

A.09-09-013
Gas Accord V Settlement Agreement

August 20, 2010

APPENDIX B

Detailed Rate Tables

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Table B-1
Illustrative End-Use Class Average Rates (\$/dth) (d)

	Present Rates (a) 8/1/2010	Proposed Rates 1/1/2011	\$ Change (e)	% Change
Core Retail Bundled Service (b)				
Residential Non-CARE**/**	13.946	14.043	0.097	0.7%
Small Commercial Non-CARE**	11.707	11.801	0.094	0.8%
Large Commercial	9.532	9.619	0.087	0.9%
Uncompressed Core NGV	8.462	8.549	0.087	1.0%
Compressed Core NGV	21.293	21.380	0.087	0.4%
Core Retail Transport Only (c)				
Residential Non-CARE**/**	6.250	6.296	0.046	0.7%
Small Commercial	4.117	4.163	0.046	1.1%
Large Commercial	2.248	2.294	0.046	2.0%
Uncompressed Core NGV	1.308	1.354	0.046	3.5%
Compressed Core NGV	14.139	14.185	0.046	0.3%
Noncore Retail Transportation Only (c)				
Industrial – Distribution	1.606	1.639	0.033	2.0%
Industrial – Transmission	0.614	0.651	0.037	6.0%
Industrial – Backbone	0.400	0.395	(0.006)	-1.4%
Uncompressed Noncore NGV – Distribution	1.454	1.486	0.033	2.2%
Uncompressed Noncore NGV – Transmission	0.483	0.519	0.037	7.6%
Electric Generation – Distribution/Transmission	0.225	0.267	0.042	18.7%
Electric Generation – Backbone	0.071	0.065	(0.006)	-8.6%
Wholesale Transportation Only (c)				
Alpine Natural Gas	0.281	0.287	0.006	2.2%
Coalinga	0.273	0.295	0.022	8.2%
Island Energy	0.479	0.470	(0.009)	-1.8%
Palo Alto	0.205	0.246	0.040	19.6%
West Coast Gas - Castle	1.092	0.974	(0.119)	-10.9%
West Coast Gas - Mather D	1.071	1.108	0.036	3.4%
West Coast Gas - Mather T	0.281	0.318	0.036	12.9%

Notes:

- a) 2010 rates are based on PG&E's 2010 Annual Gas True-Up Filing (Advice Letter 3060-G & 3060-G-A), 2010 BCAP Decision D. 10-06-035 and the Gas Accord IV D.07-09-045.
- b) PG&E's bundled gas service is for core customers only. Intrastate backbone transmission and storage costs addressed in this proceeding, are included in end use rates paid by bundled core customers. Bundled service also includes a procurement cost for gas purchases, transportation on Canadian and Interstate pipelines, and core brokerage. An illustrative annual 2010 weighted average cost of gas (WACOG) of \$5.98 as filed in Advice Letter 3060-G/3060-G-A, adjusted for intrastate backbone usage charges, is assumed in all present and proposed bundled core rates. Core bundled rates also includes the cost of transportation and delivery of gas from the citygate to the customer's burner tip, including local transmission, distribution, customer access, public purpose, and mandated programs and other charges.
- c) PG&E's transportation-only gas service is for core and noncore customers. Transportation-only service begins at PG&E's citygate and includes the applicable costs of gas transportation and delivery on PG&E's local transmission, including distribution, customer access, public purpose programs and customer class charges. Transportation-only rates exclude backbone transmission and storage costs.
- d) Rates are class average rates. Actual transportation rates will vary depending on the customer's load factor and seasonal usage.
- e) Dollar difference are due to rounding.

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Table B-2
2011 Rate Detail By End-Use Customer Class,
Including Illustrative Components, (\$/dth)

	Core (a)					Noncore Transportation						
	Res	Small Comm	Large Comm	Uncomp. NGV	Comp. NGV	Industrial			Natural Gas Vehicle		Electric Gen	
						Dist	Trans	BB	Dist	Trans	D/T	BB
End-Use Transportation:												
Local Transmission & Rate Adders	0.415	0.415	0.415	0.415	0.415	0.200	0.200	0.007	0.200	0.200	0.200	0.007
Backbone Level End-Use Surcharge												
Distribution (b)	4.301	2.099	0.827	0.437	12.487	0.890	0.058	0.000	0.890	0.000	0.018	0.018
Mandated Customer Programs and Other Charges:												
Self Generation Incentive Program	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008
CPUC Fee	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.000	0.000
Balancing Accounts	0.798	0.557	0.157	0.216	1.009	0.051	0.030	0.028	0.051	0.028	0.029	0.029
Volumetric End-Use Rate	5.530	3.087	1.414	1.084	13.927	1.157	0.304	0.050	1.157	0.244	0.256	0.062
Customer/ Customer Access Charge (c)	0.000	0.589	0.045	0.012	0.000	0.072	0.017	0.015	0.072	0.017	0.011	0.002
Total End-Use Rate	5.530	3.676	1.459	1.096	13.927	1.228	0.321	0.065	1.228	0.262	0.267	0.064
Gas Public Purpose Program Surcharge	0.766	0.488	0.835	0.258	0.258	0.411	0.330	0.330	0.258	0.258	0.000	0.000
Total Rate	6.296	4.163	2.294	1.354	14.185	1.639	0.651	0.395	1.486	0.519	0.267	0.064

Procurement Charges for Core Bundled Customers:

Storage	0.194	0.172	0.115	0.107	0.107
Backbone Capacity	0.245	0.215	0.133	0.128	0.128
Backbone Usage	0.099	0.099	0.099	0.099	0.099
WACOG (d)	5.912	5.912	5.912	5.912	5.912
Interstate Capacity and Other	1.296	1.240	1.066	0.948	0.948
Total Core Procurement	7.7467	7.638	7.325	7.195	7.195
Total Core Bundled Rates	14.043	11.801	9.619	8.549	21.380

	Wholesale Transportation						
	Alpine	Coalinga	Island Energy	Palo Alto	WCG Castle	WCG Mather Dist	WCG Mather Trans
End-Use Transportation:							
Local Transmission & Rate Adders	0.200	0.200	0.200	0.200	0.200	0.200	0.200
Backbone Level End-Use Surcharge							
Distribution (b)	0.000	0.000	0.000	0.000	0.588	0.779	0.000
Mandated Customer Programs and Other Charges:							
Self Generation Incentive Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CPUC Fee	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Balancing Accounts	0.028	0.028	0.028	0.028	0.041	0.039	0.028
Volumetric End-Use Rate	0.229	0.229	0.229	0.229	0.830	1.019	0.229
Customer/ Customer Access Charge (c)	0.058	0.066	0.242	0.017	0.144	0.089	0.089
Total End-Use Rate	0.287	0.295	0.470	0.246	0.974	1.108	0.318
Gas Public Purpose Program Surcharge	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Rate	0.287	0.295	0.470	0.246	0.974	1.108	0.318

Notes:

- a) Class average rates reflect load shape for bundled core.
- b) Distribution rates represent the annual class average.
- c) Customer access and customer charges represent the class average volumetric equivalent of the monthly charge.
- d) Reflects the annual average 2010 WACOG of \$5.98/dth as filed in Advice Letter 3060-G/3060-G-A, adjusted for intrastate backbone usage charges.
- e) Dollar difference are due to rounding.

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Table B-3
Firm Backbone Transportation
Annual Rates (AFT) – SFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2012)

	GA IV 2010	2011	2012	2013	2014
<u>Redwood Path - Core (1)</u>					
Reservation Charge (\$/dth/mo)	4.3368	6.4213	6.5803	6.8113	6.8109
Usage Charge (\$/dth)	0.0124	0.0101	0.0097	0.0097	0.0096
Total (\$/dth @ Full Contract)	0.1550	0.2212	0.2261	0.2336	0.2335
<u>Baja Path - Core (1)</u>					
Reservation Charge (\$/dth/mo)	9.2319	7.1550	7.4628	7.9898	8.2843
Usage Charge (\$/dth)	0.0153	0.0110	0.0107	0.0109	0.0112
Total (\$/dth @ Full Contract)	0.3188	0.2462	0.2561	0.2736	0.2835
<u>Redwood Path - Noncore</u>					
Reservation Charge (\$/dth/mo)	8.7329	8.4565	8.4355	8.4515	8.3384
Usage Charge (\$/dth)	0.0070	0.0085	0.0084	0.0083	0.0083
Total (\$/dth @ Full Contract)	0.2941	0.2865	0.2857	0.2862	0.2825
<u>Baja Path - Noncore</u>					
Reservation Charge (\$/dth/mo)	9.2319	9.2005	9.3288	9.6428	9.8270
Usage Charge (\$/dth)	0.0153	0.0090	0.0090	0.0092	0.0094
Total (\$/dth @ Full Contract)	0.3188	0.3115	0.3157	0.3262	0.3325
<u>Silverado and Mission Paths</u>					
Reservation Charge (\$/dth/mo)	4.4828	4.6961	4.7070	4.8515	4.8810
Usage Charge (\$/dth)	0.0060	0.0060	0.0059	0.0059	0.0059
Total (\$/dth @ Full Contract)	0.1534	0.1604	0.1606	0.1654	0.1664

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- b) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-3a
Firm Backbone Transportation
Annual Rates (AFT) – SFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2013)

