

DOCKETED

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West Coast Clean Transit Corridor Comments to Tri-State CFI RFI

Additional submitted attachment is included below.

June 10, 2024

To: the California Energy Commission (CEC) in partnership with the California Department of Transportation (Caltrans), the Oregon Department of Transportation (ODOT), and the Washington State Department of Transportation (WSDOT)

California Energy Commission
715 P Street
Sacramento, CA 95814

Subject: Project Proposal Ideas and Considerations for California, Oregon, and Washington's Medium- and Heavy-Duty Joint Application for the U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program

Docket #24-EVI-01

The West Coast Clean Transit Corridor (WCCTC) appreciates the opportunity to provide comments on the Tri-State Clean Fuel Infrastructure Request for Information, (Tri-State CFI RFI).

The West Coast Clean Transit Corridor (WCCTC) is an informal group of West Coast Utilities who are actively promoting the development of charging infrastructure to support long distance travel for electric vehicles of all types (Light-Medium-Heavy Duty Vehicles) across the Western United States and Canada. The group was formed in 2019 and began studying electrification of long-distance truck travel and goods movement along the Interstate-5 Transportation corridor. An initial feasibility report was completed in 2020¹. The utilities supporting the WCCTC either currently or in the past include: BC Hydro, Puget Sound Energy, Avista, Snohomish Public Utility District, Seattle City Light, Tacoma Public Utilities, Lewis County Public Utility District, Cowlitz County Public Utility District, Clark Public Utilities, Portland General Electric, Eugene Water & Electric Board, Pacific Power, Redding Electricity Utility, Northern California Power Agency, Sacramento Municipal Utilities District, Silicon Valley Power, Pacific Gas & Electric, Southern California Public Power Agency, Southern California Edison, San Diego Gas & Electric.

