EV Developer - Frequently Asked Questions (FAQ)

We’re here to guide you through the process!

Application

Estimate

Construction

Application

What are the required documents and information needed for an application?

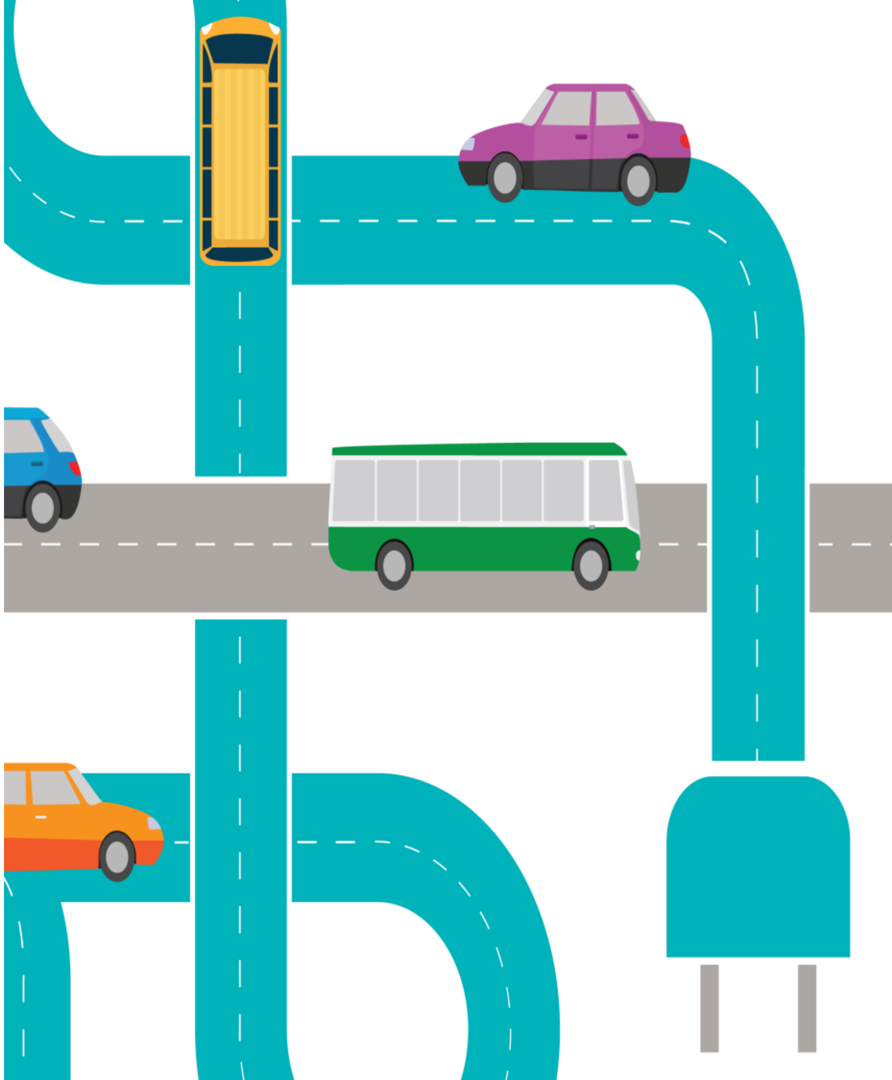
- See EV Customer Application Requirements

Can I use one application for more than one project?

- No. One application is required per project.

What public-facing tools are available to provide information on available electric grid capacity?

- PG&E developed the Integrated Capacity Analysis (ICA) to identify circuit electrical loading for a high-level understanding of circuit loads in a specific area; however, a more detailed analysis is required to proceed at a respective site. PG&E can provide a pre-assessment service to identify site options at an earlier stage in the site development process.



Engineering Advance

How much is the Engineering Advance (EA)?

- Typical EA is $2,500-$5,000 for an individual standard project. For larger load projects like transmission level voltage service requests, invoices can rise to $500,000

Does the EA need to be paid before pre-assessment (PA) and why does it need to be paid?

- Yes. If a job is canceled after final design is issued, PG&E will deduct a portion of the EA for hours allocated to the job.

Pre-Assessment

What information is provided in a pre-assessment (PA) for EV site developers?

- Trench route schematic and connection point in street.
- Protective devices and substructure requirements.
- Delineation of betterment work (PG&E's expense) and New Business scope (customer's expense). Note: No cost estimates are included as this will only be calculated with a full estimate (later step).

How long is my assessment good for?

- Assessments are generally valid for 90 days following the delivery date to a customer due to changing electric system conditions

Does the assessment confirm if an easement or lease is required?

- No, it's just a high-level overview of what might be required. Radial feed will likely require a lease agreement and a loop feed will require an easement agreement.

How much capacity is available on the circuit and transformer?

- PG&E request that the customer submits an application for service and PG&E will do an assessment where this information will be part of the information provided.

Is this an option that a customer can select?