		GA IV 2010	2011	2012	2013	2014
<u>Redwood Path - Core (1)</u>						
Reservation Charge	(\$/dth/mo)	4.3368	6.4213	6.5803	6.5137	6.8709
Usage Charge	(\$/dth)	0.0124	0.0101	0.0097	0.0093	0.0097
Total	(\$/dth @ Full Contract)	0.1550	0.2212	0.2261	0.2235	0.2356
<u>Baja Path - Core (1)</u>						
Reservation Charge	(\$/dth/mo)	9.2319	7.1550	7.4628	7.5449	8.1969
Usage Charge	(\$/dth)	0.0153	0.0110	0.0107	0.0104	0.0111
Total	(\$/dth @ Full Contract)	0.3188	0.2462	0.2561	0.2585	0.2806
<u>Redwood Path - Noncore</u>						
Reservation Charge	(\$/dth/mo)	8.7329	8.4565	8.4355	8.2277	8.3839
Usage Charge	(\$/dth)	0.0070	0.0085	0.0084	0.0082	0.0084
Total	(\$/dth @ Full Contract)	0.2941	0.2865	0.2857	0.2787	0.2840
<u>Baja Path - Noncore</u>						
Reservation Charge	(\$/dth/mo)	9.2319	9.2005	9.3288	9.2700	9.7237
Usage Charge	(\$/dth)	0.0153	0.0090	0.0090	0.0089	0.0093
Total	(\$/dth @ Full Contract)	0.3188	0.3115	0.3157	0.3137	0.3290
<u>Silverado and Mission Paths</u>						
Reservation Charge	(\$/dth/mo)	4.4828	4.6961	4.7070	4.6552	4.8804
Usage Charge	(\$/dth)	0.0060	0.0060	0.0059	0.0058	0.0059
Total	(\$/dth @ Full Contract)	0.1534	0.1604	0.1606	0.1588	0.1664

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- b) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-3b
Firm Backbone Transportation
Annual Rates (AFT) – SFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2014 or Later)

	GA IV 2010	2011	2012	2013	2014
<u>Redwood Path - Core (1)</u>					
Reservation Charge (\$/dth/mo)	4.3368	6.4213	6.5803	6.5137	6.5909
Usage Charge (\$/dth)	0.0124	0.0101	0.0097	0.0093	0.0094
Total (\$/dth @ Full Contract)	0.1550	0.2212	0.2261	0.2235	0.2261
<u>Baja Path - Core (1)</u>					
Reservation Charge (\$/dth/mo)	9.2319	7.1550	7.4628	7.5449	7.7696
Usage Charge (\$/dth)	0.0153	0.0110	0.0107	0.0104	0.0106
Total (\$/dth @ Full Contract)	0.3188	0.2462	0.2561	0.2585	0.2661
<u>Redwood Path - Noncore</u>					
Reservation Charge (\$/dth/mo)	8.7329	8.4565	8.4355	8.2277	8.1732
Usage Charge (\$/dth)	0.0070	0.0085	0.0084	0.0082	0.0082
Total (\$/dth @ Full Contract)	0.2941	0.2865	0.2857	0.2787	0.2769
<u>Baja Path - Noncore</u>					
Reservation Charge (\$/dth/mo)	9.2319	9.2005	9.3288	9.2700	9.3641
Usage Charge (\$/dth)	0.0153	0.0090	0.0090	0.0089	0.0091
Total (\$/dth @ Full Contract)	0.3188	0.3115	0.3157	0.3137	0.3169
<u>Silverado and Mission Paths</u>					
Reservation Charge (\$/dth/mo)	4.4828	4.6961	4.7070	4.6552	4.6924
Usage Charge (\$/dth)	0.0060	0.0060	0.0059	0.0058	0.0058
Total (\$/dth @ Full Contract)	0.1534	0.1604	0.1606	0.1588	0.1601

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- b) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-4
Firm Backbone Transportation
Annual Rates (AFT) – MFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2012)

	GA IV 2010	2011	2012	2013	2014
<u>Redwood Path - Core (1)</u>					
Reservation Charge (\$/dth/mo)	3.3290	4.6775	4.7343	4.8568	4.8189
Usage Charge (\$/dth)	0.0455	0.0674	0.0704	0.0739	0.0751
Total (\$/dth @ Full Contract)	0.1549	0.2212	0.2261	0.2336	0.2335
<u>Baja Path - Core (1)</u>					
Reservation Charge (\$/dth/mo)	7.0037	5.2119	5.3692	5.6971	5.8614
Usage Charge (\$/dth)	0.0885	0.0748	0.0796	0.0863	0.0908
Total (\$/dth @ Full Contract)	0.3188	0.2462	0.2561	0.2736	0.2835
<u>Redwood Path - Noncore</u>					
Reservation Charge (\$/dth/mo)	5.0700	5.5044	5.5176	5.5697	5.5234
Usage Charge (\$/dth)	0.1274	0.1056	0.1043	0.1031	0.1009
Total (\$/dth @ Full Contract)	0.2941	0.2865	0.2857	0.2862	0.2825
<u>Baja Path - Noncore</u>					
Reservation Charge (\$/dth/mo)	7.0037	5.9887	6.1019	6.3547	6.5095
Usage Charge (\$/dth)	0.0885	0.1146	0.1151	0.1173	0.1185
Total (\$/dth @ Full Contract)	0.3188	0.3115	0.3157	0.3262	0.3325
<u>Silverado and Mission Paths</u>					
Reservation Charge (\$/dth/mo)	3.0839	3.2066	3.2094	3.3134	3.3358
Usage Charge (\$/dth)	0.0518	0.0550	0.0551	0.0565	0.0567
Total (\$/dth @ Full Contract)	0.1532	0.1604	0.1606	0.1654	0.1664

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- b) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-4a
Firm Backbone Transportation
Annual Rates (AFT) – MFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2013)

		GA IV 2010	2011	2012	2013	2014
<u>Redwood Path - Core (1)</u>						
Reservation Charge	(\$/dth/mo)	3.3290	4.6775	4.7343	4.6445	4.8614
Usage Charge	(\$/dth)	0.0455	0.0674	0.0704	0.0708	0.0757
Total	(\$/dth @ Full Contract)	0.1549	0.2212	0.2261	0.2235	0.2356
<u>Baja Path - Core (1)</u>						
Reservation Charge	(\$/dth/mo)	7.0037	5.2119	5.3692	5.3798	5.7996
Usage Charge	(\$/dth)	0.0885	0.0748	0.0796	0.0816	0.0899
Total	(\$/dth @ Full Contract)	0.3188	0.2462	0.2561	0.2585	0.2806
<u>Redwood Path - Noncore</u>						
Reservation Charge	(\$/dth/mo)	5.0700	5.5044	5.5176	5.4221	5.5536
Usage Charge	(\$/dth)	0.1274	0.1056	0.1043	0.1004	0.1014
Total	(\$/dth @ Full Contract)	0.2941	0.2865	0.2857	0.2787	0.2840
<u>Baja Path - Noncore</u>						
Reservation Charge	(\$/dth/mo)	7.0037	5.9887	6.1019	6.1090	6.4410
Usage Charge	(\$/dth)	0.0885	0.1146	0.1151	0.1128	0.1172
Total	(\$/dth @ Full Contract)	0.3188	0.3115	0.3157	0.3137	0.3290
<u>Silverado and Mission Paths</u>						
Reservation Charge	(\$/dth/mo)	3.0839	3.2066	3.2094	3.1794	3.3354
Usage Charge	(\$/dth)	0.0518	0.0550	0.0551	0.0543	0.0567
Total	(\$/dth @ Full Contract)	0.1532	0.1604	0.1606	0.1588	0.1664

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- b) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-4b
Firm Backbone Transportation
Annual Rates (AFT) – MFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2014 or Later)

		<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<u>Redwood Path - Core (1)</u>							
Reservation Charge	(\$/dth/mo)	3.3290		4.6775	4.7343	4.6445	4.6633
Usage Charge	(\$/dth)	0.0455		0.0674	0.0704	0.0708	0.0728
Total	(\$/dth @ Full Contract)	0.1549		0.2212	0.2261	0.2235	0.2261
<u>Baja Path - Core (1)</u>							
Reservation Charge	(\$/dth/mo)	7.0037		5.2119	5.3692	5.3798	5.4973
Usage Charge	(\$/dth)	0.0885		0.0748	0.0796	0.0816	0.0853
Total	(\$/dth @ Full Contract)	0.3188		0.2462	0.2561	0.2585	0.2661
<u>Redwood Path - Noncore</u>							
Reservation Charge	(\$/dth/mo)	5.0700		5.5044	5.5176	5.4221	5.4140
Usage Charge	(\$/dth)	0.1274		0.1056	0.1043	0.1004	0.0989
Total	(\$/dth @ Full Contract)	0.2941		0.2865	0.2857	0.2787	0.2769
<u>Baja Path - Noncore</u>							
Reservation Charge	(\$/dth/mo)	7.0037		5.9887	6.1019	6.1090	6.2029
Usage Charge	(\$/dth)	0.0885		0.1146	0.1151	0.1128	0.1130
Total	(\$/dth @ Full Contract)	0.3188		0.3115	0.3157	0.3137	0.3169
<u>Silverado and Mission Paths</u>							
Reservation Charge	(\$/dth/mo)	3.0839		3.2066	3.2094	3.1794	3.2069
Usage Charge	(\$/dth)	0.0518		0.0550	0.0551	0.0543	0.0546
Total	(\$/dth @ Full Contract)	0.1532		0.1604	0.1606	0.1588	0.1601

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- b) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-5
Firm Backbone Transportation
Seasonal Rates (SFT) – SFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2012)

		GA IV 2010		2011	2012	2013	2014
<u>Redwood Path</u>							
Reservation Charge	(\$/dth/mo)	10.4795		10.1478	10.1226	10.1418	10.0061
Usage Charge	(\$/dth)	0.0082		0.0102	0.0101	0.0100	0.0100
Total	(\$/dth @ Full Contract)	0.3527		0.3438	0.3429	0.3434	0.3390
<u>Baja Path - Core (1)</u>							
Reservation Charge	(\$/dth/mo)	11.0784		8.5860	8.9554	9.5878	9.9411
Usage Charge	(\$/dth)	0.0183		0.0131	0.0129	0.0131	0.0134
Total	(\$/dth @ Full Contract)	0.3825		0.2954	0.3073	0.3283	0.3402
<u>Baja Path - Noncore</u>							
Reservation Charge	(\$/dth/mo)	11.0784		11.0407	11.1945	11.5713	11.7924
Usage Charge	(\$/dth)	0.0183		0.0109	0.0108	0.0110	0.0113
Total	(\$/dth @ Full Contract)	0.3825		0.3738	0.3789	0.3914	0.3990
<u>Silverado and Mission Paths</u>							
Reservation Charge	(\$/dth/mo)	5.3794		5.6354	5.6484	5.8218	5.8572
Usage Charge	(\$/dth)	0.0071		0.0072	0.0071	0.0071	0.0071
Total	(\$/dth @ Full Contract)	0.1840		0.1925	0.1928	0.1985	0.1997

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Firm Seasonal rates are 120 percent of Firm Annual rates.
- b) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- c) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- d) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- e) Firm seasonal service is available to on-system paths for a minimum term of three consecutive months in one season. Winter season is November through March. Summer season is April through October.
- f) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0029 per Dth.
- g) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- h) Dollar difference are due to rounding.

