## Appendix G

## Greenhouse Gases

Big Eddy- Knight $\mathrm{CO}_{2}$ Emissions for 6 months of Transmission Line Construction
Note: Only Vehicle round trips/day or 6 months and distance need to be changed to calculate emissions
$\mathrm{CO}_{2}$

| $\mathrm{CO}_{2}$ |  |  |  | $\mathrm{CO}_{2}$ Emissions in <br> Metric tons <br> Vehicle round <br> trips/day |
| :---: | :---: | :---: | :---: | :---: |
| 16 | Distance <br> (miles) | Miles/ 6 <br> months | Gallons/year** |  |

*Gallons/year is calculated using a fuel economy factor of 5.8 mpg for heavy trucks (more than $26,000 \mathrm{lbs}$ )
**CO $\mathrm{CO}_{2}$ Emission Factor for Diesel Fuel No 1 and $2=10.15 \mathrm{~kg} \mathrm{CO}_{2} / \mathrm{gallon}$

| $\mathrm{CH}_{4}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Vehicle round <br> trips/day | Distance <br> (miles) | Miles/year | Gallons/mile* | $\mathrm{CH}_{4}$ Emissions in <br> Metric tons | CO2 $_{2}$ Emissions in <br> Metric tons/year** |
| 16 | 80 | 233,600 | 1,191 | 0.001 | $\mathbf{0 . 0 3}$ |

*Gallons/mile is calculated using a $\mathrm{CH}_{4}$ emission factor of $0.0051 \mathrm{~g} / \mathrm{mi}$ for all model years of diesel heavy-duty vehicles
${ }^{* *} \mathrm{CO}_{2}$ equivalent conversion factor for $\mathrm{CH}_{4}$ is 21 GWP

| $\mathrm{NO}_{2}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Vehicle round trips/day | Distance (miles) | Miles/year | Gallons/mile* | $\mathrm{CH}_{4}$ Emissions in Metric tons | $\mathrm{CO}_{2}$ e Emissions in Metric tons/year** |
| 16 | 80 | 233,600 | 1,121 | 0.001 | 0.35 |
|  |  |  |  | Total $\mathrm{CO}_{2}$ Emissions over one year of transmission line construction in metric tons/year | 409.38 |

*Gallons/mile is calculated using a $\mathrm{NO}_{2}$ emission factor of $0.0048 \mathrm{~g} / \mathrm{mi}$ for all model years of diesel heavy-duty vehicles
${ }^{* *} \mathrm{CO}_{2}$ equivalent conversion factor for $\mathrm{NO}_{2}$ is 310 GWP

Big Eddy- Knight CO2 Emissions for 6 months for Operations and Maintenance

| $\mathrm{CO}_{2}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Vehicle round trips/year | Distance (miles) | Miles/year | Gallonslyear* | $\mathrm{CO}_{2}$ Emissions in Metric tons $\mathrm{CO}_{2} /$ year** $^{\text {* }}$ |
| 3 | 80 | 240 | 30 | 0.3 |
| Helicopter round trips/year | Distance (miles) | Miles/year | Gallons/year*** | $\mathrm{CO}_{2}$ Emissions in Metric tons $\mathrm{CO}_{2} /$ year**** |
| 2 | 60 | 120 | 44 | 0.4 |
|  |  |  | Total $\mathrm{CO}_{2}$ | 0.7 |

*Gallons/year is calculated using a fuel economy factor of 8.0 mpg for medium trucks (more than $26,000 \mathrm{lbs}$ )
${ }^{* *} \mathrm{CO}_{2}$ Emission Factor for Motor gasoline $=8.81 \mathrm{~kg} \mathrm{CO}_{2} /$ gallon
${ }^{* * *}$ Gallons/year is calculated using a fuel economy factor of 2.7 mpg ( 2.35 Nautical Miles/g) for a helicopter
${ }^{* * * *} \mathrm{CO}_{2}$ Emission Factor for Aviation gasoline $=8.32 \mathrm{~kg} \mathrm{CO}_{2} /$ gallon

| $\mathrm{CH}_{4}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Vehicle round trips/year | Distance (miles) | Miles/year | Gallons/mile* | $\mathrm{CH}_{4}$ Emissions in Metric tons | $\mathrm{CO}_{2} e$ Emissions in Metric tons/year** |
| 3 | 80 | 240 | 0.24 | 0.000000 | 0.000005 |
| Helicopter round trips/year | Distance (miles) | Gallons/year*** | Gramslyear**** $\begin{array}{c}\mathrm{CH}_{4} \text { Emissions } \\ \text { Metric tons }\end{array}$ |  | $\mathrm{CO}_{2}$ e Emissions in Metric tons/year** |
| 2 | 60 | 44 | 313 | 0.0000 | 0.001 |
|  |  |  |  | Total $\mathrm{CH}_{4}$ | 0.001005 |

*Gallons/mile is calculated using a $\mathrm{CH}_{4}$ emission factor of $0.0010 \mathrm{~g} / \mathrm{mi}$ for model years 1996-2004 diesel light trucks
${ }^{* *} \mathrm{CO}_{2}$ equivalent conversion factor for $\mathrm{CH}_{4}$ is 21 GWP
***Gallons used per year = miles per year/2.7 mpg for helicopter
****Grams/year is calculated using an emission factor of 7.04 grams/gallon fuel for aviation gasoline.

| $\mathrm{N}_{2} \mathrm{O}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Vehicle round trips/year | Distance (miles) | Miles/year | Gallons/mile* | $\mathrm{N}_{2} \mathrm{O}$ Emissions in Metric tons | $\mathrm{CO}_{2}$ e Emissions in Metric tons/year** |
| 3 | 160 | 480 | 0.72 | 0.000001 | 0.0002 |
| Helicopter round tripslyear | Distance (miles) | Gallonslyear*** | Grams/year**** | $\mathrm{N}_{2} \mathrm{O}$ Emissions in Metric tons | $\mathrm{CO}_{2}$ e Emissions in Metric tons/year** |
| 2 | 130 | 96 | 11 | 0.00010 | 0.030 |
|  |  |  |  | Total $\mathrm{N}_{2} \mathrm{O}$ | 0.0302 |
|  |  |  |  | Total $\mathrm{CO}_{2}$ <br> Emissions over one year of transmission line operation and maintenance in metric tons/year | 0.7312 |

*Gallons/mile is calculated using a $\mathrm{N}_{2} 0$ emission factor of $0.0015 \mathrm{~g} / \mathrm{mi}$ for model years 1996-2004 diesel light trucks
${ }^{* *} \mathrm{CO}_{2}$ equivalent conversion factor for $\mathrm{NO}_{2}$ is 310 GWP
${ }^{* * *}$ Gallons used per year $=$ miles per year/2.7 mpg for helicopter
****Grams/year is calculated using an emission factor of
0.11 grams/gallon fuel for aviation
gasoline.

The following table is a summary of unit conversions and assumptions required to calculate $\mathrm{CO}_{2}$ emissions associated with tree harvesting.

| Coefficient | Unit | Source |
| :---: | :---: | :---: |
| 300 | Horse power | Assumed |
| 2,545 | (British thermal unit/hour)/horse power | --- |
| 2 | hours/tree | Assumed |
| 138,000 | $\mathrm{BTU} /$ gallon-diesel | EPA 2005 |
| 10.1 | $\mathrm{~kg}-\mathrm{CO}_{2 \text {-equiv/gallon-diesel }}$ | EPA 2005 |
| $35 \%$ | Efficiency | Assumed |