- No. Once the assigned job owner contacts the applicant, the customer can request an assessment. PG&E's target is to complete assessments within 28 calendar days from the date of application for service.

How long does pre-assessment take before I get the result?

- PG&E's goal is to complete assessments within 28 business days from the date of application for service.

Estimating

What are the submission requirements for estimating?

- See [EV Customer Application Requirement]

What's the estimating timeline?

- PG&E's target for design delivery is within 70 days, however in some instances timing may vary.

What happens if a redesign is required?

- The request to re-design is sent to the estimating team and is handled as a new job as far as scheduling is concerned. This means the first come first serve rule will apply.

Payment and Contract

What types of payment are available?

- DocuSign link or mailed copy/mailed check.
- ACH payment option through pge.com/cco

What is the online payment link?

- http://www.pge.com/contractpayments

Who pays for Fiber optic line relocation if identified in the conduit?

- Customer will pay for relocation if required and triggered by customer's proposed job.

Dependencies

Is PG&E responsible for the permits?

- PG&E is responsible for only permits related to construction directed by PG&E. Customers are responsible for their own permits

Can the customer use a PG&E permit for customer-directed construction work?

- There's never an option for customer to utilize any of the PG&E permits even if it is in the same area.
- Permit types: Caltrans (long lead times), City/county permit, State/Federal permit, Night/noise permit, Moratorium restrictions (holidays or newly paved roads?).

Easement FAQ's:

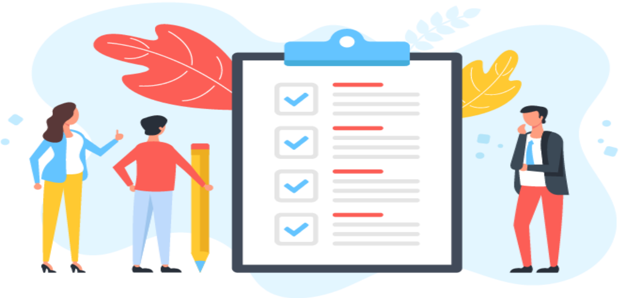
- Looped vs radial tap – easement required for looped
  - A looped transformer is when the primary line goes into and out of the transformer, looping it into the distribution circuit
  - A radial transformer is when there is a single primary feed that terminates at the transformer and does not continue past it

Can a customer procure their own surveyor to put together the Land documents?

- Yes, we would ask for the exhibit and document to be stamped and signed by your surveyor and Land would put together the rights for that easement. The Land cost on the contract would be reduced, instead of the ~14 hours charge it would be closer to 4 hours.

Inspections

- Types of Inspections
    - Trench specs – Links to Greenbook
        - PG&E Only: GB Section3.3.4
        - Joint Trench: GB Section 3.3.8
    - Pad specs and clearances (Appendix C, document 045292)
    - Vault clearances and specs (Appendix C, document 051122)
    - Switchgear pad and clearances (Section 5.4.4)
        - All switchgears rated 400A and above must be approved by local meter shop prior to installation
    - Cross-bore process (details below)
    - Switchgear and labeling specs (GB Section 5.5.1)
    - Landscaping specs



Inspections Continuation

What needs to be inspected? By whom? When?

- PG&E trench, PG&E cross bore, PG&E mandrel, PG&E final, city/county green tag
- *To request an inspection, contact the local inspection desk based on the location of your project*
- *PG&E inspector needs to inspect and sign off on:*
  - *Pads, grounding, gravel and base for pad (before setting the pad)*
  - *Substructures (conduits and vaults before installation and before backfilling), trench depth and sand base.*
  - *Switchgear and clearances around it.*
  - *The final inspection is the mandrel inspection where a mandrel is run through all installed conduits after backfilling and compaction*
  - *City electrical final (also called a "Green Tag") – city or governing municipal needs to inspect panel and issue electric final inspection tag.*

Who is responsible for ordering a Cross Bore (sewer camera) inspection? Who performs it?

- Customers are responsible for ordering a sewer camera inspection. Use the Customer Cross Bore Flow Chart to decide if you need a sewer camera inspection.
- Customers may utilize any sewer camera vendor they desire to have a sewer inspection completed. The customer would be responsible for contracting this out.
- PG&E can provide a list of the current contractors in the inspection program if one cannot be identified. For resources, documents, or contractor lists, contact pgecrossbore@pge.com

How do I proceed with construction if I cannot get a cleared sewer camera inspection?

- If your sewer camera inspection comes back as not clear, you will need to open trench the utility; inspection logs will indicate that the installation method was open trench
- The Cross Bore inspection logs will then be completed indicating the method of installation was open trench.

Website Links

Here's the link to our EV Customer Roadmap and other resource documents.

PG&E fleet program for electric vehicles (pge.com) – Click on Sector and Other Resources to access our other EV documents

- Customer Roadmap
- Construction Best Practices
- Customer Application Requirements

https://www.pge.com/en_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page?