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Table B-5a
Firm Backbone Transportation
Seasonal Rates (SFT) – SFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2013)

		<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<u>Redwood Path</u>							
Reservation Charge	(\$/dth/mo)	10.4795		10.1478	10.1226	9.8732	10.0607
Usage Charge	(\$/dth)	0.0082		0.0102	0.0101	0.0098	0.0100
Total	(\$/dth @ Full Contract)	0.3527		0.3438	0.3429	0.3344	0.3408
<u>Baja Path - Core (1)</u>							
Reservation Charge	(\$/dth/mo)	11.0784		8.5860	8.9554	9.0538	9.8363
Usage Charge	(\$/dth)	0.0183		0.0131	0.0129	0.0125	0.0133
Total	(\$/dth @ Full Contract)	0.3825		0.2954	0.3073	0.3102	0.3367
<u>Baja Path - Noncore</u>							
Reservation Charge	(\$/dth/mo)	11.0784		11.0407	11.1945	11.1240	11.6684
Usage Charge	(\$/dth)	0.0183		0.0109	0.0108	0.0107	0.0112
Total	(\$/dth @ Full Contract)	0.3825		0.3738	0.3789	0.3764	0.3948
<u>Silverado and Mission Paths</u>							
Reservation Charge	(\$/dth/mo)	5.3794		5.6354	5.6484	5.5863	5.8565
Usage Charge	(\$/dth)	0.0071		0.0072	0.0071	0.0069	0.0071
Total	(\$/dth @ Full Contract)	0.1840		0.1925	0.1928	0.1906	0.1997

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Firm Seasonal rates are 120 percent of Firm Annual rates.
- b) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- c) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- d) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- e) Firm seasonal service is available to on-system paths for a minimum term of three consecutive months in one season. Winter season is November through March. Summer season is April through October.
- f) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0029 per Dth.
- g) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- h) Dollar difference are due to rounding.

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Appendix B
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Table B-5b
Firm Backbone Transportation
Seasonal Rates (SFT) – SFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2014 or Later)

		<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<u>Redwood Path</u>							
Reservation Charge	(\$/dth/mo)	10.4795		10.1478	10.1226	9.8732	9.8079
Usage Charge	(\$/dth)	0.0082		0.0102	0.0101	0.0098	0.0099
Total	(\$/dth @ Full Contract)	0.3527		0.3438	0.3429	0.3344	0.3323
<u>Baja Path - Core (1)</u>							
Reservation Charge	(\$/dth/mo)	11.0784		8.5860	8.9554	9.0538	9.3235
Usage Charge	(\$/dth)	0.0183		0.0131	0.0129	0.0125	0.0128
Total	(\$/dth @ Full Contract)	0.3825		0.2954	0.3073	0.3102	0.3193
<u>Baja Path - Noncore</u>							
Reservation Charge	(\$/dth/mo)	11.0784		11.0407	11.1945	11.1240	11.2370
Usage Charge	(\$/dth)	0.0183		0.0109	0.0108	0.0107	0.0109
Total	(\$/dth @ Full Contract)	0.3825		0.3738	0.3789	0.3764	0.3803
<u>Silverado and Mission Paths</u>							
Reservation Charge	(\$/dth/mo)	5.3794		5.6354	5.6484	5.5863	5.6309
Usage Charge	(\$/dth)	0.0071		0.0072	0.0071	0.0069	0.0070
Total	(\$/dth @ Full Contract)	0.1840		0.1925	0.1928	0.1906	0.1921

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Firm Seasonal rates are 120 percent of Firm Annual rates.
- b) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- c) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- d) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- e) Firm seasonal service is available to on-system paths for a minimum term of three consecutive months in one season. Winter season is November through March. Summer season is April through October.
- f) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0029 per Dth.
- g) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- h) Dollar difference are due to rounding.

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Table B-6
Firm Backbone Transportation
Seasonal Rates (SFT) – MFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2012)

		GA IV 2010		2011	2012	2013	2014
<u>Redwood Path</u>							
Reservation Charge	(\$/dth/mo)	6.0840		6.6053	6.6211	6.6836	6.6281
Usage Charge	(\$/dth)	0.1528		0.1267	0.1252	0.1237	0.1211
Total	(\$/dth @ Full Contract)	0.3528		0.3438	0.3429	0.3434	0.3390
<u>Baja Path - Core (1)</u>							
Reservation Charge	(\$/dth/mo)	8.4044		6.2543	6.4431	6.8365	7.0337
Usage Charge	(\$/dth)	0.1063		0.0898	0.0955	0.1035	0.1090
Total	(\$/dth @ Full Contract)	0.3826		0.2954	0.3073	0.3283	0.3402
<u>Baja Path - Noncore</u>							
Reservation Charge	(\$/dth/mo)	8.4044		7.1864	7.3223	7.6256	7.8114
Usage Charge	(\$/dth)	0.1063		0.1376	0.1381	0.1407	0.1421
Total	(\$/dth @ Full Contract)	0.3826		0.3738	0.3789	0.3914	0.3990
<u>Silverado and Mission Paths</u>							
Reservation Charge	(\$/dth/mo)	3.7008		3.8479	3.8513	3.9761	4.0029
Usage Charge	(\$/dth)	0.0622		0.0660	0.0662	0.0678	0.0681
Total	(\$/dth @ Full Contract)	0.1839		0.1925	0.1928	0.1985	0.1997

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Firm Seasonal rates are 120 percent of Firm Annual rates.
- b) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- c) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- d) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- e) Firm seasonal service is available to on-system paths for a minimum term of three consecutive months in one season. Winter season is November through March. Summer season is April through October.
- f) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0029 per Dth.
- g) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- h) Dollar difference are due to rounding.

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Table B-6a
Firm Backbone Transportation
Seasonal Rates (SFT) – MFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2013)

		GA IV 2010	2011	2012	2013	2014
<u>Redwood Path</u>						
Reservation Charge	(\$/dth/mo)	6.0840	6.6053	6.6211	6.5065	6.6643
Usage Charge	(\$/dth)	0.1528	0.1267	0.1252	0.1205	0.1217
Total	(\$/dth @ Full Contract)	0.3528	0.3438	0.3429	0.3344	0.3408
<u>Baja Path - Core (1)</u>						
Reservation Charge	(\$/dth/mo)	8.4044	6.2543	6.4431	6.4558	6.9595
Usage Charge	(\$/dth)	0.1063	0.0898	0.0955	0.0979	0.1079
Total	(\$/dth @ Full Contract)	0.3826	0.2954	0.3073	0.3102	0.3367
<u>Baja Path - Noncore</u>						
Reservation Charge	(\$/dth/mo)	8.4044	7.1864	7.3223	7.3308	7.7293
Usage Charge	(\$/dth)	0.1063	0.1376	0.1381	0.1354	0.1407
Total	(\$/dth @ Full Contract)	0.3826	0.3738	0.3789	0.3764	0.3948
<u>Silverado and Mission Paths</u>						
Reservation Charge	(\$/dth/mo)	3.7008	3.8479	3.8513	3.8152	4.0025
Usage Charge	(\$/dth)	0.0622	0.0660	0.0662	0.0651	0.0681
Total	(\$/dth @ Full Contract)	0.1839	0.1925	0.1928	0.1906	0.1997

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Firm Seasonal rates are 120 percent of Firm Annual rates.
- b) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- c) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- d) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- e) Firm seasonal service is available to on-system paths for a minimum term of three consecutive months in one season. Winter season is November through March. Summer season is April through October.
- f) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0029 per Dth.
- g) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- h) Dollar difference are due to rounding.

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Table B-6b
Firm Backbone Transportation
Seasonal Rates (SFT) – MFV Rate Design
On-System Transportation Service
(Topock Adder Projects In-Service 2014 or Later)

		<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<u>Redwood Path</u>							
Reservation Charge	(\$/dth/mo)	6.0840		6.6053	6.6211	6.5065	6.4968
Usage Charge	(\$/dth)	0.1528		0.1267	0.1252	0.1205	0.1187
Total	(\$/dth @ Full Contract)	0.3528		0.3438	0.3429	0.3344	0.3323
<u>Baja Path - Core (1)</u>							
Reservation Charge	(\$/dth/mo)	8.4044		6.2543	6.4431	6.4558	6.5967
Usage Charge	(\$/dth)	0.1063		0.0898	0.0955	0.0979	0.1024
Total	(\$/dth @ Full Contract)	0.3826		0.2954	0.3073	0.3102	0.3193
<u>Baja Path - Noncore</u>							
Reservation Charge	(\$/dth/mo)	8.4044		7.1864	7.3223	7.3308	7.4434
Usage Charge	(\$/dth)	0.1063		0.1376	0.1381	0.1354	0.1356
Total	(\$/dth @ Full Contract)	0.3826		0.3738	0.3789	0.3764	0.3803
<u>Silverado and Mission Paths</u>							
Reservation Charge	(\$/dth/mo)	3.7008		3.8479	3.8513	3.8152	3.8483
Usage Charge	(\$/dth)	0.0622		0.0660	0.0662	0.0651	0.0656
Total	(\$/dth @ Full Contract)	0.1839		0.1925	0.1928	0.1906	0.1921

(1) Rates apply to the core allocations of backbone transmission capacity designated in Table A-1: "Delivery Point Backbone Capacity Assignments/Options." These rates are closed to new customers.

