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Witnesses: M. Allman
D. Bisi
G. Lenart
R. Morrow
J. Rivera
D. Schneider
C. Shepherd

(U 904-G) and (U 902-M)

***AMENDED TESTIMONY OF SOUTHERN
CALIFORNIA GAS COMPANY AND SAN DIEGO
GAS & ELECTRIC COMPANY IN SUPPORT OF
PROPOSED NATURAL GAS PIPELINE SAFETY
ENHANCEMENT PLAN***

Before the

Public Utilities Commission of the State of California

December 2, 2011

Amended Testimony in Support of Proposed Natural Gas Pipeline Safety Enhancement Plan

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1 I.

2 **INTRODUCTION AND EXECUTIVE SUMMARY**

3 In the aftermath of the September 9, 2010 pipeline rupture in San Bruno, the Commission
4 opened this Rulemaking in “a forward-looking effort to establish a new model of natural gas
5 pipeline safety regulation applicable to all California pipelines.”¹ In the Order Instituting this
6 Rulemaking, the Commission expresses immense concern for those affected by the pipeline
7 rupture, emphasizing that “the depth of this tragedy is the source of our resolve to take all actions
8 necessary to ensure that it never happens again.”²

9 SoCalGas and SDG&E share the resolve of the Commission to take those actions
10 necessary to avoid the recurrence of the San Bruno tragedy and fully support the Commission’s
11 effort in this Rulemaking to implement forward-looking policies and procedures to enhance gas
12 pipeline safety and reliability throughout California. Since September 9, our pipeline integrity
13 engineers and supporting personnel have been focused on learning from that event, re-assessing
14 our existing pipeline integrity program and the status of our system, and identifying ways that we
15 might further enhance our own system. Eleven months later, and after completing our review of
16 records in response to Safety Recommendations issued to Pacific Gas and Electric Company
17 (PG&E) by the National Transportation Safety Board (NTSB), we remain confident in the
18 integrity and safety of our system and are proud of the work performed by our employees,
19 including our team of engineers and supporting field and operations staff. Safety is, and has
20 always been, paramount at SoCalGas and SDG&E, and our safe operating history and culture are
21 a clear reflection of that.

22 Although we remain confident in our existing transmission pipeline integrity program and
23 are proud of our excellent safety record, in light of the events in San Bruno and the Commission’s
24 directives in this Rulemaking, SoCalGas and SDG&E acknowledge that we can always do more

¹ Order Instituting Rulemaking on the Commission’s Own Motion to Adopt New Safety and Reliability Regulations for Natural Gas Transmission and Distribution Pipelines and Related Ratemaking Mechanisms, issued February 24, 2011 (Order Instituting this Rulemaking), p. 1.

² *Id.*

1 and we can always improve. Indeed, an emphasis on continuous improvement is an essential part
2 of our company culture.

3 In the Chapters that follow, SoCalGas and SDG&E propose a comprehensive Pipeline
4 Safety Enhancement Plan that identifies several opportunities for increasing confidence in, and
5 further enhancing the integrity of, our transmission pipeline system. The Pipeline Safety
6 Enhancement Plan is founded upon four overarching objectives.

7 First, as has been our practice, SoCalGas and SDG&E strive to fully comply with the
8 directives of the Commission. Accordingly, the Pipeline Safety Enhancement Plan ties closely to
9 the requirements set forth in D.11-06-017 and sets forth a proposed process for meeting the
10 Commission's directives. SoCalGas and SDG&E strive to be proactive and innovative in our
11 approach to pipeline safety and reliability. Therefore, our proposed plan also offers proposals to
12 enhance our system beyond the measures strictly required under D.11-06-017, and includes
13 alternatives that can be adopted by the Commission to reduce costs for our customers.

14 Second, the proposed Pipeline Safety Enhancement Plan is designed to enhance public
15 safety. While SoCalGas and SDG&E are confident in the safety and integrity of our system, we
16 recognize that the pipeline rupture in San Bruno raises questions about the safety of natural gas
17 pipelines in the State. As a result, the industry is re-evaluating existing regulations and protocols,
18 and State and Federal regulators and legislators are considering elevated safety standards and
19 more stringent regulations. We are monitoring these developments and intend to meet or exceed
20 heightened industry standards and regulations as they evolve. Clearly, there are lessons to be
21 learned, and we are following the NTSB's investigation into the San Bruno pipeline rupture
22 closely and will incorporate those lessons into our practices as they come to light.

23 Third, the Pipeline Safety Enhancement Plan is designed to minimize customer impacts.
24 We are proud of our long history of providing reliable service to our customers, and remain
25 mindful of the fact that our customers depend on the reliability of our service, not only to heat
26 their homes and fuel essential appliances, but also to maintain the reliable operation of
27 California's electrical grid, the production of fuel and other commercial and industrial uses that
28 support California's economy.

1 Fourth, the Pipeline Safety Enhancement Plan seeks to maximize the cost effectiveness of
2 infrastructure investments for the benefit of our customers. Having been in the business of
3 providing reliable natural gas service to our customers for over 100 years, we recognize the need
4 to carefully invest in our system in a manner that complements previous investments in our
5 system, avoids short-sighted or reactive actions that could result in unnecessary or duplicative
6 expenditures, and enhances the long-term safety and reliability of our system.

7 We believe our proposed Pipeline Safety Enhancement Plan achieves all of these
8 objectives and seek Commission approval to begin the work of executing the plan as soon as
9 possible. Specifically, SoCalGas and SDG&E seek express Commission approval of the
10 following key elements of our proposed Pipeline Safety Enhancement Plan:

- 11 1. Our proposed phasing approach and prioritization process for the pressure testing or
12 replacement of transmission pipeline segments. As required by the Commission, our
13 proposed phasing approach and prioritization process prioritize pipelines operating in
14 populated areas ahead of pipeline segments in less populated areas.
- 15 2. Our proposed criteria for determining whether to pressure test or replace pipeline
16 segments. This includes a proposal to use non-destructive examination methods, such
17 as radiography, ultrasonic inspection, and magnetic particle testing, as an appropriate
18 alternative to pressure testing or replacement for those pipeline segments less than
19 1,000 feet in length.
- 20 3. The use of state-of-the-art in-line inspection tools, as part of our pressure testing and
21 assessment process. Because we have already invested in an ambitious in-line
22 inspection program as part of our existing pipeline integrity management program,
23 many of the pipelines identified for testing or replacement are already retrofitted to
24 allow for in-line inspection. We propose to perform additional in-line inspections to
25 more thoroughly assess those pipelines as part of our testing and replacement process,
26 and to analyze data obtained through this process to demonstrate that advanced in-line
27 inspection technologies achieve the same standard of safety as pressure testing. If the
28 Commission ultimately determines that the data we obtain through this process

1 demonstrates that advanced in-line inspection technologies provide the same standard
2 of safety as pressure tests and authorizes the use of in-line inspections as an alternative
3 to pressure testing, which could significantly reduce costs for our customers over the
4 long term.

