| DOCKETED | |
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| Scenario | Service Transformer Upgrade Costs ($000,000) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 2025 | | | 2030 | | | 2035 | | |
| | PG&E | SCE | SDG&E | PG&E | SCE | SDG&E | PG&E | SCE | SDG&E |
| **(5) Accelerated High Transportation Electrification + Modified BTM Tariffs** | $2,614 | $2,162 | $149 | $5,660 | $3,701 | $520 | $8,758 | $5,784 | $1,041 |

Figure 10 shows the aggregated number of grid assets analyzed in this Part 1 Study for the three IOUs, along with the average percentage of overloaded assets by asset category.[71]

Figure 10: Percentage of overloaded assets, averaged across the three IOUs and Scenarios 2-5 *(Source: Kevala)*

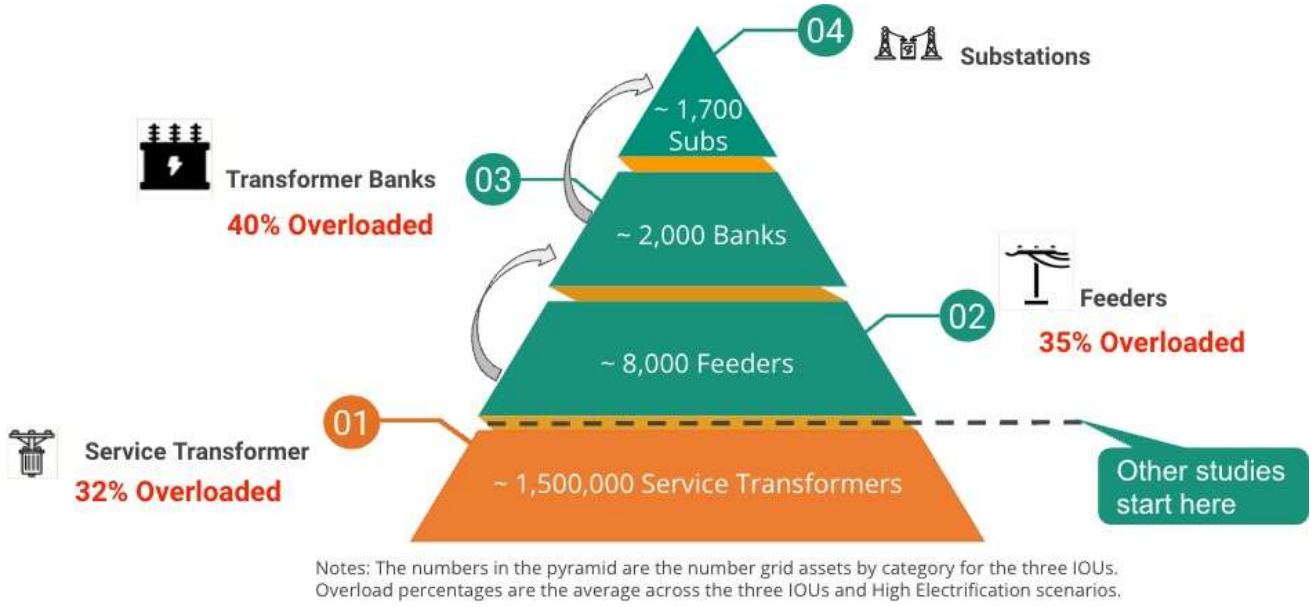
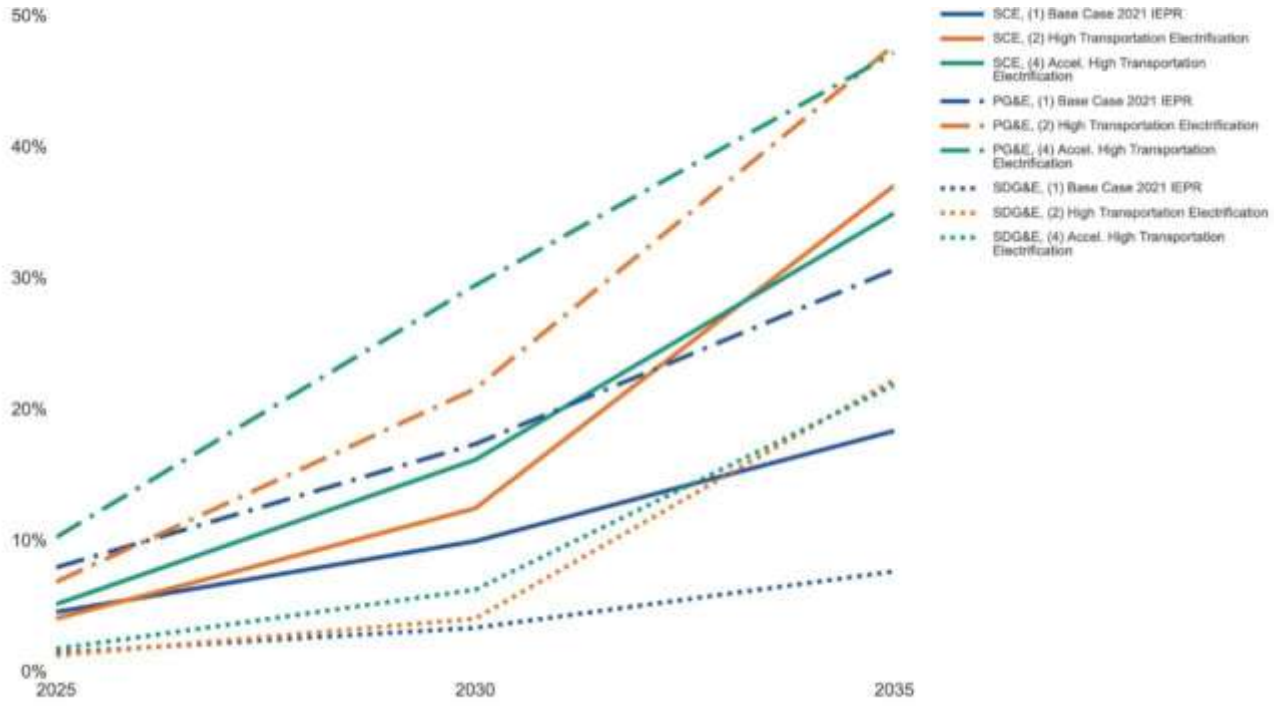



Figure 11 shows the percentage of overloaded feeders over time by scenario and IOU. PG&E has a higher number of feeders that reach the capacity threshold, while SDG&E has the lowest percentage of feeders reaching capacity.

[71] The percentage of overloaded assets in Figure 11 is averaged across the four High Transportation Electrification and Accelerated High Transportation Electrification scenarios (Scenarios 2-5).

Figure 11: Percentage of overloaded feeders by IOU and scenario in 2025, 2030, and 2035 *(Source: Kevala)*




## 2.2. Net-Load Results

The Part 1 Study enables both:

- An aggregated view of total energy (GWh) and peak load (GW) for each IOU by scenario for each of the three years of the study period.
- A more localized view of specific grid impacts for each IOU by scenario.

Figure 12 and Figure 13 illustrate the aggregate total load growth for each IOU, regardless of scenario, from 2025 to 2035.