Notes:

- a) Firm Seasonal rates are 120 percent of Firm Annual rates.
- b) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- c) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- d) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- e) Firm seasonal service is available to on-system paths for a minimum term of three consecutive months in one season. Winter season is November through March. Summer season is April through October.
- f) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0029 per Dth.
- g) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- h) Dollar difference are due to rounding.

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Table B-7
As-Available Backbone Transportation
On-System Transportation Service
(Topock Adder Projects In-Service 2012)

		<u>GAIV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<u>Redwood Path</u>							
Usage Charge	(\$/dth)	0.3528		0.3438	0.3429	0.3434	0.3390
<u>Baja Path</u>							
Usage Charge	(\$/dth)	0.3826		0.3738	0.3789	0.3914	0.3990
<u>Silverado Path</u>							
Usage Charge	(\$/dth)	0.1839		0.1925	0.1928	0.1985	0.1997
<u>Mission Path</u>							
Usage Charge	(\$/dth)	0.0000		0.0000	0.0000	0.0000	0.0000

Notes:

- a) As-Available rates are 120 percent of Firm Annual rates.
- b) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- c) Mission path service represents on-system storage to on-system transportation. Customers delivering gas to storage facilities pay the applicable backbone transmission on-system rate from Redwood, Baja or Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0029 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-7a
As-Available Backbone Transportation
On-System Transportation Service
(Topock Adder Projects In-Service 2013)

		<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<u>Redwood Path</u>							
Usage Charge	(\$/dth)	0.3528		0.3438	0.3429	0.3344	0.3408
<u>Baja Path</u>							
Usage Charge	(\$/dth)	0.3826		0.3738	0.3789	0.3764	0.3948
<u>Silverado Path</u>							
Usage Charge	(\$/dth)	0.1839		0.1925	0.1928	0.1906	0.1997
<u>Mission Path</u>							
Usage Charge	(\$/dth)	0.0000		0.0000	0.0000	0.0000	0.0000

Notes:

- a) As-Available rates are 120 percent of Firm Annual rates.
- b) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- c) Mission path service represents on-system storage to on-system transportation. Customers delivering gas to storage facilities pay the applicable backbone transmission on-system rate from Redwood, Baja or Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0029 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-7b
As-Available Backbone Transportation
On-System Transportation Service
(Topock Adder Projects In-Service 2014 or Later)

		<u>GAIV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<u>Redwood Path</u>							
Usage Charge	(\$/dth)	0.3528		0.3438	0.3429	0.3344	0.3323
<u>Baja Path</u>							
Usage Charge	(\$/dth)	0.3826		0.3738	0.3789	0.3764	0.3803
<u>Silverado Path</u>							
Usage Charge	(\$/dth)	0.1839		0.1925	0.1928	0.1906	0.1921
<u>Mission Path</u>							
Usage Charge	(\$/dth)	0.0000		0.0000	0.0000	0.0000	0.0000

Notes:

- a) As-Available rates are 120 percent of Firm Annual rates.
- b) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- c) Mission path service represents on-system storage to on-system transportation. Customers delivering gas to storage facilities pay the applicable backbone transmission on-system rate from Redwood, Baja or Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0029 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2011 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-8
Backbone Transportation
Annual Rates (AFT-Off)
Off-System Deliveries
(Topock Adder Projects In-Service 2012)

		GA IV 2010		2011	2012	2013	2014
<u>SFV Rate Design</u>							
Redwood, Silverado and Mission Paths Off-System							
Reservation Charge	(\$/dth/mo)	8.7329		8.4565	8.4355	8.4515	8.3384
Usage Charge	(\$/dth)	0.0070		0.0085	0.0084	0.0083	0.0083
Total	(\$/dth @ Full Contract)	0.2941		0.2865	0.2857	0.2862	0.2825
Baja Path Off-System							
Reservation Charge	(\$/dth/mo)	9.2319		9.2005	9.3288	9.6428	9.8270
Usage Charge	(\$/dth)	0.0153		0.0090	0.0090	0.0092	0.0094
Total	(\$/dth @ Full Contract)	0.3188		0.3115	0.3157	0.3262	0.3325
<u>MFV Rate Design</u>							
Redwood, Silverado and Mission Paths Off-System							
Reservation Charge	(\$/dth/mo)	5.0700		5.5044	5.5176	5.5697	5.5234
Usage Charge	(\$/dth)	0.1274		0.1056	0.1043	0.1031	0.1009
Total	(\$/dth @ Full Contract)	0.2941		0.2865	0.2857	0.2862	0.2825
Baja Path Off-System							
Reservation Charge	(\$/dth/mo)	7.0037		5.9887	6.1019	6.3547	6.5095
Usage Charge	(\$/dth)	0.0885		0.1146	0.1151	0.1173	0.1185
Total	(\$/dth @ Full Contract)	0.3188		0.3115	0.3157	0.3262	0.3325
<u>As-Available Service</u>							
Redwood, Silverado, and Mission Paths, (From Citygate) Off-System - Noncore							
Usage Charge	(\$/dth)	0.3528		0.3438	0.3429	0.3434	0.3390
Mission Paths (From on-system storage) Off-System							
Usage Charge	(\$/dth)	0.0000		0.0000	0.0000	0.0000	0.0000
Baja Path Off-System - Noncore							
Usage Charge	(\$/dth)	0.3826		0.3738	0.3789	0.3914	0.3990

Notes:

- a) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- b) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- c) California gas and storage to off-system are assumed to flow on Redwood path and are priced at the Redwood path rate.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2001 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-8a
Backbone Transportation
Annual Rates (AFT-Off)
Off-System Deliveries
(Topock Adder Projects In-Service 2013)

		GA IV 2010		2011	2012	2013	2014
SFV Rate Design							
Redwood, Silverado and Mission Paths Off-System							
Reservation Charge	(\$/dth/mo)	8.7329		8.4565	8.4355	8.2277	8.3839
Usage Charge	(\$/dth)	0.0070		0.0085	0.0084	0.0082	0.0084
Total	(\$/dth @ Full Contract)	0.2941		0.2865	0.2857	0.2787	0.2840
Baja Path Off-System							
Reservation Charge	(\$/dth/mo)	9.2319		9.2005	9.3288	9.2700	9.7237
Usage Charge	(\$/dth)	0.0153		0.0090	0.0090	0.0089	0.0093
Total	(\$/dth @ Full Contract)	0.3188		0.3115	0.3157	0.3137	0.3290
MFV Rate Design							
Redwood, Silverado and Mission Paths Off-System							
Reservation Charge	(\$/dth/mo)	5.0700		5.5044	5.5176	5.4221	5.5536
Usage Charge	(\$/dth)	0.1274		0.1056	0.1043	0.1004	0.1014
Total	(\$/dth @ Full Contract)	0.2941		0.2865	0.2857	0.2787	0.2840
Baja Path Off-System							
Reservation Charge	(\$/dth/mo)	7.0037		5.9887	6.1019	6.1090	6.4410
Usage Charge	(\$/dth)	0.0885		0.1146	0.1151	0.1128	0.1172
Total	(\$/dth @ Full Contract)	0.3188		0.3115	0.3157	0.3137	0.3290
As-Available Service							
Redwood, Silverado, and Mission Paths, (From Citygate) Off-System - Noncore							
Usage Charge	(\$/dth)	0.3528		0.3438	0.3429	0.3344	0.3408
Mission Paths (From on-system storage) Off-System							
Usage Charge	(\$/dth)	0.0000		0.0000	0.0000	0.0000	0.0000
Baja Path Off-System - Noncore							
Usage Charge	(\$/dth)	0.3826		0.3738	0.3789	0.3764	0.3948

Notes:

- a) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- b) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- c) California gas and storage to off-system are assumed to flow on Redwood path and are priced at the Redwood path rate.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2001 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-8b
Backbone Transportation
Annual Rates (AFT-Off)
Off-System Deliveries
(Topock Adder Projects In-Service 2014 or Later)

		GA IV 2010		2011	2012	2013	2014
SFV Rate Design							
Redwood, Silverado and Mission Paths Off-System							
Reservation Charge	(\$/dth/mo)	8.7329		8.4565	8.4355	8.2277	8.1732
Usage Charge	(\$/dth)	0.0070		0.0085	0.0084	0.0082	0.0082
Total	(\$/dth @ Full Contract)	0.2941		0.2865	0.2857	0.2787	0.2769
Baja Path Off-System							
Reservation Charge	(\$/dth/mo)	9.2319		9.2005	9.3288	9.2700	9.3641
Usage Charge	(\$/dth)	0.0153		0.0090	0.0090	0.0089	0.0091
Total	(\$/dth @ Full Contract)	0.3188		0.3115	0.3157	0.3137	0.3169
MFV Rate Design							
Redwood, Silverado and Mission Paths Off-System							
Reservation Charge	(\$/dth/mo)	5.0700		5.5044	5.5176	5.4221	5.4140
Usage Charge	(\$/dth)	0.1274		0.1056	0.1043	0.1004	0.0989
Total	(\$/dth @ Full Contract)	0.2941		0.2865	0.2857	0.2787	0.2769
Baja Path Off-System							
Reservation Charge	(\$/dth/mo)	7.0037		5.9887	6.1019	6.1090	6.2029
Usage Charge	(\$/dth)	0.0885		0.1146	0.1151	0.1128	0.1130
Total	(\$/dth @ Full Contract)	0.3188		0.3115	0.3157	0.3137	0.3169
As-Available Service							
Redwood, Silverado, and Mission Paths, (From Citygate) Off-System - Noncore							
Usage Charge	(\$/dth)	0.3528		0.3438	0.3429	0.3344	0.3323
Mission Paths (From on-system storage) Off-System							
Usage Charge	(\$/dth)	0.0000		0.0000	0.0000	0.0000	0.0000
Baja Path Off-System - Noncore							
Usage Charge	(\$/dth)	0.3826		0.3738	0.3789	0.3764	0.3803

Notes:

- a) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- b) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- c) California gas and storage to off-system are assumed to flow on Redwood path and are priced at the Redwood path rate.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 per Dth.
- e) Rates assume all backbone adder projects are completed on schedule (Delevan/Gerber - Operational December 2013; Topock K-Unit Replacements, Phase 1 - Operational December 2012). Base backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4. Costs associated with the Topock P-Units Replacement and Topock K-Units Replacement projects are not included in these 2001 through 2014 rates.
- f) Dollar difference are due to rounding.