- 5 4. The continued use of our proposed interim safety measures. We have already
6 implemented our safety enhancements measures, which include pressure reductions,
7 more frequent (bi-monthly) ground patrols and leakage surveys, and in-line
8 inspections. In addition, we continue to assess and monitor all transmission pipelines
9 under our existing transmission pipeline integrity management program.
- 10 5. The enhancement of our valve infrastructure through the retrofit of existing valves,
11 installation of additional remote control and automated shutoff valves, and installation
12 of supporting equipment and system features on transmission pipelines greater than
13 twelve inches in diameter. We propose to implement these valve system
14 enhancements at intervals of eight miles or less (for an average of six miles) to
15 enhance our ability to monitor our pipeline systems and reduce our response time in
16 the event of an unanticipated pressure change.
- 17 6. The retrofitting of our transmission pipelines to include advanced fiber optic and
18 methane detection technology. During the execution of our plan, hundreds of miles of
19 pipeline will either be exposed for examination or testing, or will be replaced as part
20 of this plan. This presents a unique opportunity to retrofit these pipelines with state-
21 of-the art monitoring technology to enhance our ability to detect conditions in real-
22 time that could ultimately place our pipelines at risk.
- 23 7. The design of an Enterprise Asset Management System that will integrate our
24 historical and current transmission pipeline data and systems in order to further the
25 Commission's goal of having all transmission pipeline documentation readily
26 available.

27 The scope of work required to implement the Commission's directives is considerable.

28 Table I-1 below details the miles of transmission pipelines to be pressure tested, replaced, and in-

1 line inspected, as well as the number of valve enhancements under our proposed Pipeline Safety
 2 Enhancement Plan during the years 2012 through 2015.

3
 4 **Table I-1**
 5 **Summary of Transmission Miles and Valves to be Enhanced**
 6 **During the Years 2012 through 2015**
 7

SoCalGas	2012	2013	2014	2015	Total
Pipeline Replacement (miles)	25	73	74	74	246
Pressure Testing (miles)	73	96	96	96	361
In-Line Inspection (miles)	133	178	178	178	667
Valve Retrofit/Installation (valves)	30	40	51	52	173
SDG&E	2012	2013	2014	2015	Total
Pipeline Replacement (miles)	5	14	15	15	49
Pressure Testing (miles)	<1	<1	<1	<1	1
In-Line Inspection (miles)	-	-	54	-	54
Valve Retrofit/Installation (valves)	7	7	8	8	30

8
 9 The projected costs of implementing our proposed Pipeline Safety Enhancement Plan are
 10 also projected to be significant. Table I-2 below provides a summary of the projected direct costs
 11 to be incurred by SoCalGas and SDG&E during the years 2011 through 2015.

12
 13 **Table I-2**
 14 **Summary of Projected Direct Costs of Implementing the Proposed Pipeline Safety**
 15 **Enhancement Plan During the Years 2011 through 2015**
 16 **(In Millions of 2011 Dollars)**
 17

	2011	2012-2015		Total
	O&M	Capital	O&M	
SoCalGas	6	1,183	255	1,444
SDG&E	1	229	7	237
Total	7	1,412	262	1,681

18 We seek Commission authorization to recover the costs of implementing the Pipeline
 19 Safety Enhancement Plan from our customers as follows:

- 20 1. Authorize the recovery of costs incurred to date, and to be incurred up to the time the
 21 Commission issues a decision approving our proposed plan, for the review of
 22 transmission pipeline records and for implementation of our interim safety

1 enhancement measures. To date, we have incurred costs of approximately \$3 million
2 and forecast that we will spend a total of about \$7 million by year-end.

- 3 2. Approve direct Capital forecasts for implementation of the Pipeline Safety
4 Enhancement Plan during the time period of 2012 through 2015 of approximately
5 \$1.2 billion for SoCalGas and \$229 million for SDG&E, and direct Operation and
6 Maintenance (O&M) forecasts for implementation of the Pipeline Safety Enhancement
7 Plan during the time period of 2012 through 2015 of approximately \$255 million for
8 SoCalGas and \$7 million for SDG&E.
- 9 3. Approve the revenue requirements resulting from our Capital and O&M forecasts for
10 the years 2011 through 2015.
- 11 4. Authorize us to include a request to approve the Capital and O&M forecasts and
12 resulting revenue requirements for subsequent years of our Pipeline Safety
13 Enhancement Plan in our respective General Rate Cases or other appropriate
14 proceedings, as needed.
- 15 5. Approve our proposal to track the costs of implementing our Pipeline Safety
16 Enhancement Plan separately from other pipeline system costs and to allocate those
17 costs to our customers using the Equal Percent of Authorized Margin (EPAM)
18 method.
- 19 6. Approve our request to identify the costs of implementing our Pipeline Safety
20 Enhancement Plan as a separate item, a "PSEP Surcharge," on our customers' bills.
- 21 7. Approve our proposal to submit an annual status report to the Commission by
22 March 31 of each year, beginning in 2013 that includes (a) information on work
23 completed during the previous year; (b) work planned for the upcoming year; (c)
24 discussion of progress made; and (d) confirmation of the Commission's approved
25 annual budget for the Pipeline Safety Enhancement Plan.

26 Whether the Commission adopts the Pipeline Safety Enhancement Plan as proposed, or
27 with modifications, SoCalGas and SDG&E intend to execute the plan approved by the
28 Commission as expeditiously as possible.

1 In the Chapters to follow, we provide a more detailed description of our proposed Pipeline
2 Safety Enhancement Plan. In Chapter II, we provide an overview to our approach to developing
3 the proposed Pipeline Safety Enhancement Plan and explain how our proposed plan satisfies the
4 directives of the Commission while also meeting our objectives to enhance public safety,
5 minimize customer impacts and maximize cost effectiveness. We discuss the overall costs
6 associated with implementation of the proposed plan and offer a proposed approach to
7 appropriately allocating those costs to our customers. We also describe our proposed timeline
8 and phased approach to implementing the plan and offer suggestions for how the Commission
9 might help expedite the implementation process.