Request of Information (RFI) Response / Comments

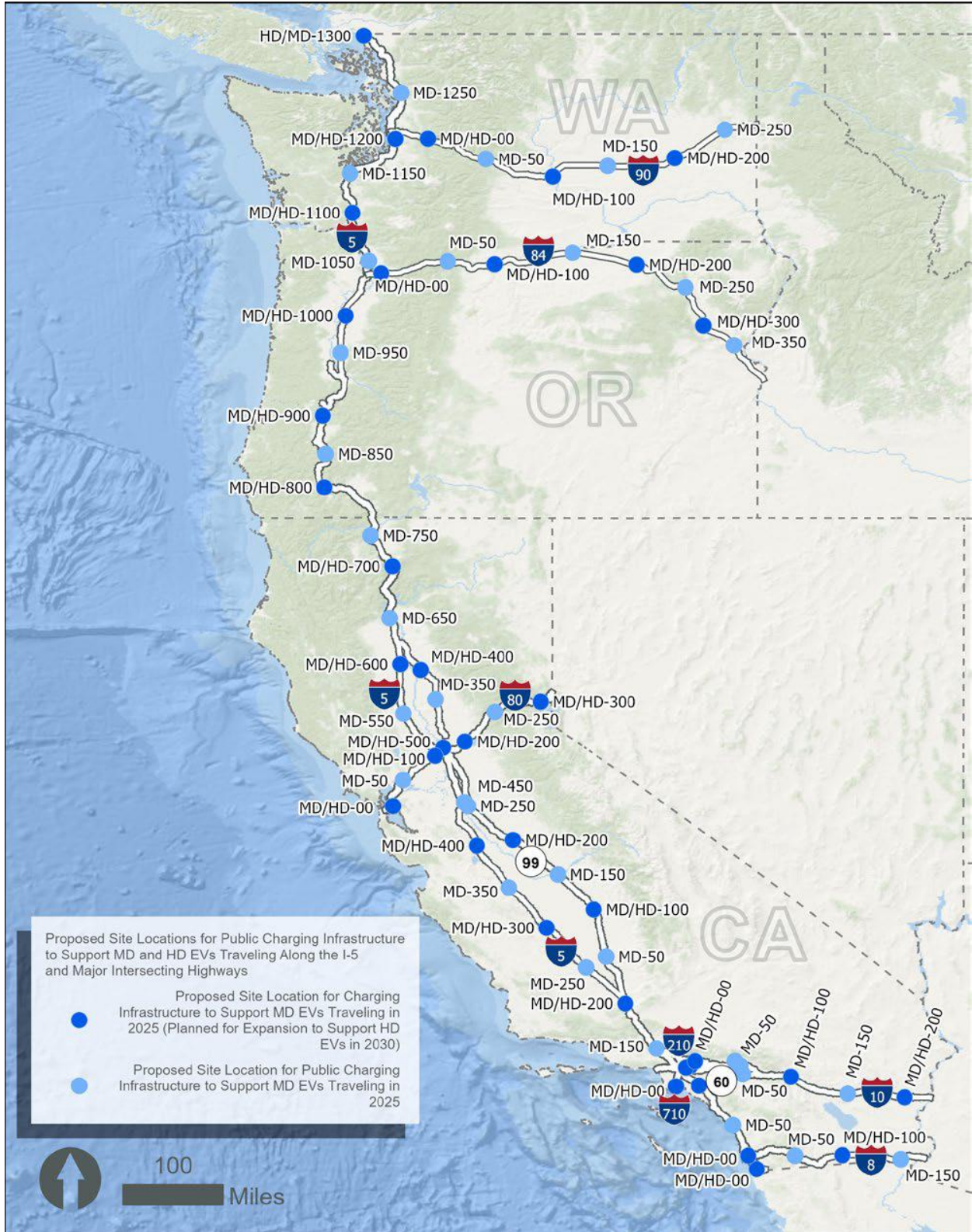
This response is limited to Question #11 that was specific to utilities. The response is organized by the identified segments in the RFI as well as the two different timing phases that are called out: Phase 1, 2024 to 2027 and Phase 2, 2027 to 2030. It is noted that Phase 1 corresponds to the Joint Office Zero Emission Freight Strategy (JOET ZEF Strategy) Hub locations and Phase 2 corresponds to the JOET ZEF Strategy Connector locations.

¹ West Coast Clean Transit Corridor Initiative Final Report, June 2020
[+https://westcoastcleantransit.com/resources/Final%20Report%20Files.zip](https://westcoastcleantransit.com/resources/Final%20Report%20Files.zip)June

This response was developed using information from both the 2020 West Coast Clean Transit Corridor Initiative Study and a 2021 WCCTC Expanded Assessment. Responses will be limited to the corresponding state department of transportation exit numbers for those exits closest to the 27 conceptual locations identified in the 2020 WCCTC study. Those locations were selected approximately every 50 miles on the study corridors that was primarily focused on Interstate 5. This response will be provided using the WCCTC nomenclature as a reference along with the specific exit numbers. A map of the West Coast Clean Transit Corridor locations from the 2020 Study is provided below for the nomenclature used in the study.

Lastly it is anticipated that several of the West Coast utilities will provide direct responses to this Docket so information here may be included in other filings or be redundant.

Note: A majority of this information was developed in late 2021. Utility capacity availability may or may not have changed since that time depending on other factors such as changes in electrical loads and or economic/business/building development in each area.



Map of the 2020 West Coast Clean Transit Corridor with corresponding designated locations every 50 miles on Interstate 5.

Segment 1) Washington: Blaine to Southcenter WA

Phase 1 Hubs 2024 to 2027: Given that the JOET ZEF Strategy identified the Ports of Seattle and Tacoma in their initial hub identification, sites for Segment 1 should focus on areas close to the Ports. Based on the 2020 WCCTC Study this corresponds to:

MD/HD 1200 near the junction of I-5 and I-405 near Southcenter, WA- Exit 136.

Available capacity in this vicinity was limited.