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Table B-9
Firm Backbone Transportation
Expansion Shippers – Annual Rates (G-XF)
SFV Rate Design

		<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
SFV Rate Design							
Reservation Charge	(\$/dth/mo)	6.3182		6.1990	6.2206	6.0125	5.8701
Usage Charge	(\$/dth)	0.0019		0.0015	0.0015	0.0016	0.0016
Total	(\$/dth @ Full Contract)	0.2096		0.2053	0.2060	0.1992	0.1946

Notes:

- a) Rates are only the backbone transmission charge component of the transmission service. They include all Backbone Transmission adder projects and exclude local transmission charges, mandated customer programs and other charges, customer access charges, distribution charges, storage charges, and shrinkage charges.
- b) The "Total" rows represent the average backbone transmission charge incurred by a firm shipper that uses its full contract quantity at a 100 percent load factor.
- c) G-XF charges are based on the embedded cost of Line 401 and a 95 percent load factor.
- d) Rates include the Delevan/Gerber L-401 backbone adder project. Base G-XF backbone transmission rates and individual adder project rates are shown in Appendix A, Table A-4.
- e) Dollar difference are due to rounding.

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Table B-10
Storage Services

		<u>GA IV 2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<u>Core Firm Storage (G-CFS)</u>							
Reservation Charge	(\$/dth/mo)	0.1092		0.1226	0.1262	0.1299	0.1325
<u>Standard Firm Storage (G-SFS)</u>							
Reservation Charge	(\$/dth/mo)	0.1350		0.2455	0.2470	0.2511	0.2531
<u>Negotiated Firm Storage (G-NFS)</u>							
Injection	(\$/dth/d)	15.6336		6.1656	6.2041	6.3048	6.3551
Inventory	(\$/dth)	1.6205		2.9461	2.9645	3.0126	3.0367
Withdrawal	(\$/dth/d)	11.7865		21.3468	21.4800	21.8288	22.0030
<u>Negotiated As-Available Storage (G-NAS) - Maximum Rate</u>							
Injection	(\$/dth/d)	15.6336		6.1656	6.2041	6.3048	6.3551
Withdrawal	(\$/dth/d)	11.7865		21.3468	21.4800	21.8288	22.0030
<u>Market Center Services (Parking and Lending Services)</u>							
Maximum Daily Charge (\$/Dth/d)		0.9702		1.1053	1.1223	1.1419	1.1562
Minimum Rate (per transaction)	\$	57.00		57.00	57.00	57.00	57.00

Notes:

- a) Rates for storage services are based on the costs of storage injection, inventory and withdrawal.
- b) Core Firm Storage (G-CFS) and Standard Firm Storage (G-SFS) rates are a monthly reservation charge designed to recover one twelfth of the annual revenue requirement of injection, inventory and withdrawal storage.
- c) Negotiated Firm rates may be one-part rates (volumetric) or two-part rates (reservation and volumetric), as negotiated between parties. The volumetric equivalent is shown above.
- d) Negotiated As-Available Storage Injection and Withdrawal rates are recovered through a volumetric charge only.
- e) Negotiated rates (NFS and NAS) are capped at the price which will collect 100 percent of PG&E's total revenue requirement for the unbundled storage program under all three subfunctions (e.g. inventory, injection, or withdrawal). The maximum rates are based on a rate design assuming an average injection period of 30 days and an average withdrawal period of 7 days.
- f) Negotiated Firm and As-available services are negotiable above a price floor representing PG&E's marginal costs of providing the service.
- g) The maximum charge for parking and lending is based on the annual cost of cycling one Dth of Firm Storage Gas assuming the full 214 day injection season and 151 day withdrawal season.
- h) Gas Storage shrinkage will be applied in-kind on storage injections.
- i) Dollar difference are due to rounding.

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Table B-11
Local Transmission Rates
 (\$/dth)

	<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Base Rates:						
Core Retail	0.3365		0.3961	0.4247	0.4327	0.4424
Noncore Retail and Wholesale	0.1455		0.1912	0.1963	0.2030	0.2166
Rate Adders:						
<u>Core</u>						
L-304			0.0000	0.0013	0.0013	0.0013
L-406			0.0189	0.0185	0.0179	0.0172
L-407 Phase 1			0.0000	0.0000	0.0164	0.0156
L-407 Phase 2			0.0000	0.0000	0.0000	0.0154
Total	0.0325		0.0189	0.0198	0.0356	0.0494
<u>Noncore Retail & Wholesale</u>						
L-304			0.0000	0.0006	0.0006	0.0006
L-406			0.0091	0.0085	0.0084	0.0084
L-407 Phase 1			0.0000	0.0000	0.0077	0.0076
L-407 Phase 2			0.0000	0.0000	0.0000	0.0076
Total	0.0141		0.0091	0.0091	0.0167	0.0242
Total Base plus Adder:						
Core Retail	0.3690		0.4150	0.4445	0.4683	0.4918
Noncore Retail and Wholesale	0.1596		0.2004	0.2054	0.2197	0.2408

Notes:

- a) The Gas Accord IV adopted 2010 local transmission rate includes a base rate component plus a rate adder for 2 of 5 of the specific local transmission capital projects designated in Section 8.4 of the Gas Accord IV Settlement Agreement. (Core rate adder: Line 138 adder of \$0.0173 per Dth + Line 108 adder of \$0.0152 per Dth = \$0.0325 per Dth) (Noncore rate adder: Line 138 adder of \$0.0075 per Dth + Line 108 adder of \$0.0066 per Dth = \$0.0141 per Dth)

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Table B-12
Customer Access Charges

		<u>GAI V</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<u>G-EG / G-NT (\$/month)</u>							
Transmission and Distribution							
	(Therms/Month)						
Tier 1	0 to 5,000	\$61.85		\$56.84	\$59.62	\$61.42	\$63.52
Tier 2	5,001 to 10,000	\$184.23		\$169.32	\$177.61	\$182.96	\$189.22
Tier 3	10,001 to 50,000	\$342.89		\$315.15	\$330.57	\$340.53	\$352.19
Tier 4	50,001 to 200,000	\$450.01		\$413.59	\$433.84	\$446.91	\$462.21
Tier 5	200,001 to 1,000,000	\$652.92		\$600.09	\$629.46	\$648.43	\$670.62
Tier 6	1,000,001 and above	\$5,538.45		\$5,090.29	\$5,339.46	\$5,500.34	\$5,688.61
<u>Wholesale (\$/month)</u>							
Alpine		\$333.28		\$302.20	\$316.99	\$326.54	\$337.72
Coalinga		\$1,474.03		\$1,336.58	\$1,402.01	\$1,444.25	\$1,493.68
Island Energy		\$998.71		\$905.58	\$949.91	\$978.53	\$1,012.02
Palo Alto		\$4,914.73		\$4,456.43	\$4,674.57	\$4,815.42	\$4,980.24
West Coast Gas - Castle		\$856.26		\$776.41	\$814.42	\$838.96	\$867.68
West Coast Gas - Mather		\$782.50		\$709.53	\$744.26	\$766.68	\$792.92

Notes:

a) The 2011-2014 CAC revenue requirements are established in this GT&S Rate Case proceeding. The rate design for the customer access charge may be addressed in PG&E's Biennial Cost Allocation Proceedings (BCAP).

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Table B-13
Self Balancing Credit
(\$/dth)

	<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Self Balancing Credit	(\$0.0096)		(\$0.0130)	(\$0.0133)	(\$0.0136)	(\$0.0138)

Notes:

- a) Storage balancing costs are bundled in backbone rates. Customers or Balancing agents who elect self balancing on a daily basis can opt out of PG&E's monthly balancing program and receive a self-balancing credit.

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APPENDIX C

Revenue Sharing Mechanism Hypothetical Scenarios

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Purpose

The model provides a period-by-period summary of how the GT&S Revenue Sharing Mechanism would impact customers and shareholders under different outcomes. The model has been pre-loaded with scenarios but can be modified by adjusting the input cells in the top section.

Major Sections

The model is split into two sections: Inputs and Results.

The input section allows a user to define adopted revenue requirement by class for each period, revenue sharing percentages, a seed value, and a over/under collection for each service (core reservation backbone, core usage backbone, non-core backbone, core local transmission, non-core local transmission, core storage, non-core storage). Given that the revenue requirements, sharing percentages and seed value have already been determined in the settlement, the only parameters that should be modified are the over/under collection amounts for each service.

The results section is a line-by-line output calculated from the input sections above and illustrates a detailed view of how the GT&S Revenue Sharing Mechanism would work.

Example Walkthrough

The first subsection for each period in the results section is titled Revenue Requirement (RRQ). This subsection starts with the adopted cost of service RRQ and subtracts the seed amount to establish the revenue requirement for setting rates. The balancing account protected revenue is then subtracted from applicable lines of service to provide the at risk revenue requirement. Only revenue that is at-risk needs to be considered in calculating over and under collections under the sharing mechanism.

