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Sarah Sweet
California Energy Commission
Docket Number 24-EVI-01
715 P Street
Sacramento, CA 95814

RE: RFI - Considerations for the CEC Zero-Emission MDHD Drayage Infrastructure Application for the US DOT's CFI Grant Program

PG&E appreciates the opportunity to provide a response to the California Energy Commission's (CEC) request for information (RFI) to support potential medium- and heavy-duty drayage truck infrastructure projects under the U.S. Department of Transportation's Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. PG&E is providing responses to questions 9(a) and 9(b) from the RFI.

Question 9. If you represent a utility:

a. Please use the maps in the "Corridor Segments" section to identify locations that have or will have a capacity for 5 MW or more in the next five years. These will not be considered utility recommendations or guarantees of available capacity. This information may be considered for future funding opportunities.

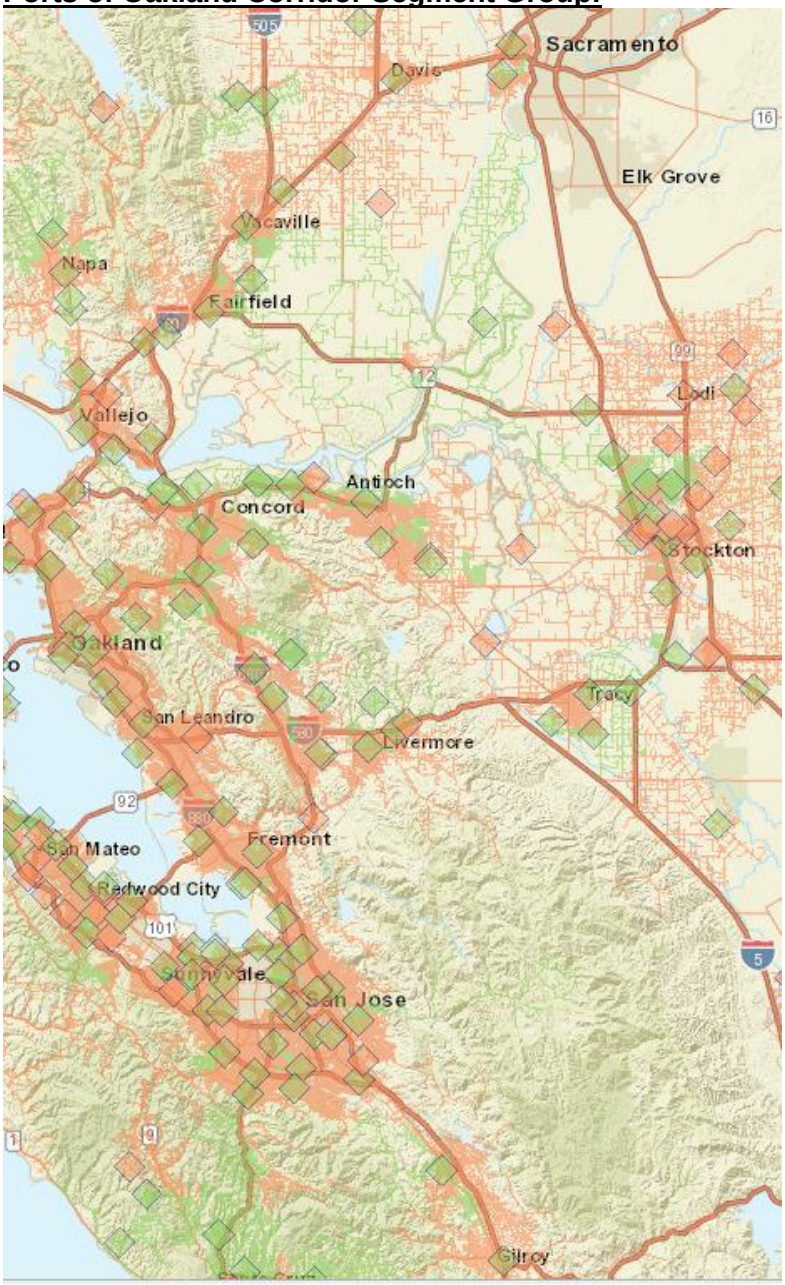
The screenshots on the next pages highlight in green where distribution assets are currently forecasted to have at least 5 MW of capacity headroom in the year 2030. Green circuits indicate that both the feeder outlet and parent bank have at least 5 MW of forecasted capacity, while red circuits indicate that either the feeder outlet or the parent bank is forecasted to have less than 5 MW of capacity headroom. The diamonds indicate substation capacity headroom of >5 MW (green) or <5 MW (red) in the year 2030. Please note that capacity forecasts only represent a current snapshot, and forecasted capacity can change at any time as new applications or loads materialize or distribution capacity work is either performed or reprioritized. Capacity indicated in the screenshots provided below may be the result of future or planned capacity projects and therefore dependent on the execution of these projects. The delay, deferral, or cancellation of planned work will reduce available capacity generated by this work. Further, the capacity headroom reflected in these screenshots represent capacity at the substation and there are further line constraints that will need to be assessed based on a specific project's proposed location.

b. Please share your policy regarding capacity build-out for futureproofing. E.g., if conduit is installed for the future installation of megawatt charging, would you offer transformer capacity to support the anticipated future load to include megawatt charging?

