

From: Shori, Sunil
Sent: 11/9/2011 2:17:04 PM
To: Redacted
Cc: Singh, Sumeet
(/O=PG&E/OU=CORPORATE/CN=RECIPIENTS/CN=S1ST56905772); Horner,
Trina (/O=PG&E/OU=CORPORATE/CN=RECIPIENTS/CN=TNHC)
Bcc:
Subject: RE: Pressure Restoration Filing

Redacted

I don't have the data with me to be able to review the MAOP shown for M.P. 32.17 to 33.68; however, the corrected table is acceptable. As for the specific pages related to the questions, I can't provide those right now, but they are mostly related to the documentation for the excavations that PG&E provided.

Sunii

From: Redacted
Sent: Wed 11/9/2011 12:44 PM
To: Shori, Sunil
Cc: Horner, Trina; Singh, Sumeet
Subject: RE: Pressure Restoration Filing

Good Afternoon Sunil,

Per our discussion, please review the table below and kindly let us know if the proposed update is consistent w/ the discussions that you had w/ Sumeet and Shilpa. We would like to file this amendment by tomorrow afternoon. For your reference, I have also included the original table that was presented in our 10/31 filing.

Also, as discussed, we will await your guidance on the exhibit/page numbers for this morning's data request prior to submitting our response. In the meantime, we will continue to compile our answers based on the page numbers we believe you are referring to.

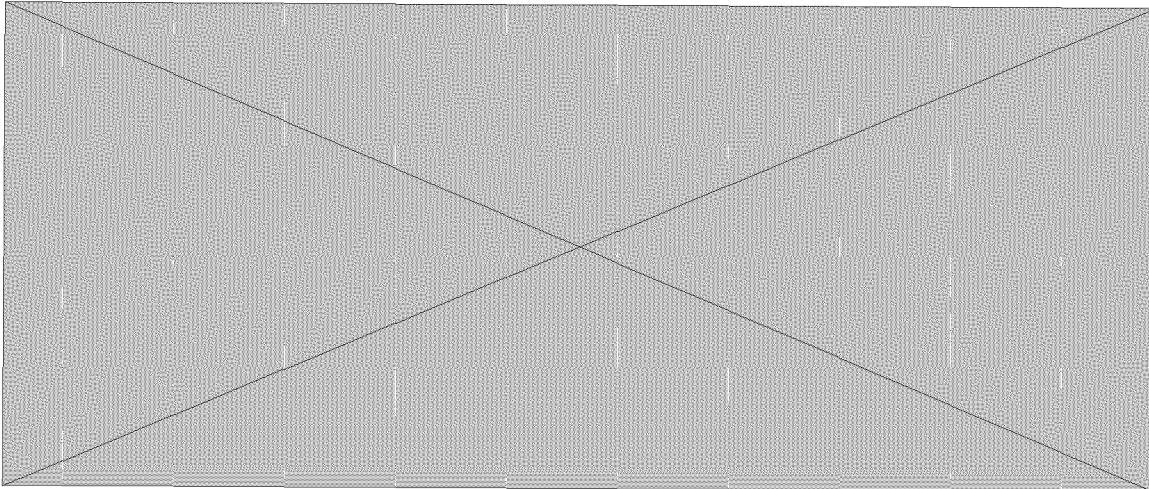
Thank you,

Redact

Updated Table - Amendment to 10/31 filing

Line	Begin Mile Point	End Mile Point	MOP	MAOP
Line 101	0	32.17	375	400
Line 101	32.17	33.68	375	396
Line 101 Shorts	0	32.17	375	400
Line 101 Shorts	32.17	33.68	375	396
Line 132A	0	1.5	400	400
Line 132A Shorts	0	1.5	400	400
Line 147	0	3.57	400	400
Line 147 Shorts	0	3.57	400	400

Original Table included w/ the 10/31 Pleading



Redacted

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-----Original Message-----

From: Shori, Sunil [<mailto:sunil.shori@cpuc.ca.gov>]

Sent: Thursday, November 03, 2011 4:11 PM

To: Ramaiya, Shilpa R

Cc: Halligan, Julie

Subject:

Shilpa,

PG&E's October 31, 2011 filing notes that MAOP on Lines 101, 132A and

147 was 396 psig before the ordered pressure reduction following the San Bruno Incident. However, I believe this is incorrect for Line 101 and possibly Lines 132A and 147. In the case of Line 101, I believe PG&E had specified the MAOP to be 400 psig up to Lomita Park Station. PG&E needs to confirm the MAOPs for all three lines and provide necessary corrections in its next filing. If PG&E does not agree with my assessment, please let me know.

Also, I would like to request the data included in Attachment B, to the October 31, 2011 filing, to be provided in an Excel Format, with the addition of columns which provide: the pressure test duration and the start and end mile-point for each segment.

Please let me know if there are any questions.

Thanks, Shilpa.

Sunil