The next subsection for each period in the results section is titled Revenue Scenario. This subsection compares the billed revenues with the at-risk RRQ from the previous subsection to determine what the over or under-collection amount is. These over/under collections are then multiplied by the applicable customer portion to determine customer portion of the over/under collection, if any. Because the seed amount was already given back to customers through the backbone and local transmission revenue requirement for setting rates, the customer portion of the over/under collection is compared with the seed amount to determine the revenue to be collected or shared through customer class charge during the next period (the true-up). Revenue to be collected or shared through customer class charge during the next period is to be split 50/50 between core and noncore classes.

Preloaded Scenarios Explained

Scenario 1: Over-collected by same amount as seed

The first scenario depicts a year where the actual amount of the over collection in non-core storage, \$40 million, matches the assumed over/under collection used for purposes of establishing the seed value. The \$30 million customer portion of the storage over-collection matches the \$30 million seed value, which was already passed through to customers through backbone and local transmission rates. As such no revenue sharing true-up is necessary.

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Scenario 2: Over-collected storage by more than seed amount with over-collections in backbone and local transmission

The second scenario depicts a year where the actual amount of over-collection in non core storage is \$50 million, or \$10 million more than the seed basis. Likewise, there is a \$6M over collection in non-core backbone and a \$3M over-collection in non-core local transmission. After applying appropriate sharing percentages, the net result is a customer portion of the over-collection of \$42.8 million. This is \$12.8 million higher than the seed value and therefore \$6.4M will be passed through to non-core customers through the customer class charge and \$6.4M to core customers, also through the customer class charge.

Scenario 3: Over-collected storage by less than seed amount with under-collections in backbone and local transmission

The third scenario depicts a year where the actual amount of over-collection in non-core storage is \$30 million, or \$10 million less than the seed basis. Likewise, there is a \$6M under collection in non-core backbone and a \$3M under-collection in non-core local transmission. After applying appropriate sharing percentages, the net result is a customer portion of the over-collection of \$17.3 million. This is \$12.8 million lower than the seed value and therefore \$6.4M will be collected from non-core customers through the customer class charge and \$6.4M from core customers, also through the customer class charge.

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Inputs

	RRQ						
	Backbone (excluding G-XF)			Local Transmission		Storage	
	<u>Core Reservation</u>	<u>Core Usage</u>	<u>NonCore</u>	<u>Core</u>	<u>NonCore</u>	<u>Core</u>	<u>NonCore</u>
2011 RRQ							
Adopted RRQ	\$45.6	\$19.3	\$154.9	\$130.4	\$67.5	\$49.3	\$35.8
Seed Allocation	11%	5%	37%	31%	16%	-	-
2012 RRQ							
Adopted RRQ	\$47.8	\$20.9	\$162.5	\$139.3	\$72.8	\$50.7	\$36.0
Seed Allocation	11%	5%	37%	31%	16%	-	-
2013 RRQ							
Adopted RRQ	\$50.4	\$22.6	\$166.4	\$145.8	\$79.9	\$52.2	\$36.6
Seed Allocation	11%	5%	36%	31%	17%	-	-
	Revenue Sharing Parameters						
Customers	50%	50%	50%	75%	75%	75%	75%
Shareholders	50%	50%	50%	25%	25%	25%	25%

Seed Scenarios

	Estimated NonCore	
	Storage Over Collection	Projected Seed
2011 Seed Scenario	\$40.0	\$30.0
2012 Seed Scenario	\$40.0	\$30.0
2013 Seed Scenario	\$40.0	\$30.0

Revenue Scenarios - Over / (Under) Collection

	Core		NonCore		
	Backbone				
	Usage	Backbone	Local Transmission	Storage	
Actual Over (+)/UnderCollected (-)					
2011 Revenue Scenario	\$0.0	\$0.0	\$0.0	\$40.0	
2012 Revenue Scenario	\$0.0	\$6.0	\$3.0	\$50.0	
2013 Revenue Scenario	\$0.0	(\$6.0)	(\$3.0)	\$30.0	

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Results

	Backbone (excluding G-XF)			Local Transmission		Storage		Total
	Core Reservation	Core Usage	NonCore	Core	NonCore	Core	NonCore	
	2011 Revenue Requirement							
Adopted cost of service RRQ	\$45.6	\$19.3	\$154.9	\$130.4	\$67.5	\$49.3	\$35.8	\$502.6
Revenue sharing seed (enter as negative value)	(\$3.3)	(\$1.4)	(\$11.1)	(\$9.4)	(\$4.8)	\$0.0	\$0.0	(\$30.0)
RRQ for rate setting	\$42.3	\$17.9	\$143.8	\$121.0	\$62.6	\$49.3	\$35.8	\$472.6
Less: Balancing Account Protected Revenue	(\$42.3)	\$0.0	\$0.0	(\$121.0)	\$0.0	(\$49.3)	\$0.0	(\$212.6)
At risk RRQ	\$0.0	\$17.9	\$143.8	\$0.0	\$62.6	\$0.0	\$35.8	\$260.1
2011 Revenue Scenario								
<i>(Variance)</i>								
Billed Revenues	\$42.3	\$17.9	\$143.8	\$121.0	\$62.6	\$49.3	\$75.8	\$512.6
Less: Balancing Account Protected Revenue	(\$42.3)	\$0.0	\$0.0	(\$121.0)	\$0.0	(\$49.3)	\$0.0	(\$212.6)
Less: At risk RRQ	\$0.0	(\$17.9)	(\$143.8)	\$0.0	(\$62.6)	\$0.0	(\$35.8)	(\$260.1)
Over (+) / Under (-) Collected	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$40.0	\$40.0
<i>(Customer Revenue Sharing %)</i>		50%	50%		75%		75%	
Customer Portion of Over (+) / Under (-) Collection		\$0.0	\$0.0		\$0.0		\$30.0	\$30.0
Less: Seeded Amount								(\$30.0)
CORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								\$0.0
NONCORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								\$0.0

	Backbone (excluding G-XF)			Local Transmission		Storage		Total
	Core Reservation	Core Usage	NonCore	Core	NonCore	Core	NonCore	
	2012 Revenue Requirement							
Adopted cost of service RRQ	\$47.8	\$20.9	\$162.5	\$139.3	\$72.8	\$50.7	\$36.0	\$530.0
Revenue sharing seed (enter as negative value)	(\$3.2)	(\$1.4)	(\$11.0)	(\$9.4)	(\$4.9)	\$0.0	\$0.0	(\$30.0)
RRQ for rate setting	\$44.6	\$19.5	\$151.5	\$129.9	\$67.9	\$50.7	\$36.0	\$500.0
Less: Balancing Account Protected Revenue	(\$44.6)	\$0.0	\$0.0	(\$129.9)	\$0.0	(\$50.7)	\$0.0	(\$225.2)
At risk RRQ	\$0.0	\$19.5	\$151.5	\$0.0	\$67.9	\$0.0	\$36.0	\$274.8
2012 Revenue Scenario								
<i>(Variance)</i>								
Billed Revenues	\$44.6	\$19.5	\$157.5	\$129.9	\$70.9	\$50.7	\$86.0	\$559.0
Less: Balancing Account Protected Revenue	(\$44.6)	\$0.0	\$0.0	(\$129.9)	\$0.0	(\$50.7)	\$0.0	(\$225.2)
Less: At risk RRQ	\$0.0	(\$19.5)	(\$151.5)	\$0.0	(\$67.9)	\$0.0	(\$36.0)	(\$274.8)
Over (+) / Under (-) Collected	\$0.0	\$0.0	\$6.0	\$0.0	\$3.0	\$0.0	\$50.0	\$59.0
<i>(Customer Revenue Sharing %)</i>		50%	50%		75%		75%	
Customer Portion of Over (+) / Under (-) Collection		\$0.0	\$3.0		\$2.3		\$37.5	\$42.8
Less: Seeded Amount								(\$30.0)
CORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								\$6.4
NONCORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								\$6.4

	Backbone (excluding G-XF)			Local Transmission		Storage		Total
	Core Reservation	Core Usage	NonCore	Core	NonCore	Core	NonCore	
	2013 Revenue Requirement							
Adopted cost of service RRQ	\$50.4	\$22.6	\$166.4	\$145.8	\$79.9	\$52.2	\$36.6	\$553.8
Revenue sharing seed (enter as negative value)	(\$3.3)	(\$1.5)	(\$10.7)	(\$9.4)	(\$5.2)	\$0.0	\$0.0	(\$30.0)
RRQ for rate setting	\$47.1	\$21.1	\$155.6	\$136.4	\$74.7	\$52.2	\$36.6	\$523.8
Less: Balancing Account Protected Revenue	(\$47.1)	\$0.0	\$0.0	(\$136.4)	\$0.0	(\$52.2)	\$0.0	(\$235.7)
At risk RRQ	\$0.0	\$21.1	\$155.6	\$0.0	\$74.7	\$0.0	\$36.6	\$288.0
2013 Revenue Scenario								
<i>(Variance)</i>								
Billed Revenues	\$47.1	\$21.1	\$149.6	\$136.4	\$71.7	\$52.2	\$66.6	\$544.8
Less: Balancing Account Protected Revenue	(\$47.1)	\$0.0	\$0.0	(\$136.4)	\$0.0	(\$52.2)	\$0.0	(\$235.7)
Less: At risk RRQ	\$0.0	(\$21.1)	(\$155.6)	\$0.0	(\$74.7)	\$0.0	(\$36.6)	(\$288.0)
Over (+) / Under (-) Collected	\$0.0	\$0.0	(\$6.0)	\$0.0	(\$3.0)	\$0.0	\$30.0	\$21.0
<i>(Customer Revenue Sharing %)</i>		50%	50%		75%		75%	
Customer Portion of Over (+) / Under (-) Collection		\$0.0	(\$3.0)		(\$2.3)		\$22.5	\$17.3
Less: Seeded Amount								(\$30.0)
CORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								(\$6.4)
NONCORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								(\$6.4)

