for approximately 250 days for conservative purposes. The alternatives analysis has been updated to estimate emissions for the days of use of light duty helicopters based on the schedule and equipment requirements based upon the available preliminary engineering. Updated emissions have been provided as Attachment ED13 – Q4.