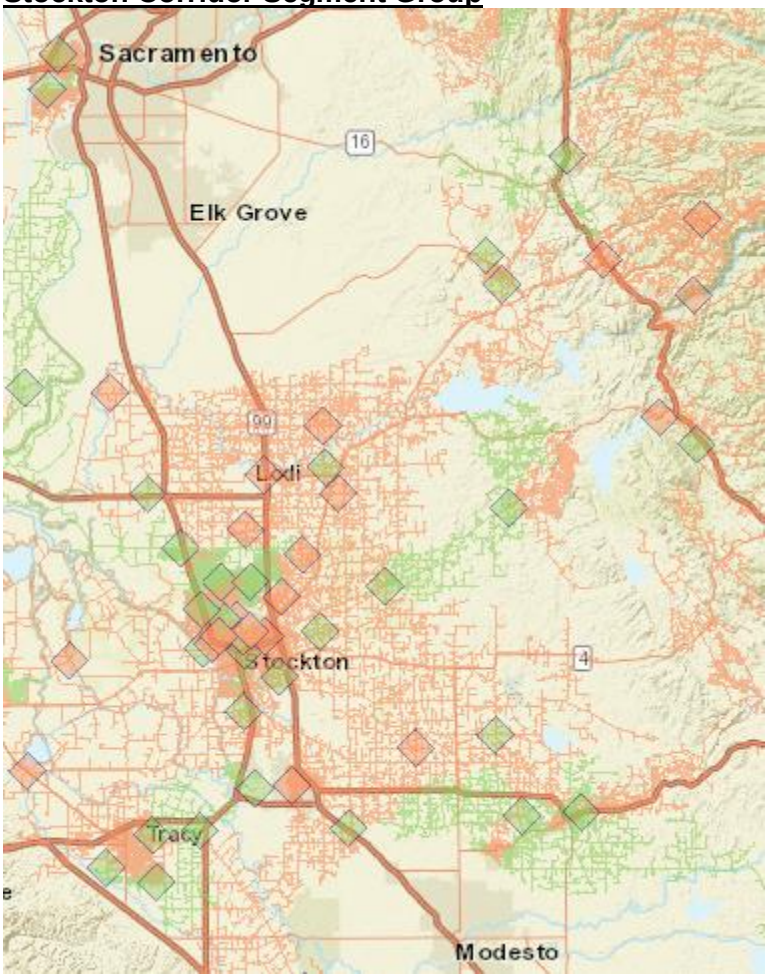
PG&E's standard design practice is to size cables for the maximum panel rating based on the customer's request. While PG&E has no official policy on "future-proofing" services, if made aware of future site expansion plans during engineering and designing service, attempts may be made to economically "future-proof" the design. As an example, when trenching for a new Electric Rule 29 service, PG&E may add one additional conduit (up to 7 maximum conduits) from the transformer to the customer's service termination to serve future site demand increases. The addition of spare conduit would marginally increase the cost of service while avoiding much more costly and timely efforts to retrench during a later project phase. Service transformers and cables are typically sized to serve the maximum rating of the service panel.

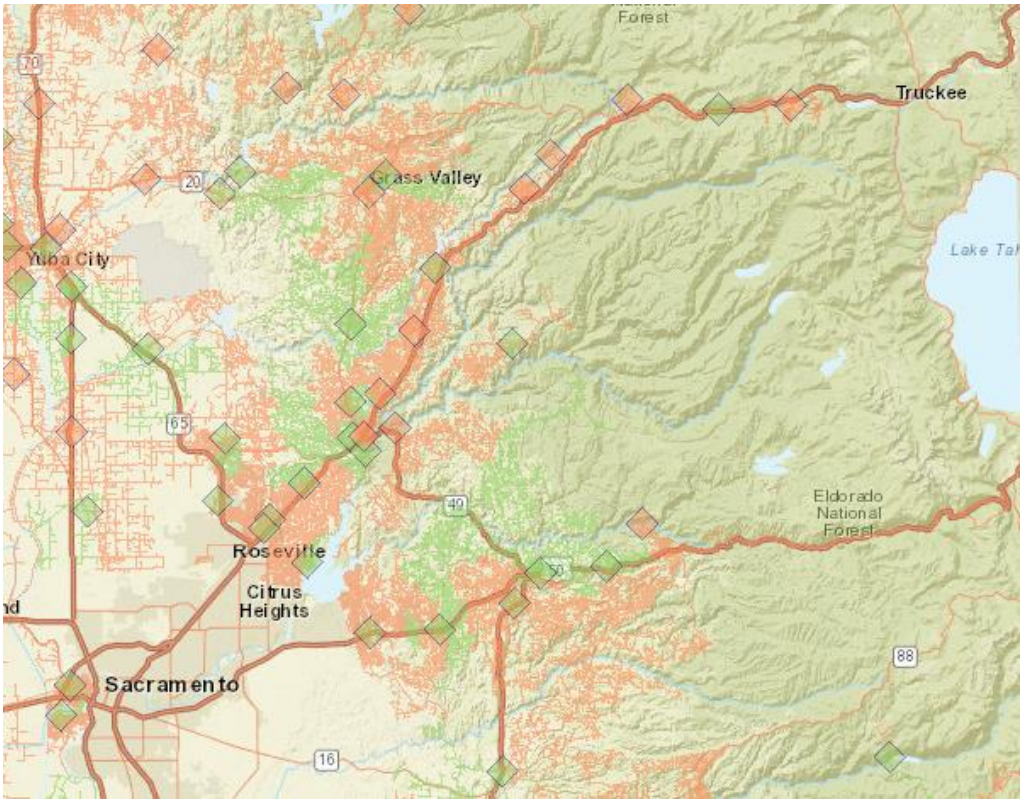
Port of Humboldt Corridor Segment Group:

Ports of Oakland Corridor Segment Group:



Stockton Corridor Segment Group





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