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APPENDIX B

Pacific Gas & Electric Company
2011 Gas Transmission & Storage Rate Case
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Core Transport Agent (CTA)
Settlement Agreement

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CTA Settlement Agreement
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A) CTA Transmission and Storage Capacity Elections

- 1) These new procedures will become effective April 1, 2012. The CTA capacity structure as defined in this settlement will succeed the Gas Accord V Settlement unless changed by the CPUC in a future decision or settlement. No party to this settlement will petition for changes to these terms to be effective any time prior to April 2016, except as noted in A.9.
- 2) The provisions in this agreement apply to all long-term capacity held for the core customers by PG&E which the Commission approved. While these long-term capacity commitments may change in the future, PG&E's Core Gas Supply currently holds the following:
 - Gas Transmission Northwest - 609,968 Dth/day¹
 - Foothills Pipe Line (BC System) - 611,054 Dth/day¹
 - NOVA Gas Transmission - 619,369 Dth/day¹
 - El Paso Natural Gas - 201,775 Dth/day
 - Transwestern Pipeline - 150,000 Dth/day
 - Ruby Pipeline - 250,000 Dth/day expected to start 11/1/2011
 - PG&E Firm Backbone Transmission as negotiated in the latest Gas Accord
 - PG&E Core Firm Storage as negotiated in the latest Gas Accord
- 3) CTAs will be given an annual election on long-term storage capacity (based on Winter Season gas usage) and a three-times-a-year election on long-term transmission capacity (based on the January Capacity Factor.)
- 4) Annual storage elections, for the upcoming April-March period, will be made each February. A mid-year storage true-up election will occur each August. Both of these storage elections will be done under procedures similar to that in the current G-CT tariff. CTAs will submit their storage capacity elections within ten (10) business days from the date PG&E initiates the election process.
- 5) CTA elections for pipeline capacity will be made on the following schedule:

<u>Election Date</u>	<u>Election Period</u>
Mid-January	March - June
Mid-May	July - October
Mid-September	November - February

CTAs will submit their pipeline capacity elections within ten (10) business days from the date PG&E initiates the election process.

- 6) CTAs will be able to choose different election quantities for pipeline capacity for each month and for each pipeline segment. Capacity elected by a CTA will be assigned to the CTA for the period(s) elected. CTAs will be responsible for the billed costs of the pipeline capacity they elect to use (at

¹ PG&E expects to reduce these contract quantities by approximately 250,000 Dth/day on 11/1/2011 with the start of the Ruby Pipeline contract.

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the rate billed under the contract terms) and will be billed directly by the pipelines for those charges.

- 7) A three year transition period will be used to move to CTAs taking full cost responsibility for the capacity that is offered to them but is not elected. During the transition, PG&E's Core Portfolio will utilize, and take cost responsibility for, up to a set amount of the aggregate capacity rejected by all CTAs for each asset and for each month. The maximum aggregate amount (as a percentage of the total Core capacity holding) of the rejected capacity eligible for utilization by PG&E's Core Portfolio is shown in the table below:

<u>Transition Time Period</u>	<u>Percentage</u>
April 2012 to March 2013	12%
April 2013 to March 2014	7%
April 2014 to March 2015	4%

Any capacity rejected by the CTAs in aggregate in excess of these amounts will remain the aggregate cost responsibility of the CTAs. Examples of how the capacity costs will be allocated between the CTAs and PG&E's Core Portfolio are shown in Attachment A.

- a) April 2015 onward is designated the Post-Transition Period, whereby CTAs will assume full cost responsibility in aggregate for all capacity not elected.
- 8) Except as detailed in A.7 for the capacity utilized by PG&E's Core Portfolio during the transition period, PG&E will manage the aggregate rejected capacity in the following manner: PG&E will release the rejected CTA capacity to the marketplace through auction, bulletin board listing, or similar process. CTAs understand that PG&E will have very little discretion in how this rejected capacity is resold, and therefore, CTAs agree not to protest the results of that process. The net cost (or benefit) of the rejected capacity, after including release revenue, will be applied to each CTA that rejected the capacity ratably by pipeline and month based on the amount of capacity rejected by the CTA on that pipeline. These charges (or credits) will be made directly to each CTA. An illustrative example of how these costs will be allocated between CTAs is shown in Attachment B.
- 9) One or more settlement parties may wish to file a petition or application seeking to modify Commission decisions setting storage and pipeline capacity holding levels for core customers on the PG&E system. Notwithstanding any other provision of this settlement, the parties agree that seeking such relief by a party, and granting such relief by the Commission, will not violate this settlement.

B) New Consumer Protection Rules

- 1) New rules will be developed in collaboration with the CTAs and the CPUC, but the CPUC's level of participation will be at its own discretion.

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- 2) PG&E proposes to implement the new consumer protection rules, developed in collaboration with the CTAs and the CPUC, based on the following guiding principles, by no later than April 1, 2011:
 - a) The new rules will be added to the Core Gas Aggregation Service Agreement and all applicable PG&E tariffs;
 - b) The new rules will be submitted to the CPUC for approval through the Advice Filing process;
 - c) CTAs agree not to oppose PG&E's advice filing of the consumer protection rules agreed upon in the collaborative effort;
 - d) CTAs will provide PG&E with proof of a customer's authorized enrollment, within a specified timeframe, in response to customer complaints of unauthorized enrollments;
 - e) The new rules will give CTAs the first opportunity to resolve a customer's complaint within a specified timeframe;
 - f) The new rules will include monetary penalties assessed to CTAs if: 1) CTAs do not resolve complaints related to improper enrollments or provide proof of a customer's authorized enrollment within a specified timeframe; or 2) CTAs engage in fraudulent, deceptive, or abusive marketing activities;
 - g) The new rules will allow PG&E to suspend CTAs from enrolling new customers for a specified timeframe, and allow PG&E to terminate a CTA's Core Gas Aggregation Service Agreement under specified conditions as agreed upon in the collaborative effort.

C) PG&E System Enhancements

- 1) PG&E agrees to implement the following system enhancements within the Gas Accord V period but no later than the date noted below:
 - a) PG&E agrees to re-tune the Core Load Forecast model by October 1, 2011;
 - b) PG&E proposes to evaluate the effectiveness of re-tuning the Core Load Forecast Model twelve months following its initial use, and in collaboration with the CTAs, determine whether a rebuild will be needed while incorporating the SmartMeter usage data by April 1, 2013;
 - c) PG&E agrees to make the Preliminary Operating Imbalance data available to CTAs thirty days before the final Operating Imbalance Statement is issued by December 31, 2011;
 - d) PG&E agrees to make CTA Operating Imbalance Adjustment File data available in an electronic format by October 31, 2012;
 - e) PG&E agrees to implement an EDI 248 PG&E Consolidated Billing Report to replace the Daily Billing Reports currently sent to CTAs via e-mail within the Gas Accord V period;

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- f) PG&E agrees to make Gas Balancing Reports available online by April 1, 2013;
- g) PG&E agrees to add a properly populated ESP Rate Code column to the Consolidated Billing Snapshot Report by April 1, 2013;
- h) PG&E agrees to add the "Customer SA ID" data to the CTAs' payment report for CTAs utilizing PG&E Consolidated Billing by April 1, 2013.

D) Other CTA Issues

- 1) PG&E agrees to file a Summer distribution shrinkage rate and a Winter distribution shrinkage rate to reduce the monthly bias in the Core Load Forecast model.
- 2) PG&E agrees to consider CTAs' non-binding input regarding the adjustment factor for their specific load forecast prior to each month.
- 3) PG&E proposes to hold an annual meeting to address and receive feedback on CTA issues and concerns with the Core Gas Aggregation Program.
- 4) PG&E agrees to work through and adjust accounts manually if those accounts have a credit on the PG&E portion of the bill and a past due balance on the CTA portion to prevent inadvertent past due notices from being sent to the customer by PG&E.
- 5) PG&E agrees to provide the CTA Customer Snapshot Report by the 5th of each month, or the next business day if the 5th falls on a weekend or holiday.
- 6) PG&E agrees to provide the PG&E Consolidated Billing Snapshot Report by the 5th of each month, or the next business day if the 5th falls on a weekend or holiday.
- 7) PG&E will implement a change to the OFO exemption from \$1,000 to 1,000 Dth per day per OFO occurrence.
- 8) PG&E agrees to implement a DASR Error Code rejection notification to CTAs who submit "Connect DASRs" with an incorrect customer rate code.
- 9) PG&E agrees to modify the Closing Bill collection process under PG&E Consolidated Billing to notify CTA customers when PG&E reverses any unpaid CTA charges to the CTA for collection.
- 10) PG&E agrees to make reasonable efforts to notify CTAs prior to activating a CTA customer for SmartMeter Interval Billing.

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E) Complete Agreement

- 1) The CTA Settlement Agreement represents the complete agreement between PG&E and CTA Settlement Parties, and all parties acknowledge that PG&E no longer has an obligation to promote CTAs and the Core Gas Aggregation Program.

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Attachment A

CTA Capacity Election Transition Period Hypothetical Examples

Example Parameters:

Total core contract for Pipe A: 100,000 Dth/day annual contract quantity
Pipeline allocations based on January Capacity Factor.

