California High-Speed Rail
Meeting with CPUC and HSR

December 16, 2013

Goal and Agenda for Meeting

- Goal:
  - Coordinate on how PG&E and the California High Speed Rail Authority (CHSRA) will proceed with CEQA Review of interconnection facilities needed for project.
- Agenda:
  - CHSRA
    - Introductions: Key Staff Roles and Responsibilities
    - Overview of schedule associated with energization of various HSR segments
    - High level description of critical path activities necessary to meet energization schedule
    - Overview of CEQA review for each segment (i.e. what has been completed, what is in progress, what is schedule for remaining segments)
  - PG&E
    - Introductions: Interconnection and CEQA Permitting Teams
    - Recap of interconnection studies completed to date
    - Remaining items to finalize interconnection project descriptions
    - CEQA Review: Interconnection Facilities with Various Rail Segments
  - Review of Action Items and Next Steps

Introductions: Interconnection and CEQA Permitting Teams

Interconnections

CEQA Permitting

Transmission Planning:
Jon Eric Thalman
Redacted

Project Management:
Redacted

Law:
David Kraska
Redacted

Regulatory Affairs:
Meredith Allen
Redacted

Environmental Management:
Steve Ferrara
Redacted

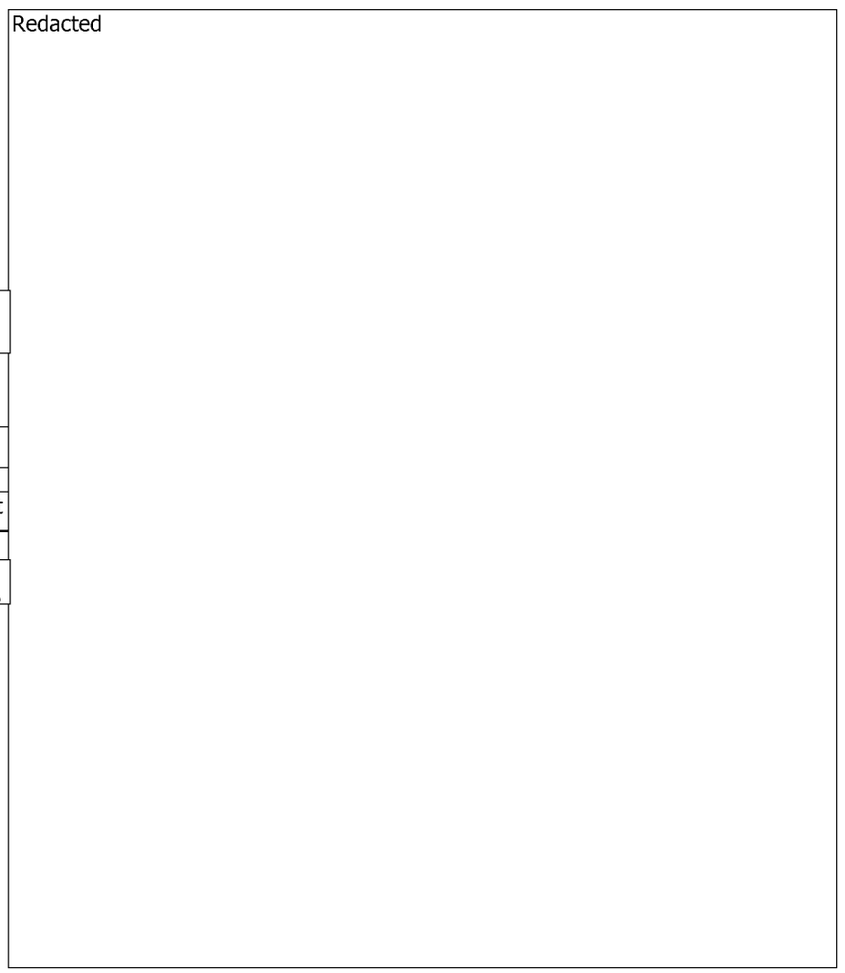
Other CHSR-Related Work Streams:

