

Decision No. 74675

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GAS AND ELECTRIC
COMPANY for an order authorizing it to
carry out the terms and conditions of an
agreement, dated May 31, 1968, for the
sale and delivery of electric power to
SAN FRANCISCO BAY AREA RAPID TRANSIT
DISTRICT.

(Electric)

Application No. 50301
(Filed June 11, 1968)

OPINION AND ORDER

Pacific Gas and Electric Company (Pacific), requests an order authorizing it to carry out the terms and conditions of an agreement, dated May 31, 1968, for the sale and delivery of electric power to San Francisco Bay Area Rapid Transit District (BART), a copy of which agreement is attached to the application and marked Exhibit A.

BART is currently constructing and plans to operate a rapid transit system (System), approximately 75 miles in length, which will serve Alameda County, Contra Costa County, City and County of San Francisco and part of San Mateo County as shown on a map of the proposed system attached to the agreement as Exhibit A.

The application states, after extended negotiations over a period of several years, the parties reached an agreement for the sale and delivery of electric power by Pacific to BART.

The agreement provides, among other things, as follows:

1. Pacific shall install such facilities as are required to supply traction power and station and miscellaneous power to the systems.

2. Pacific shall deliver and meter all electric power required by BART to operate and maintain the system except for possible emergency power which BART may generate or obtain from other sources in emergency situations due to shutdowns, failures or insufficiencies of the regular source of power.
3. Pacific shall install certain special facilities beyond the points of delivery for traction power. The special facilities initially contemplated are listed by location in Exhibit C of the agreement.

Pacific states it has no tariff schedule or rate specifically applicable to a transit system customer of the size and character of BART. A rate and the terms and conditions of service were developed which are compatible with Pacific's existing rate structure and are said to be mutually satisfactory. The initial rates and charges for power sold and initial charges for Special Facilities are set forth in Exhibit F, attached to the agreement.

The Special Facility Charge for System as initially constructed, totaling \$22,800 monthly, is the sum of the respective monthly charges for special facilities located between each substation and the corresponding BART switching stations consisting principally of approximately 29,400 circuit feet of 34.5 kv cable and associated pilot wire, used to transmit traction power.

If additional Special Facilities are required, the parties shall negotiate a charge for such additional facilities. BART has the option, at any time, to pay Pacific the cost of any Special Facilities as shown in Exhibit C of the agreement and thereby to reduce the Special Facility charge.

BART's estimated peak demand will increase from approximately 113.6 mw in 1970 to approximately 159.4 mw in 1985. Annual energy requirements are estimated to grow from 318,000 mwhr

in 1970 to 460,000 mwhr in 1985. Based on 1970 requirements, charges under the agreement average 1.20¢ per kwhr compared to 1.22¢ per kwhr under Pacific's Schedule No. A-14. The agreement is estimated to produce gross revenues of \$3,805,000 in 1970. The annual load factor is expected to be about 32%.

To minimize the probability of an interruption in service, and provide a higher degree of continuity of service, the agreement provides for a dual primary supply to each Station and Miscellaneous Power delivery points except at the Oakland Maintenance Facility. This feature was considered in developing the BART rate.

The application states the rate form used in the agreement for Traction Power is consistent with that historically used to supply traction power to transit systems and as existed for such power under Pacific's former traction power schedule, Schedule PR. The same rate form has been used for Station and Miscellaneous power.

After a review of Pacific's former Schedule PR and presently filed General Service, Large Power Demand Metered schedules and considering Pacific's statement that the rates, terms, and conditions contained in the agreement are compatible with Pacific's existing rate structure it appears that the sale and delivery of electric power to BART could be made under an appropriate filed tariff. Attached hereto as Appendix A is a basic tariff which generally contains the rates, charges, terms, and conditions for which service to BART may be provided.

The application further states the agreement becomes effective when Pacific is authorized by the Commission to carry out its terms and conditions and continues in effect for ten years

from the date BART places all or part of System in commercial operation. Such a term is said to be necessary because of the large direct investment in new facilities provided by Pacific (over \$6,360,000) and because of the production and transmission facilities that must be provided as part of Pacific's system planning to meet BART's load.

The agreement states that it shall at all times be subject to such changes or modifications as this Commission may, from time to time, direct in the exercise of its jurisdiction.

The Commission finds that the proposed agreement is not adverse to the public interest and that service should be provided to BART under an appropriate tariff schedule.

The Commission concludes that the application should be granted and that Pacific should file a tariff schedule which will provide the service requested by BART as set forth in the agreement. A public hearing is not necessary.

