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PG&E Response to RFI for Tri-State USDOT CFI

Additional submitted attachment is included below.

Pacific Gas and Electric Company

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California Energy Commission
Docket Number 24-EVI-01
715 P Street
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RE: CEC RFI Ideas and Considerations for Tri-State USDOT CFI

Pacific Gas and Electric Company (PG&E) appreciates the opportunity to respond to the California Energy Commission's (CEC) RFI Ideas and Considerations for Tri-State USDOT CFI. As a utility, we have opted to respond only to question eleven below.

"11. If you represent a utility, please use the maps under the "Corridor Segments" section below to identify locations within the National Zero-Emission Freight Corridor Strategy hubs along I-5 (identified in the map segments below) where there may be capacity for 5 megawatts or more of power in the next five years. This information may be considered in the development for future Requests for Proposals."

Definition on 5 megawatts of capacity in the next five years:

PG&E would like to clarify our interpretation of how to answer the question in the RFI, specifically the identification of locations along the National Zero Emission Freight Corridor Strategy selected corridors where there may be capacity for 5 megawatts or more power in the next 5 years. It is important to clarify that we are focusing on providing locations where at least 5 megawatts of power capacity can be available within five years, as opposed to where 5 megawatts of capacity currently exist and will this capacity remain available in 5 years. Though the list of substations identified is not an exhaustive list, these locations are more likely able to accommodate capacity expansions to serve large load expansions.

Overview of Substation Evaluation

PG&E's approach to this question is to identify substations with strong and robust transmission interconnections (i.e., 230 kV) that are more likely able to accommodate large capacity expansions and can serve as charging hubs along priority travel and freight corridors. The responses in this RFI represent a high-level analysis to identify substation candidates. PG&E emphasizes that further analysis will be required to refine scope if an expansion of capacity is required as a result of the Tri-State USDOT CFI or connection of other large load requests.

Suitable substations were selected based on the following criteria:

- Proximity (i.e., <2 miles) to priority highway corridors which include: I-5, Hwy 99, I-80, I-580, I-680, & I-880.
- Proximity (i.e., <50 miles) to other substations that have been identified to support charging hubs.

- Ability to accommodate additional large increases in capacity resulting from strong transmission interconnection and physical space being available for additional transformer banks within existing fencing or PG&E owned land that could be incorporated into substation footprint.

Note: substations for which it would be difficult to accommodate additional capacity upgrades within a 5-year time horizon have been removed from the list.

Summary of Substations Identified

Many of the substations selected are located near existing trucking activity locations such as rest stops, refueling stations, and warehousing and logistics centers; however, others were included due to their proximity to priority corridors. PG&E's public Interconnection Capacity Analysis (ICA) and Distribution Investment Deferral Framework (DIDF) maps can further be used to identify where additional substation capacity may currently exist. However, these represent only an estimation of current capacity availability and likely will not represent capacity availability in 5 years.

It is worth noting that substations with less robust transmission interconnections or that have physical space limitations may not be good candidates for increasing distribution capacity, and therefore, a new transmission connection or new substation may be required. The estimated timelines of these solutions would be outside of the 5-year time horizon.

See map of identified substations on the next page.

Map of Selected Substations

Substations identified where at least 5 megawatts of power capacity can be available within five years

The table below is organized into two categories based on the criteria below:

GREEN	Proximity to travel corridor and on/off ramp. Existing substation footprint likely able to accommodate additional capacity
YELLOW	Less proximity to travel corridor and/or on/off ramp. Existing substation footprint likely able to accommodate additional capacity though may require additional scope review due to physical characteristics

Substation	Primary Corridor	Secondary Corridor	Notes
TEJON	5	99	Intersection of I-5 and SR 99 at base of Grapevine. 5 miles South of Wheeler Ridge Substation
MIDWAY	5	58	3 miles from, 35 miles from Wheeler Ridge Substation
GOOSE LAKE	5	46	5 miles from I-5, 15 miles from Midway Substation
TULARE LAKE	5	41	1.5 miles from I-5, 14 miles from Gates Substation
GATES	5		2 miles to I-5, 64 miles from Midway Substation
PANOCHE	5		2.5 miles from I-5, 43 miles from Gates Substation
LOS BANOS	5	152	3 miles from I-5, at intersection of SR 33 & SR 153. 37 miles from Panoche Substation
WHEELER RIDGE	99	5	3 miles from I-5, Adjacent to SR 99 intersection
STOCKDALE	99		2 miles from SR 99 in Bakersfield. 20 miles from Wheeler Ridge Substation
KERN PP	99		3 miles to SR 99 in Bakersfield. 20 miles North of Wheeler Ridge Substation
MCCALL	99		1.2 miles from SR 99. 90 miles North of Bakersfield
HERNDON	99		North of Fresno. 22 miles North of McCall Substation
GREGG	99		North of Fresno. 22 miles North of McCall Substation
BORDEN	99		7 miles North of Fresno
STOREY	99		13 miles North of Fresno
WILSON	99		South of Merced. 30 miles North of Storey Substation
RIPON	99		50 miles North of Merced/Wilson Substation
STAGG	5		North Stockton. 20 miles North of Ripon Substation
EIGHT MILE	5		North Stockton. 25 miles North of Ripon Substation
CORTINA	5		East of Williams. 50 miles Northwest of Sacramento
LOGAN CREEK	5		East if Willows. 30 miles North of Cortina Substation
GLENN	5		North of Orland. 17 miles North of Logan Creek Substation
COTTONWOOD	5		43 miles North of Glenn Substation
CROCKETT COGEN SW STA	80		South of Carquinez Bridge
PARKWAY	80	37	North of Vallejo. 6 miles North of Crockett Switching Station
VACA DIXON	80		North of Vacaville. 25 miles North of Parkway Substation
PLACER	80		South of Auburn. 55 miles North of VacaDixon Substation
TESLA	580	205	2 miles from intersection of I-580 & I-205. 54 miles from Los Banos Substation
LAS POSITAS	580		Northeast Livermore.
NEWARK DIST	880		South of Newark and Fremont.

PG&E appreciates the opportunity to respond to this RFI and looks forward to continuing to collaborate with the CEC. Please reach out to me if you have any questions.

Sincerely,

Josh Harmon
PG&E State Agency Relations Team