10 In Chapter III, we provide an overview of our natural gas transmission system. We
11 believe it is important to begin our discussion of the Pipeline Safety Enhancement Plan with a
12 description of the unique attributes of our natural gas pipeline infrastructure, so that our Pipeline
13 Safety Enhancement Plan can be evaluated within the context of that system.

14 In Chapter IV, we set forth a plan to test or replace pipeline segments that do not have
15 sufficient documentation of a pressure test to meet the standards set forth by the Commission in
16 D.11-06-017. In addition, we request authorization to abandon any non-piggable³ pipeline
17 segments that were installed prior to 1946. This testing or replacement plan is designed to
18 prioritize pipeline segments located in populated areas, and is divided into three categories
19 according to an assessment of the demonstrated margin of safety, the characteristics and
20 piggability of the pipeline segments, and the completeness of the documentation available and
21 pressure test thresholds experienced to validate system confidence. Second, our Pipeline Safety
22 Enhancement Plan incorporates interim safety enhancement measures that we have already
23 implemented to provide even greater confidence in the integrity of our system.

24 In Chapter V, we propose a Valve Enhancement Plan to augment SoCalGas and
25 SDG&E's existing automatic shutoff valves and remote control valves, for the purpose of
26 minimizing the time required to stop the flow of gas in the event of a pipeline rupture.

³ Piggable pipelines are pipelines that have already been retrofitted to accommodate in-line inspection tools under our existing in-line inspection program. Our use of in-line inspection tools is described in greater detail in Chapter IV.

1 In Chapter VI, we offer a forward-looking proposal to invest in technologies to further
2 enhance the safety of our system by augmenting our ability to assess the conditions of our
3 transmission pipelines in real-time. Specifically, we seek authorization to invest in fiber optic
4 right-of-way monitors and methane detection monitors. These monitors can provide rapid
5 notification of potential activity near transmission pipelines and of pipeline failures, thus
6 decreasing the time required to identify, investigate and prevent the effects of such events.
7 Although not expressly required under D.11-06-017, we believe these proactive and innovative
8 technology investments can further enhance the safety of our pipeline system and therefore offer
9 these proposals for the Commission’s consideration.

10 In Chapter VII, we seek authorization to invest in the development of an Enterprise Asset
11 Management System to integrate operational data so that such data can be made “readily
12 available.”⁴ This proposed Enterprise Asset Management System will integrate operations data
13 from several sources including maintenance and inspection systems, geographical information
14 systems, purchasing systems and historic records.

15 In Chapter VIII, we describe our plan for executing the Pipeline Safety Enhancement
16 Plan, including a description of how we will manage the numerous projects to be executed as part
17 of the plan, how we will maintain material and construction quality assurance, how we select and
18 approve contractors, and how we maintain supplier diversity.

19 In Chapter IX, we describe the estimated costs of executing the Pipeline Safety
20 Enhancement Plan. The estimated investment required to implement the Pipeline Safety
21 Enhancement Plan is approximately \$1.5 billion in direct costs for SoCalGas and \$240 million in
22 direct costs for SDG&E during the next four years. We believe these investments are prudent in
23 light of recent events and evolving industry standards, and seek Commission authorization to
24 make these investments on behalf of our customers.

⁴ D.11-06-017, pp. 19-20 (“At the completion of the implementation period, all California natural gas transmission pipeline segments must be (1) pressure tested, (2) have traceable, verifiable, and complete records readily available, and (3) where warranted, be capable of accommodating in-line inspection devices.”)

1 Finally, in Chapter X we provide a ratemaking proposal for recovery of the costs of
2 executing the Pipeline Safety Enhancement Plan. We ask that the Commission issue a decision
3 approving this plan and authorizing us to recover costs already incurred, and the estimated costs
4 of implementing the proposed Pipeline Safety Enhancement Plan from now until we have a
5 decision in our respective 2016 General Rate Cases, wherein we will propose to recover the costs
6 for implementing our plan during that rate cycle. We suggest that these costs be identified in a
7 monthly “PSEP Surcharge” on our customers’ bills, so that the objectives and costs of these
8 investments will be transparent to our customers. In addition, we propose to file annual reports
9 with the Commission, beginning on March 31, 2013, to provide updates regarding the status of
10 our implementation of the proposed Pipeline Safety Enhancement Plan.

11

1 II.

2 **OVERVIEW OF THE PROPOSED SAFETY ENHANCEMENT PLAN**

3 **A. The Proposed Pipeline Safety Enhancement Plan is Designed to Meet Four Key**
4 **Objectives**

5 The Pipeline Safety Enhancement Plan was developed to accomplish four overarching
6 objectives: (1) compliance with the Commission’s directives; (2) enhancement of public safety;
7 (3) minimization of customer impacts; and (4) maximization of cost effectiveness.

8 **1. The Proposed Pipeline Safety Enhancement Plan Complies With the**
9 **Commission’s Directives**

10 In D.11-06-017, the Commission describes several key elements that must be included in
11 our proposed Pipeline Safety Enhancement Plan. These key elements are: (1) the completion of
12 the review of records in response to NTSB Safety Recommendations; (2) a plan to test or replace
13 all pipeline segments that do not have sufficient documentation of pressure testing to satisfy the
14 requirements of 49 CFR 192.619(a)(b) or (d); (3) the prioritization of pipeline segments in
15 populated areas and segments with the highest risk; (4) an expeditious timeline; (5) retrofitting to
16 allow for in-line inspections and, where appropriate, improved valves; (6) interim safety
17 enhancement measures; (7) best available expense and cost projections for each plan element; and
18 (8) a rate proposal that provides detailed information regarding projected rate impacts. Our
19 proposed Pipeline Safety Enhancement Plan includes all of these required elements, as
20 summarized below.

21 a) **The Proposed Pipeline Safety Enhancement Plan Includes a Description of**
22 **the Completion of Our Review of Records in Response to NTSB Safety**
23 **Recommendations**

24 In D.11-06-017, the Commission directs SoCalGas and SDG&E to “complete their work
25 in response to the National Transportation Safety Board’s [NTSB] recommendations and the
26 Commission’s Resolution L-410.”⁵ Accordingly, in Section IV.C below, we provide a

⁵ D.11-06-017, Ordering ¶ 2.