IT IS ORDERED that:

1. Pacific Gas and Electric Company is authorized to carry out the terms and conditions of the written agreement dated May 31, 1968, with San Francisco Bay Area Rapid Transit District, a copy of which is attached to the application as Exhibit A.
2. Pacific Gas and Electric Company is authorized to file, in conformity with General Order No. 96-A, an appropriate Railway Transit Service Schedule incorporating the rates, charges, terms and conditions of the agreement and substantially as set forth in Appendix A hereto.
3. Pacific Gas and Electric Company shall file with this Commission, within thirty days after the effective date of this order and in conformity with General Order No. 96-A, four certified copies of the agreement as executed, together with a statement of the date on which said agreement is deemed to have been effective.

4. Pacific Gas and Electric Company shall notify the Commission in writing of the date of termination of the agreement within thirty days after the date of termination.
5. Pacific Gas and Electric Company shall file with this Commission, in conformity with General Order No. 96-A, the summary required by the general order, listing all contracts and deviations, including the agreement herein authorized. Such list shall become effective upon statutory notice (30 days) to the Commission and to the public after filing as hereinabove provided.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 11th day of SEPTEMBER, 1968.

William Synovius Jr.
President

Augustine
Joe P. Morrison
Commissioners

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APPENDIX A
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SCHEDULE PT

RAPID TRANSIT SYSTEM POWERAPPLICABILITY

This schedule is only applicable to alternating current service supplied to the San Francisco Bay Area Rapid Transit District (BART) for use in operation of BART System. The total electric load exceeds 100,000 kilowatts and is delivered at 34,500 volts for use as Traction Power and at 277/480 on 4160/2400 volts for use as Station and Miscellaneous Power.

TERRITORY

Those portions of Alameda, Contra Costa, City and County of San Francisco and San Mateo Counties in which the BART System is located. System is more particularly described in the contract referred to in Special Condition 4.

RATES AND CHARGES

Traction Power - Monthly Charge (to be the sum of the following):

Demand Charge:

\$1.44 per kilowatt of billing demand

Energy Charge:

0.48¢ per kilowatt hour

Station and Miscellaneous Power - Monthly Charge (to be the sum of the following):

Demand Charge:

\$1.50 per kilowatt of billing demand

Energy Charge:

0.50¢ per kilowatt hour

Special Facility Charge - Monthly Charge:

The Special Facilities Charge as set forth in the contract represents the Company's estimated monthly expense to provide cable, associated pilot wire and related facilities used to transmit Traction Power between points of delivery at Company 34,500 volt substations and corresponding 34,500 volt switching stations of BART.

MINIMUM CHARGE

The amount of the Special Facility Charge plus \$1.44 and \$1.50 per kilowatt of Traction Power and Station and Miscellaneous Power billing demand, respectively.

(Continued)

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SCHEDULE PT

RAPID TRANSIT SYSTEM POWER
(Continued)SPECIAL CONDITIONS

1. Maximum Demand Period: The maximum demand period in any month shall be the 30-minute interval in the month between clock-hour and clock-half-hour readings when the combined maximum simultaneous Traction Power and Station and Miscellaneous Power delivered to System is the highest for all metering points.
2. Demand:
 - (a) Traction Power: The maximum demand in any month shall be the average Traction Power delivered to System during the maximum demand period. The billing demand shall be the mean of the maximum demand for the current month and the highest such demand occurring in the twelve months ending with the current month.
 - (b) Station and Miscellaneous Power: The maximum demand in any month shall be the average Station and Miscellaneous Power delivered to System during the maximum demand period. The billing demand shall be the mean of the maximum demand for the current month and the highest such demand occurring in the twelve months ending with the current month.
3. Power Factor: The Traction Power charge and the Station and Miscellaneous Power charge shall each be decreased or increased, respectively, by 0.1% for each 1% that the average power factor of Traction Power load and Station and Miscellaneous Power load in that month was greater or less than 85%, such average power factor to be computed (to the nearest whole per cent) from the ratio of lagging kilovolt-ampere hours to kilowatt-hours consumed in the month, provided, however, that no power factor adjustment in the charge for a class of power shall be made for any month when the maximum demand for that class of power during that month is less than 10% of the highest demand for that class of power during the preceding eleven months.
4. Contract: Service supplied hereunder and the rates and charges therefor shall be in accordance with the contract authorized by the California Public Utilities Commission in Decision No. 74675. The contract is for an initial term of ten (10) years from the date BART places all or any part of System in commercial operation and shall continue for successive terms of five (5) years each unless, at least one year prior to the end of the then current term, either party gives notice that the agreement will terminate at the end of that term.