CPUC Safety Standards Proceeding (e.g. gas casing, grounding/bonding issues)

Relocations

Recap of PG&E Interconnection Studies Completed to Date

- PG&E completed preliminary studies in 2012 identifying interconnection and system upgrade needs to interconnect 12 (originally 13) traction power substations
  - CHSR will install a 2x 25 kV AC Traction Electrification System (TES) to power the electric trains.
  - Proposed TES will interconnect into local utility networks at 115 kV or 230 kV, with approximately 30-mile intervals between the traction power substations.
  - Total load on the system estimated to be 550 MW
  - Preferred and alternative sites were identified at some locations
  - Interconnection needs based on electrical needs and proposed HSR rail alignment



Next Steps for Finalizing Interconnection Project Descriptions

HSR to select final traction power substation locations and interconnection facilities design

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HSR's contractor to complete single phase study

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Submit an Application for Service to enable PG&E to proceed with more detailed design, engineering and permitting

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PG&E to develop 60% design for each interconnection location

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Environmental review for interconnection facilities

CEQA Review: Interconnection Facilities Within Various Rail Segments

Interconnection Location	HSR Rail Segment	HSR Proposed Service Start Date[1]; Target Electrification Date	Status of HSR CEQA Analysis for Segment	Potential GO 131 D Requirements if not included in HSR CEQA[2]
7 (Merced)	Merced to Fresno	2022; 2020	Complete; Did not include interconnection facilities	PTC (App plus PEA)
8 (Madera)	Merced to Fresno	2022; 2018		CPCN (App plus PEA)
9 (Fresno)	Merced to Fresno	2022; 2018		CPCN (App plus PEA)
10 (Hanford)	Fresno to Bakersfield	2022; 2018	Finalize in Spring 2014? Currently does not include interconnection facilities	PTC (App plus PEA)
11 (Pixley)	Fresno to Bakersfield	2022; 2018		PTC (App plus PEA)
12 (Wasco)	Fresno to Bakersfield	2022; 2018		PTC (App plus PEA)
13 (Bakersfield)	Fresno to Bakersfield	2022; 2018		PTC (App plus PEA)
1 (San Francisco)	San Francisco to San Jose	Cal Train to Provide	?	PTC (App plus PEA)
3 (San Jose)	San Francisco to San Jose	Cal Train to Provide	?	PTC (App plus PEA)
4 (Gilroy)	San Jose to Merced	2022; 2020	?	PTC (App plus PEA)
5 (O'Neill Pumping Plant)	San Jose to Merced	2022; 2020	?	CPCN (App plus PEA)
6 (Lido)	San Jose to Merced	2022; 2020	?	PTC (App plus PEA)

1. Based on revised 2012 HSR Business Plan
2. Preliminary based on 2012 Interconnection Study

CEQA Review: Interconnection Facilities Within Various Rail Segments, cont.

- Background Regarding Interconnecting Large Load Customers:
  - When third parties trigger changes to electric system, PG&E encourages the CEQA lead agency for third party to include the interconnection facilities in its CEQA review, provided there is sufficient information to permit meaningful review.
  - Approach can often result in a faster overall project development schedule and may be necessary in order for the third party's lead agency to comply with CEQA.
- Case Studies:
  - PG&E has evaluated the process/schedule differences associated with CEQA permitting under two different approaches:
    - Option 1: Deferring environmental review to the CPUC permit processes (PTC/CPCN – 18 months).

versus

    - Option 2: Interconnection facilities being included in HSR CEQA analysis (NOC – 45 days).

CPUC CEQA Review: Hypothetical Schedule Option 1

HSR selects final locations, design and submits application or service	PG&E Completes 60% Design (8-12 Mos)	Develop PEA (12 Mos)	CEQA Review: CPCN/PTC Proceeding (18 Mos)	Land (6-9 Mos)	Construction →

HSR CEQA Review: Hypothetical Schedule Option 2