1 description of the records review process we completed in response to the NTSB’s
2 recommendations and Commission Resolution L-410, and further describe the status of the
3 records review process with respect to the remaining pipeline segments that were not addressed in
4 the NTSB’s Safety Recommendations or Commission Resolution L-410, but must nevertheless be
5 addressed per D.11-06-017.

6 b) The Proposed Pipeline Safety Enhancement Plan Includes a Plan to
7 Pressure Test or Replace All Pipeline Segments That Do Not Have
8 Sufficient Documentation of Pressure Testing In Accordance with
9 49 CFR 192.619(a)(b) or (d)

10 D.11-06-017 requires SoCalGas and SDG&E to propose a plan “to comply with the
11 requirement that all in-service natural gas transmission pipeline in California has been pressure
12 tested in accord with 49 CFR 192.619, excluding subsection 49 CFR 192.619(c).”⁶ This
13 proposed plan must “set forth criteria on which pipeline segments were identified for replacement
14 instead of pressure testing.”⁷ And a pressure test record “must include all elements required by
15 the regulations in effect when the test was conducted. For pressure tests conducted prior to the
16 effective date of General Order 112, one hour is the minimum acceptable duration for a pressure
17 test.”⁸ SoCalGas and SDG&E’s proposed plan to meet this objective is set forth in Section IV.D.
18 below.

19 c) The Proposed Pipeline Safety Enhancement Plan Prioritizes Pipeline
20 Segments in Populated and High Consequence Areas and Those Operated
21 at Higher Stress Levels

22 The proposed plan must “start with pipeline segments located in Class 3 and Class 4
23 locations and Class 1 and Class 2 high consequence areas, with pipeline segments in other
24 locations given lower priority for pressure testing.”⁹ Moreover, the plan must prioritize “critical
25 pipelines that must run at or near [MAOP] values which result in hoop stress levels at or above

⁶ *Id.*, Ordering ¶ 4.

⁷ *Id.*, Ordering ¶ 6.

⁸ *Id.*, Ordering ¶ 3.

⁹ *Id.*, Ordering ¶ 4.

1 30% of Specified Minimum Yield Stress.”¹⁰ “Although not the determinative factor, improved
2 safety effects for amounts expended must be considered in prioritizing projects. Segments with
3 the highest risk, however, must be tested or replaced first.¹¹ The decision-making and
4 prioritization process described in Section IV.D meets these requirements.

5 d) SoCalGas and SDG&E Propose an Expedited Timeline for Implementation
6 of the Proposed Pipeline Safety Enhancement Plan

7 The plan “must reflect a timeline for completion that is as soon as practicable.”¹²
8 SoCalGas and SDG&E comply with this requirement by proposing an aggressive schedule for the
9 completion of their proposed Pipeline Safety Enhancement Plan in Section IV.D. The
10 Commission can greatly enhance our ability to meet this ambitious schedule by authorizing the
11 establishment of a Pipeline Safety and Reliability Memorandum Account, as requested in our
12 pending Motion filed May 4, 2011, so that we can begin implementing the Commission’s clear
13 directives in D.11-06-017 right away.

14 In addition, later in this Chapter, we describe some of the execution challenges that may
15 hinder our ability to meet our proposed schedule, and propose ways in which the Commission
16 may help alleviate some of those challenges.

17 e) The Pipeline Safety Enhancement Plan Includes Proposals for Retrofitting
18 Pipelines to Allow for In-line Inspection and Enhancing Shut-Off Valves

19 The plan “must consider retrofitting pipeline to allow for inline inspection tools and,
20 where appropriate, improved shut off valves.”¹³ The Pipeline Safety Enhancement Plan addresses
21 this requirement by proposing to design newly-constructed pipelines to accommodate in-line
22 inspection tools, and by proposing a valve enhancement plan that expands upon our existing valve
23 program. These aspects of the Pipeline Safety Enhancement Plan are set forth in Section IV.D
24 and Chapter V, respectively.

¹⁰ *Id.*, Ordering ¶ 5.

¹¹ *Id.*, Ordering ¶ 9.

¹² *Id.*, Ordering ¶ 5.

¹³ *Id.*, Ordering ¶ 8.

1 f) The Pipeline Safety Enhancement Plan Includes Proposed Interim Safety
2 Enhancement Measures

3 The plan must “include interim safety enhancement measures, including increased patrols
4 and leak surveys, pressure reductions. . . , and other such measures that will enhance public
5 safety.”¹⁴ In Section IV.E, the Pipeline Safety Enhancement Plan describes interim safety
6 enhancement measures, including increased frequency of patrols and leak surveys, pressure
7 reductions, and in-line inspections, which have already been implemented to address identified
8 pipeline segments in populated areas, and will be implemented for pipelines in the less populated
9 areas, as segments that do not have sufficient documentation of a pressure test to meet the
10 directives of D.11-06-017 are identified through the ongoing records review process.

11 g) The Proposed Pipeline Safety Enhancement Plan Includes Best Available
12 Expense and Cost Projections for Each Plan Component

13 The proposed plan “must include best available expense and capital cost projections for
14 each Plan component and each year of the implementation period.”¹⁵ The proposed Pipeline
15 Safety Enhancement Plan includes best available expense and cost projections for each plan
16 component in Chapter IX below.

17 h) The Proposed Pipeline Safety Enhancement Plan Includes a Rate Proposal
18 and Provides Detailed Information Regarding Projected Rate Impacts

19 The plan “must also include a rate proposal with the following: a. For Pacific Gas and
20 Electric Company only, proposed cost allocation between shareholders and ratepayers; b. Specific
21 rate base and expense amounts for each year proposed to be included in regulated revenue
22 requirement; c. Proposed rate impacts for each year and each customer class; and d. Other such
23 facts and demonstrations necessary to understand the comprehensive rate impact of the
24 Implementation Plan.” In Chapter X, we offer a rate proposal that is supported by detailed rate
25 impact analyses for the proposed Pipeline Safety Enhancement Plan. In addition, for comparative
26 purposes, we provide detailed cost and rate impact analyses for a “Base Case” which solely

¹⁴ *Id.*, Ordering ¶ 5.

¹⁵ *Id.*, Ordering ¶ 9.