Example 1

Timeframe: Election made in mid-September 2012 for the month of November 2012
CTA Aggregate Market Share (based on January Capacity Factor): 15%

	<u>Percentage of Total Core</u>	<u>Quantity Dth/day</u>
Aggregate CTA market share / offering quantity	15%	15,000
Aggregate CTA acceptance quantity (assigned to and paid for by CTAs)	8%	8,000
Aggregate amount rejected by CTAs	7%	7,000
Rejected capacity utilized by PG&E Core Portfolio (maximum 12% in 1 st year)	7%	7,000
Rejected capacity released/resold by PG&E (cost responsibility of CTAs)	0%	0

Example 2

Timeframe: Elections made in mid-May 2013 for the month of July 2013
CTA Aggregate Market Share (based on January Capacity Factor): 15%

	<u>Percentage of Total Core</u>	<u>Quantity Dth/day</u>
Aggregate CTA market share / offering quantity	15%	15,000
Aggregate CTA acceptance quantity (assigned to and paid for by CTAs)	2%	2,000
Aggregate amount rejected by CTAs	13%	13,000
Rejected capacity utilized by PG&E Core Portfolio (maximum 7% in 2 nd year)	7%	7,000
Rejected capacity released/resold by PG&E (cost responsibility of CTAs)	6%	6,000

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Example 3

Timeframe: Elections made in mid-January 2014 for month of May 2014
CTA Aggregate Market Share (based on January Capacity Factor): 9%

	<u>Percentage of Total Core</u>	<u>Quantity Dth/day</u>
Aggregate CTA market share / offering quantity	9%	9,000
Aggregate CTA acceptance quantity (assigned to and paid for by CTAs)	3%	3,000
Aggregate amount rejected by CTAs	6%	6,000
Rejected capacity utilized by PG&E Core Portfolio (maximum 4% in 3 rd year)	4%	4,000
Rejected capacity released/resold by PG&E (cost responsibility of CTAs)	2%	2,000

Example 4

Timeframe: Elections made in mid-January 2015 for month of April 2015
CTA Aggregate Market Share (based on January Capacity Factor): 11%

	<u>Percentage of Total Core</u>	<u>Quantity Dth/day</u>
Aggregate CTA market share / offering quantity	11%	11,000
Aggregate CTA acceptance quantity (assigned to and paid for by CTAs)	8%	8,000
Aggregate amount rejected by CTAs	3%	3,000
Rejected capacity utilized by PG&E Core Portfolio (0% from April 2015 on)	N.A.	N.A.
Rejected capacity released/resold by PG&E (cost responsibility of CTAs)	3%	3,000

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Attachment B

CTA Rejected Capacity Cost Allocation Hypothetical Example

Assumptions (Based on Example 2, Attachment A)		Cost (\$)/Dth/Day	Percent	Dth/d
Month:	July 2013			
Total Pipeline Contract Quantity:		\$0.15	100%	100,000
Daily Core Pipeline Reservation Rate			15%	15,000
Total CTA Market Share and Capacity Offered:			2%	2,000
Aggregate CTA Acceptance:			13%	13,000
Aggregate CTA Rejection:			7%	7,000
Rejected capacity utilized by PG&E Core (max 7% in 2nd year):			6%	6,000
Rejected capacity released by PG&E (cost responsibility of CTAs):				
Assume 3 CTAs:				
CTA A has 1.5% market share, accepts all capacity offered			1.5%	
CTA B has 10.5% market share, rejects all capacity offered			10.5%	
CTA C has 3.0% market share, accepts a portion of capacity offered			3.0%	
Total CTA Market Share			15.0%	
Assume PG&E receives 75% of reservation rate for all capacity released to market		\$0.0375		
Net cost responsibility (100%-75%) x \$0.15/Dth/day				

Illustrative Example of Cost Allocation Methodology													
(a)	Offering (b)		(c)	CTA Accepted Capacity		CTA Rejected Capacity			CTA Obligation			PG&E CP Obligation	
				(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)
CTAs	% Core Market Share	Quantity Offered / Allocation (Dth/d)	Quantity Accepted (Dth/d)	Charge by Pipeline to CTA (\$/day)	Quantity Rejected (Dth/d)	% Share of Rejected Capacity (%)	Released Capacity Responsibility (Dth/d)	Cost Per Day (\$/day)	Direct Charge by Pipeline (\$/day)	Share of Rejected Capacity (\$/day)	Total Cost Obligation (\$/day)	Transition Utilization Quantity (Dth/day)	Allocation + Transition (Dth/day)
CTA A	1.5%	(b*100,000) 1,500	1,500	(d*\$0.15) 225.00	0	0.00%	(g*6,000) 0.00	(h*\$0.0375) 0.00	(e) 225.00	(i) 0.00	(j+k) 225.00		(c+m) 6,000
CTA B	10.5%	10,500	0	0.00	10,500	80.77%	4,846.15	181.73	0.00	181.73	181.73		
CTA C	3.0%	3,000	500	75.00	2,500	19.23%	1,153.85	43.27	75.00	43.27	118.27		
PG&E CP	85.0%	85,000										7,000	92,000
	100.0%	100,000	2,000		13,000	100.00%	6,000.00						

The above calculation will be done individually for each month and each pipeline.

APPENDIX C

Appendix C

Gas Transmission and Storage Safety Report

Pacific Gas and Electric Company (PG&E) must serve the Gas Transmission and Storage Safety Report (Safety Report) on the Directors of the Consumer Protection and Safety Division and the Energy Division, and on the service list in Application 09-09-013. PG&E must serve the initial Safety Report on October 1, 2011, and this report shall cover the six-month period from January 1, 2011 through June 30, 2011. Each subsequent report shall cover the preceding six months, and must be served beginning on March 1, 2012, and on each September 1 and March 1 thereafter until further notice.

The Safety Report must include the following:

1. A thorough description and explanation of the strategic planning and decision-making approach PG&E uses to determine and rank the gas storage projects, pipeline transmission safety, integrity, and reliability of its pipeline projects, operation and maintenance (O&M) activities, and inspections of its gas transmission pipelines. If there has been no change in PG&E's approach for determining and ranking which projects and activities are prioritized since the last Safety Report, the Safety Report may reference the earlier Safety Report.
2. The Safety Report must describe the amount of funds budgeted at the beginning of each calendar year and over the rate case period, as well as the amount spent during the reporting period and for that calendar year, for each Major Work Category (MWC) related to gas storage, pipeline safety, integrity and reliability for capital expenditures and for O&M activities.¹ To the extent these funds are specified in a settlement or other document, such as workpapers or testimony, references to where these amounts are mentioned must be provided.
3. The Safety Report must identify and describe each gas storage project, pipeline safety, integrity, and reliability capital project and any applicable high risk ranking, and the pipeline integrity O&M work activities, which were planned to start during the reporting period, and the project costs associated

¹ For the capital expenditure projects, this would include MWC-98 and MWC-75.

with each project or work activity exceeding \$250,000. For each project or work activity with a cost of \$250,000 or less, those may be reported as an aggregate total by MWC. PG&E must also identify in the Safety Report whether each such capital project and O&M work activities was included in any prior gas transmission and storage rate case application request, and provide a reference to those prior documents supporting such a request. PG&E must also describe if the planned capital project is to be undertaken in response to a federal and/or Commission requirement or advisory and/or a recommendation of the National Transportation Safety Board. PG&E must also identify whether the capital project is included in PG&E's Risk Management Top 100 report, or a successor report, and whether the capital project is located in a high consequence area.

4. For each project or work activity with a cost exceeding \$250,000, the Safety Report must identify and describe each capital project, and the pipeline integrity O&M work activities, that were started, underway, or completed during the reporting period, and the amount spent on each project and activity during the reporting period, the amount spent during that calendar year, and the total amount spent on each project or activity.² For projects or work activity with a cost of \$250,000 or less, those may be reported as an aggregate by MWC. The Safety Report must include the start date, the completion date or anticipated completion date, and a description of the work that was performed during the reporting period. If PG&E began a project or O&M activity during the reporting period that was not previously identified as a planned project or activity in a prior Safety Report, PG&E must provide an explanation of why that project or activity proceeded ahead of other projects or activities that were previously listed as a planned project or activity, and the source of the monies to be used on this project or activity.
5. If PG&E does not spend the entire amount budgeted for gas storage capital projects, pipeline-related capital projects, or O&M activities related to pipeline safety, reliability, and integrity, PG&E must provide an explanation in its Safety Report. Similarly, if PG&E spends in excess of the amount budgeted

² In order to compare and reconcile the amount that was actually spent to the budgeted amounts, PG&E must include and itemize other costs and expenses of the project or work activity that was undertaken, such as administrative and general expense or indirect or overhead costs.

for these capital projects or O&M activities, PG&E must provide an explanation in its Safety Report.

6. The Safety Report must attach PG&E's most recent Risk Management Top 100 report, or its successor report, and PG&E must identify any changes from the prior report and explain the reasons for the changes. If the Risk Management Top 100 report or its successor is unchanged from the prior Safety Report, PG&E may provide a reference to the earlier Risk Management Top 100 report or its successor report.
7. The Safety Report must attach PG&E's most recent gas transmission pipeline inspection plan. If the gas transmission pipeline inspection report is unchanged from the prior Safety Report, PG&E may provide a reference to the earlier gas transmission pipeline inspection report. PG&E must describe in the Safety Report the progress of performing those inspections, the results of the inspections, and the inspection method that is being used to examine each specific pipeline segment. PG&E must also provide a location description of the pipelines that have been or are planned to be inspected, and identify and describe any discrepancies with PG&E's pipeline records that are uncovered by the inspection.³
8. PG&E must provide in each Safety Report the status of PG&E's compliance with Title 49 of the Code of Federal Regulations, Part 192, Subpart O – Pipeline Integrity Management.
9. After experience is gained with the Safety Report and should circumstances warrant, the Consumer Protection and Safety Division and the Energy Division may increase the Safety Report threshold amount set forth in numbered paragraphs 3 and 4 of this appendix. Any increase in the Safety Report threshold amount shall be accomplished by notifying the Executive Director in writing of such a change, and serving the letter on the service list in this proceeding.

(END OF APPENDIX C)

³ The location description of each pipeline that is inspected shall include the following information: pipeline number, mileposts, city and county, and whether the pipeline is located in a high consequence area.

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APPENDIX D

APPENDIX D

***** SERVICE LIST *****

Last Updated on 15-MAR-2011 by: JVG
A0909013 LIST

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