Segment 1) Washington: Blaine to Southcenter WA

Phase 2 Connectors 2027 to 2030: For connector refueling 5 Exits in this segment correspond to the following locations from the 2020 WCCTC Study:

MD/HD 1300 I-5 Blaine, WA- Exit 275

Adequate capacity was found in the vicinity of Exit 275 at the 3.5MW level.

MD 1250 I-5 Arlington, WA Exit 202, WA-Exit 208 and WA Exit 232

Adequate capacity was found in the vicinity of Exit 202,

Mixed availability of capacity was found in the vicinity of WA-Exit 208

Mixed availability of capacity was found in the vicinity of Exit 232.

MD/HD 1200 I-5 and 405 Junction Southcenter (Already discussed above).

Segment 2 Dupont to Vancouver, WA

Phase 1 Hubs 2024 to 2027: Given that the JOET ZEF Strategy has identified the Port of Portland as an initial hub, this evaluation for hubs would want to be in close proximity to that location. Based on the 2020 WCCTC Study this corresponds to:

MD1050 I-5 at I-205 N. Junction, Vancouver, WA-Exit 16

Mixed availability of capacity was found in the vicinity of Exit 16 at the 3.5MW level.

Segment 2 Dupont to Vancouver, WA

Phase 2 Connectors 2027 to 2030: This segment would support connecting the Puget Sound and Portland hubs would be of high value. Based on the 2020 WCCTC Study this corresponds to:

MD 1150 I-5 at Tumwater WA-Exit 99

Adequate capacity was found in the vicinity of Exit 99 at the 3.5MW level.

MD/HD 1100 I-5 near Toledo, WA-Exit 22, WA-Exit 27,

Adequate capacity was found in the vicinity of WA-Exit 22 at the 3.5MW level.

Mixed capacity availability was found in the vicinity of Exit 27,

Note: Exits 57, 63 and 72 were assessed but the status cannot be provided at this time.

MD 1050 I-5 at I-205 Junction, (already discussed above).

Segment 3 Oregon: I-5: Hayden Island to Woodburn

Phase 1 Hubs 2024 to 2027: Given that the JOET ZEF Strategy has identified the Port of Portland as an initial hub, this evaluation would want to be in close proximity to that location for Phase 1.

Based on the 2020 WCCTC Study this corresponds to:

MD 1050 I-5 at I-205 Junction, OR-Exit 307 and Exit 303 (close to the Port of Portland)

Mixed availability of capacity was available in the vicinity of Exit 307 to support this location.

Adequate capacity was available in the vicinity of Exit 303 at the 3.5MW level.

Segment 3 Oregon: I-5: Hayden Island to Woodburn

Phase 2 Connector 2027 to 2030: The WCCTC did not evaluate any connector locations in this segment other than the one identified above at MD 1050. The next closest location the WCCTC evaluated: MD/HD 1000 is 50 miles south at Salem which is out of this segment territory.

Segment 4 Oregon: Albany to Eugene

Phase 1 Hubs 2024-2027: This segment does not correspond to any hubs within the JOET ZEF Strategy.

Segment 4 Oregon: Albany to Eugene

Phase 2 Connector 2027-2030: Based on the 2020 WCCTC Study this segment corresponds to connector locations:

MD 950 I-5 at Brownsville, OR-Exit 199.

Mixed availability of capacity was available in the vicinity of Exit 199 to support this location.

Segment 7. California Castaic to Hwy 210 (15 miles)

Phase 1. Hubs 2024 to 2027: Between Castaic and Sylmar, there is really no identified hub according to the JOET Strategy, so no sites would be recommended for anything in this time phase.

Segment 7. California Castaic to Hwy 210 (15 miles)

Phase 2. Connectors 2027 -203: Acting as a connector over this segment a site closer to Santa Clarita would be recommended to support trucks going north over the Grapevine given elevation changes. Based on the 2020 WCCTC Study this corresponds to

MD-150 Castaic, CA-Exit 176

Adequate/mixed capacity was available in the vicinity of Exit 176 at the 3.5MW level.