1 includes the work required under D.11-06-017, without the additional safety enhancing elements
2 proposed by SoCalGas and SDG&E that are not required under D.11-06-017.

3 **2. The Proposed Pipeline Safety Enhancement Plan Enhances Public Safety**

4 Safety is a top priority at SoCalGas and SDG&E. Although we are confident in our
5 existing transmission pipeline integrity program and are proud of our excellent safety record, in
6 light of the events in San Bruno and the Commission's directives in this Rulemaking, SoCalGas
7 and SDG&E propose a thoughtful plan that identifies opportunities for increasing that confidence
8 and further enhancing the integrity of the transmission pipeline safety. Consistent with this public
9 safety objective, and the Commission's directives in D.11-06-017, the Pipeline Safety
10 Enhancement Plan identifies pipeline segments in populated and High Consequence Areas that
11 require additional documentation of pressure testing to satisfy the Commission's requirements set
12 forth in D.11-06-017 and proposes a plan to pressure test or replace all such segments. This plan
13 prioritizes pipeline segments in more populated areas ahead of pipeline segments in less
14 populated areas, and also prioritizes pipeline segments based on a comprehensive evaluation of
15 risk factors. Because we have already invested significantly in retrofitting our existing pipelines
16 to accommodate in-line inspection tools, other than replacing pipelines that cannot be retrofitted
17 to accommodate in-line inspection tools, there is little room for proposing further enhancement of
18 our transmission system to allow for in-line inspection. We do propose in our Pipeline Safety
19 Enhancement Plan, however, to take advantage of these prior investments and perform in-line
20 inspections of identified retrofitted pipelines as part of our implementation of the plan. In
21 addition, as directed by the Commission, we propose to enhance our current valve system through
22 a proposed Valve Enhancement Plan to reduce the time required to isolate a pipeline segment in
23 the event of a rupture.

24 Consistent with our innovative and proactive approach to pipeline safety, the Pipeline
25 Safety Enhancement Plan also identifies opportunities for further enhancing the integrity of the
26 transmission pipeline system that are not strictly required to meet the Commission's directives in
27 D.11-06-017. Specifically, we propose to retrofit pipelines that will be exposed for testing and
28 newly constructed pipelines with fiber optic technology, which can further enhance the safety of

1 our system by enabling us to monitor pipeline right-of-way activity in real-time and help drive
2 decisions to send operational crews to investigate when a suspected dig-in has occurred that
3 might, acutely or with some latency, pose a risk to a pipeline's structural integrity. In addition,
4 we propose to retrofit our pipelines to include methane detection monitors, which will enable us
5 to detect gas/air concentration levels approximately ¼ or less of what is typically detected by the
6 human sense of smell of natural gas odorant. More timely identification of gas leaks will support
7 the dispatch of operations personnel to specific locations along the pipeline system when methane
8 is detected. Although these proposed technology enhancements will increase the costs of
9 implementing the proposed Pipeline Safety Enhancement Plan above the Base Case, the
10 completion of the work directed by the Commission in D.11-06-017 presents a unique
11 opportunity for us to cost effectively retrofit our transmission pipelines with the latest state-of-
12 the-art technology for sensing conditions that could lead to a pipeline failure long before such a
13 failure might occur.

14 **3. The Proposed Pipeline Safety Enhancement Plan Minimizes Customer**
15 **Impacts**

16 A third foundational element of our proposed plan is minimization of customer impacts.
17 The implementation of our Pipeline Safety Enhancement Plan will require more work on our
18 infrastructure over a ten-year period than has probably ever occurred during a similar time period
19 ever before in our history. Every element of the Proposed Safety Enhancement Plan described
20 below takes into account potential customer impacts and strives to minimize those impacts as
21 much as possible.

22 In general, our proposals are guided by policies to provide uninterrupted gas service to
23 customers whenever possible while the plan is being implemented. It is recognized that some of
24 the planned pressure testing may have an impact on supply availability for some customers. We
25 commit to work with our customers on the scheduling of the work and to do all that is reasonable
26 to provide uninterrupted service.

27 When lines are required to be taken out of service, SoCalGas and SDG&E make every
28 effort to minimize the impact on customers and will continue to do so during our execution of the

1 proposed Pipeline Safety Enhancement Plan. As work is being planned on the gas transmission
2 pipeline system, project managers work internally with Public Affairs who liaison with
3 government agencies. Customer service account managers work with customers as the projects
4 are planned. We make every attempt to work around customer schedules (*e.g.*, planned outages
5 for maintenance and construction) as much as possible. We work with the California Independent
6 System Operator (CAISO) eighteen months to two years in advance for planned outages that
7 could affect electric generator availability, and make every attempt to schedule the outage during
8 the low demand shoulder months (*i.e.*, April and November). For large customers, our intent is to
9 keep in constant communication up to, during and after the shutdown and have often provided
10 alternate feeds if outages of any duration are unacceptable. We meet with local city councils to
11 inform them of pending projects, hold “Town-Hall” meetings to inform residents of pending
12 projects and allow them to ask questions, and we provide contact information at each end of the
13 job site. At some locations, we work at night to minimize impacts on traffic and business.

14 As a general guideline, notice for suspension of service to firm noncore customers, and in
15 this instance, affected core customers, would be provided at least thirty days prior to any
16 scheduled service outages required for implementation of the Pipeline Safety Enhancement Plan.
17 Notice for suspension of service to interruptible noncore customers would be provided at least
18 three business days in advance of any scheduled service outages to accommodate electric
19 generators’ CAISO noticing requirements.

20 Although we are constantly inspecting and maintaining our pipelines, customers and the
21 community in general will be seeing more work being performed on pipelines. This may raise
22 questions and concerns about pipeline safety, and requires that we proactively communicate with
23 our customers and the community at large about these programs – what is being done and why.
24 Additionally, targeted communications will be required for residents and businesses in areas
25 where the work will be performed to keep them informed of what is being done and how it might
26 affect them. In order to achieve this, the proposed Pipeline Safety Enhancement Plan will be
27 supported by a comprehensive customer and public outreach effort.

1 In order to reach the many key customer groups, this plan encompasses use of a
2 comprehensive blend of communications channels. This will include in-person customer
3 meetings, news releases, community print ads, special events, e-mails and e-newsletters, social,
4 interactive and mobile media, direct mail, bill messages and newsletters, as well as a dedicated
5 microsite on both www.socalgas.com and www.sdge.com. Specific outreach efforts in areas
6 where there will be significant work will include local and community meetings, direct mailed
7 letters sent to residents and businesses prior to commencement of the project, door hangers, email
8 blasts, and news releases all directing the customer to view the dedicated microsite that will
9 include interactive maps indicating project locations and timing. Messages will be delivered in
10 English and Spanish, and other in-language messages will be developed based on the geographic
11 area of the projects.

12 Each of these outreach efforts will include basic information on pipeline safety, the
13 importance and benefits of the work being done, and how the project will impact nearby residents
14 and businesses. Additionally, an important part of the education is the explanation of the
15 philosophy and framework of how the cost of the program is distributed across customers.

16 **4. The Proposed Pipeline Safety Enhancement Plan Maximizes the Cost**
17 **Effectiveness of Investments in the SoCalGas/SDG&E Transmission System**

18 Cost effectiveness is the final major guiding principle of our Pipeline Safety Enhancement
19 Plan. From the onset of this effort, the SoCalGas and SDG&E approach has been anchored in the
20 philosophy that the goal of our work should be comprehensive system enhancements/
21 improvements to achieve long-term safety and cost effectiveness. SoCalGas and SDG&E further
22 this goal by crafting a plan that avoids duplication of efforts, complements existing infrastructure
23 and prior investments in the SoCalGas and SDG&E pipeline system, and looks to technological
24 advances in pipeline safety. We believe our plan proposed in the Chapters that follow achieves
25 this objective.

1 **B. The Proposed Scope of the Pipeline Safety Enhancement Plan is Comprehensive and**
2 **the Schedule is Ambitious**

3 In D.11-06-017 the Commission outlines a framework for California to lead the nation in
4 natural gas pipeline safety by exceeding current Federal regulations and requiring that all in-
5 service California transmission pipelines have documentation of pressure testing to meet strict
6 regulatory standards that, prior to the issuance of D.11-06-017, only applied to pipelines
7 constructed and placed in service after 1970.

8 Prior to the issuance of D.11-06-017, in response to the safety recommendations issued by
9 the NTSB to PG&E on January 3, 2011, SoCalGas and SDG&E initiated a thorough review of
10 transmission pipeline segments located in Class 3 and 4 locations and Class 1 and 2 High
11 Consequence Areas to identify those pipeline segments that do not have sufficient documentation
12 of pressure testing to meet modern safety standards. Combined, SoCalGas and SDG&E reviewed
13 the records for a total of 1,622 miles of transmission pipelines operating in Class 3 and 4 location
14 and High Consequence Areas and identified approximately 385¹⁶ miles of transmission pipeline
15 that did not have sufficient documentation of pressure testing to satisfy modern requirements. All
16 of these pipeline segments must be tested or replaced in order to satisfy the directives set forth in
17 D.11-06-017.

18 In addition to addressing these 385 miles of transmission pipelines located in Class 3 and
19 4 locations and Class 1 and 2 High Consequence Areas, in order to satisfy the directives set forth
20 in D.11-06-017, SoCalGas and SDG&E will also need to test or replace all remaining pipeline
21 segments that do not have sufficient documentation of pressure testing to satisfy modern
22 standards. Based on preliminary review of records and assumptions based on the review of
23 pipelines located in Class 3 and 4 locations and High Consequence Areas, SoCalGas and SDG&E
24 estimate that about an additional 2,000 miles of transmission pipeline segments will need to be
25 assessed to determine whether they require pressure testing or replacement.

¹⁶ This figure includes approximately 377 miles of pre-1970 and 8 miles of post-1970 pipelines, as of June 24, 2011. This proposed Pipeline Safety Enhancement Plan does not include any costs for testing or replacing pipelines constructed post-1970.

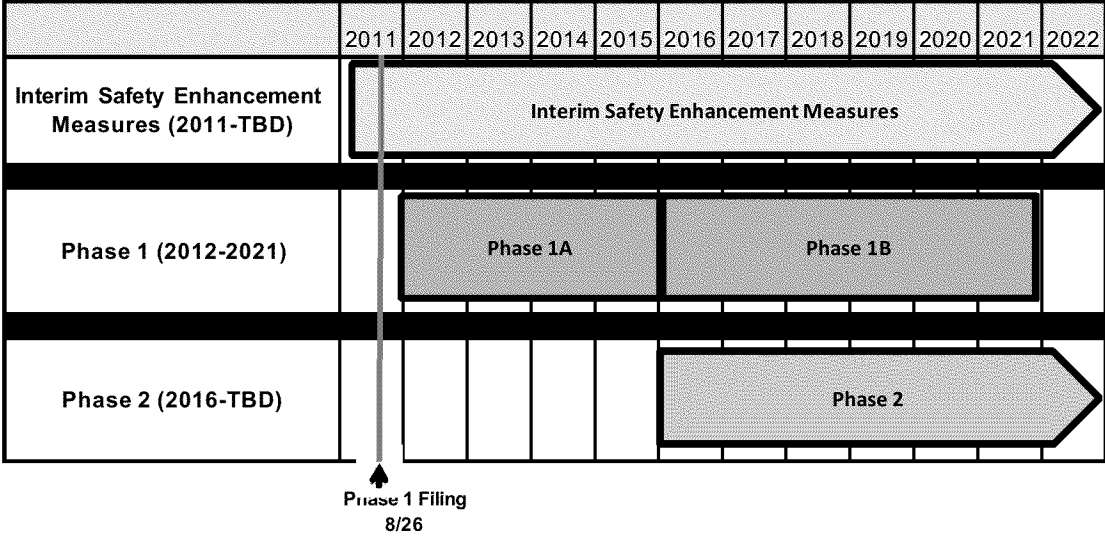
1 Because of the scope and complexity of work required to implement the Commission’s
2 directives, and to satisfy the Commission’s prioritization requirements, we propose to implement
3 our Pipeline Safety Enhancement Plan in two separate phases. Phase 1 covers the ten-year period
4 from 2012 through 2021. This phase includes the pressure testing or replacement of those
5 pipelines in Class 3 or 4 locations and Class 1 and 2 High Consequence Areas that do not have
6 sufficient documentation of pressure testing to satisfy the Commission’s directives. Phase 1 also
7 includes the placement of additional remote control and automatic shut-off valves on the
8 transmission system, and installation of technology enhancements to enhance our ability to
9 monitor our transmission pipeline system. As discussed above, and in greater detail in Chapter
10 IV, our Pipeline Safety Enhancement Plan includes a proposal to replace pre-1946 pipeline
11 segments that were manufactured using non-state-of-the-art construction and fabrication methods.
12 This proposal, which is also proposed to be implemented in Phase 1, addresses the Commission’s
13 stated goal of bringing all transmission pipelines in-service in California into compliance with
14 modern standards, and the directive to consider retrofitting our pipelines to accommodate in-line
15 inspection tools.

16 Phase 1 has been broken down into two parts. In Phase 1A, which spans 2012 through
17 2015, we propose to pressure test or replace the 385 miles of transmission pipelines located in
18 Class 3 and 4 locations and High Consequence Areas that do not have sufficient documentation of
19 pressure testing to satisfy modern standards. Any Phase 1A pipeline segments that cannot be
20 tested or replaced with manageable customer impacts during the 2012 through 2015 timeframe
21 will be addressed in Phase 1B, which spans the years 2016 through 2021. Also in Phase 1B,
22 SoCalGas and SDG&E propose to replace pre-1946 pipeline segments that were manufactured
23 using non-state-of-the-art construction and fabrication methods.

24 In Phase 2, we propose to address all remaining transmission pipelines that do not have
25 sufficient documentation of pressure testing to satisfy the Commission’s directives. The review
26 of the records for these pipeline segments will be completed by July 2012, and we propose to
27 begin implementing Phase 2 in parallel with Phase 1B, beginning in the year 2016. The proposed
28 phased timeline for the Pipeline Safety Enhancement Plan is illustrated in Figure II-1 below. As

1 noted in the timeline, our interim safety enhancement measures have already been implemented
 2 this year, and we propose to continue implementing those measures until the execution of our
 3 proposed Pipeline Safety Enhancement Plan is complete. These measures, if approved as part of
 4 this plan, will be implemented for Phase 2 pipelines upon completion of the Phase 2 records
 5 review process.

6
 7 **Figure II-1**
 8 ***Proposed Pipeline Safety Enhancement Plan Timeline***
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C. The Commission Should Authorize the Recovery of Costs Incurred in 2011

The Commission should authorize us to recover the costs we have incurred to date, and will incur, by the time the Commission issues a decision approving our proposed plan. Although the San Bruno pipeline rupture did not occur in our service territory and there are no indications that our existing transmission pipeline integrity management program is not effectively managing the integrity of our transmission pipeline systems, we have been called upon to swiftly and proactively implement costly measures in response to the San Bruno pipeline rupture. On January 3, 2011, noting a potential discrepancy in the pipeline records obtained during the course of its investigation of the San Bruno pipeline rupture, the NTSB issued Safety Recommendations to PG&E directing PG&E to conduct an exhaustive review of pipeline records for all transmission pipelines operated in Class 3 and 4 locations and High Consequence Areas. Although the NTSB Safety Recommendations were not directed at us, at the request of the Commission, we also

1 conducted an exhaustive review of our records for pipelines operated in Class 3 and 4 locations
2 and High Consequence Areas, and incurred costs above and beyond those anticipated in our most
3 recent General Rate Cases. To support the Commission's efforts, we conducted this review as
4 quickly as possible, incurring significant costs in the process.

5 Following that records review, we voluntarily and proactively implemented several safety
6 enhancement measures on pipeline segments for which we do not have sufficient documentation
7 of pressure testing to validate that the pipelines are operating within an appropriate margin of
8 safety. Again, although we knew we would incur significant costs, we voluntarily implemented
9 these measures to support the Commission's efforts to restore public confidence in the integrity of
10 the California natural gas pipeline system.

11 Our proactive approach to safety did not begin on September 9. We have consistently
12 demonstrated a proactive approach to maintaining the integrity of our transmission pipelines in a
13 manner that meets or exceeds regulatory requirements. In D.11-06-017, the Commission directs
14 California pipeline operators to consider retrofitting their transmission pipelines to allow for
15 internal inspection tools. The capability, reliability and availability of these in-line inspection
16 tools have greatly improved over the last ten years. In recognition of these improvements, we
17 have already implemented an extensive and concerted effort to retrofit our transmission pipeline
18 system to allow the use of this technology. Currently approximately 50% of our transmission
19 system is configured to allow for internal inspection tools, with additional retrofits that are
20 outside the scope of this proceeding in progress.

21 The Commission should authorize the recovery of those costs we have and will incur, as a
22 direct result of the San Bruno pipeline rupture, that are above and beyond those forecast in our
23 most recent General Rate Cases. To date, we have incurred costs of approximately \$3 million
24 and forecast that we will spend a total of about \$7 million by year-end above and beyond those
25 forecast in our most recent General Rate Cases. All of these costs are attributable to our review
26 of records and our implementation of interim safety enhancement measures.

1 **D. The Costs of the Pipeline Safety Enhancement Plan Will Benefit All Customers, Not**
2 **One Group More Than Another**

3 The costs of enhancing California’s natural gas transmission pipeline system to exceed
4 current Federal and State regulations and lead the nation in natural gas pipeline safety are
5 projected to be significant. The estimated direct costs for implementing Phase 1 (both Phase 1A
6 and Phase 1B) of the proposed Pipeline Safety Enhancement Plan are projected to be
7 approximately \$2.5 billion for SoCalGas customers and \$600 million for SDG&E customers.

8 Implementing these new safety enhancements will benefit all customers. Accordingly,
9 the costs of the Pipeline Safety Enhancement Plan should be allocated in a manner that, on a
10 percentage rate impact basis, is relatively equitable across our different customer classes.
11 Fundamentally, all customers in our service territories will benefit equally from these investments
12 in transmission pipeline safety.

13 Therefore, we propose that the incremental costs of implementing these new safety
14 standards be tracked separately from other pipeline system costs and allocated on an equal
15 percent of margin basis.¹⁷ Furthermore, we propose that these costs be identified as a surcharge
16 in each customer’s monthly bill. Recovery of these costs through a line-item surcharge will
17 provide transparency to our customers regarding the purpose for these costs. SoCalGas and
18 SDG&E estimate that by 2015, Phase 1A will result in a \$2.89/month surcharge on residential
19 bills for both SoCalGas and SDG&E.¹⁸

20 Today, a majority of transmission costs are allocated to large electric generators,
21 manufacturers, refineries, and other large businesses that have very few employees—relative to
22 the overall service territory population. The costs being ordered by the Commission, such as
23 those associated with pressure testing, replacement of pipelines and automated valves, go beyond
24 current Federal safety standards for pipelines. Industries and businesses will not realize

¹⁷ Equal Percent of Authorized Margin (EPAM) is the same cost allocation approach taken with the recovery of increases in margin requirements during cost allocation periods.

¹⁸ This surcharge will almost double through the rest of the decade as the investments contemplated in Phase 1B are made, but it will eventually decline in the following decade as O&M work is completed and those investments begin to depreciate.

1 significant improvements in transmission service from these safety-related investments; therefore,
2 it would be inappropriate to allocate these costs to these large throughput non-core customers in
3 the same manner that transmission costs are allocated today. Furthermore, such an approach
4 would likely encourage most, if not all, of these customers to eventually seek service from FERC-
5 regulated transmission pipelines that are not required to recover the additional pipeline safety
6 costs being ordered in this California proceeding.

7 **E. The Commission Can Help Mitigate Some Execution Challenges and Risks that May**
8 **Increase Costs and/or Delay Implementation**

9 **1. General Construction Permitting Challenges**

10 SoCalGas and SDG&E operate transmission and distribution pipelines in 242 cities and
11 13 counties. Execution of the implementation plan will involve or lead to a substantial amount of
12 construction activity within numerous cities and counties that will have permitting authority over
13 various aspects of the plan projects. Various State and Federal agencies such the California
14 Department of Transportation, California State Lands Commission, Federal Aviation
15 Administration, California Department of Transportation, California Highway Patrol, as well as,
16 county and municipal building and safety, public works, environmental health and safety and
17 local fire departments, may all have permitting authority, depending on the location of a
18 particular project.

19 Where required under local jurisdictions, SoCalGas and SDG&E currently apply for and
20 obtain local ministerial permits. This process can often take considerable time and effort. The
21 timing associated with a local jurisdiction's review and approval process is beyond the control of
22 the utilities, and will significantly impact planning and scheduling. Continuing budget constraints
23 and resource issues can hinder the ability of a local jurisdiction to review and approve permits in
24 a timely manner. In addition, permit conditions and requirements will also have significant
25 impacts on construction costs and project scheduling. One common example of a local
26 jurisdiction construction permit requirement that may significantly impact construction costs and
27 project scheduling is the imposition of paving requirements that go beyond the actual trench
28 limits. Another common example is the imposition of restrictive work hour limitations that

1 significantly limit construction progress each day. The more restrictive the permit conditions, the
2 more time consuming and costly a project is likely to be.

3 In addition, there is the potential for significant local public resistance to the issuance of
4 permit approvals needed to complete projects. Local permitting agencies often attempt to
5 regulate the utilities beyond the ministerial permitting level, and in turn, subject SoCalGas and
6 SDG&E to various discretionary approval processes as part of various construction activities.
7 These approval processes can escalate to become contentious and can even lead to legal
8 challenges that must be overcome. Further, these discretionary permitting processes have the
9 potential to preclude a project from being constructed all together. Although there is a very real
10 possibility that some projects may experience such significant permit delays and challenges, such
11 delays and challenges are not considered “normal” and are not normally included in preliminary
12 planning, scheduling and cost estimates. These construction permitting challenges further
13 demonstrate the importance of having an extensive external communication program to support
14 pipeline testing and replacement activities.

15 **2. Availability of Materials and Qualified Personnel**

16 To meet the Commission’s directives in D.11-06-017, California’s natural gas pipeline
17 operators will be required to simultaneously undertake an unprecedented volume of pressure
18 testing and construction work on an expedited schedule. Critical material components, such as
19 pipe, valves and fittings, may be in short supply due to increased demand. This is especially true
20 where, as here, multiple utilities will be striving to complete similar work simultaneously, and on
21 an aggressive schedule, thus competing for the same resources. Additionally, qualified personnel,
22 both internal company labor and contractor personnel, may not be available in the time required
23 to support the planned schedule for this volume of work. In order to execute this effort, it is
24 anticipated that SoCalGas and SDG&E will need to employ over 200 additional full-time
25 employees during a relatively short time period. Hiring increases of this magnitude in an
26 expedited timeframe may be particularly difficult to implement if other State utilities are seeking
27 to employ additional employees with similar qualifications as well. Shortages in the availability

1 and materials and qualified personnel could not only delay completion of the plan, but could also
2 increase costs beyond those initially contemplated.

3 **3. Environmental Permitting Challenges**

4 Similar to the general construction permitting context, the environmental permitting
5 processes that may be required for many of the projects set forth in the plan are fraught with
6 challenges. Unless Federal, State and local jurisdictions make each project's particular
7 environmental permitting a matter of utmost priority, then environmental permitting has the
8 potential to significantly delay and incrementally increase the cost of implementing many of the
9 larger projects contemplated under the plan. This emphasis on prioritization extends to the need
10 to maintain sufficient staffing to support the permitting process and provide certainty and
11 consistency with respect to the various regulatory requirements throughout the numerous
12 jurisdictions in which SoCalGas and SDG&E operate.

13 For example, a pipeline replacement project within the coastal zone that has the potential
14 to impact sensitive coastal resources would likely trigger multiple Federal, State, and local
15 permits/approvals. This complex regulatory environment requires project proponents to
16 overcome significant agency coordination challenges and navigate a process that may include
17 conflicting policies and procedures. Moreover, within individual agencies there are often
18 multiple departments with conflicting regulatory objectives.

19 Projects crossing lands under Federal jurisdiction provide another example of
20 environmental and land use permitting challenges that may affect the timely execution of the
21 Implementation Plan. Projects in these geographical areas must also comply with a host of
22 additional laws and regulations including the National Environmental Policy Act, Federal Mineral
23 Leasing Act and the Federal Land Policy and Management Plan. These laws and regulations are
24 administered by an additional suite of regulatory agencies, including the Bureau of Land
25 Management, National Park Service and United States Forest Service. Federal agency
26 involvement with Implementation Plan projects present additional coordination challenges
27 between State and Federal agencies. In addition, Federal agency priorities may hinder timely
28 execution of the Implementation Plan. For example, the Bureau of Land Management has been

1 directed by the Secretary of the Interior to give renewable energy projects the highest priority
2 when processing permit requests. SoCalGas and SDG&E request that the Commission support an
3 outreach and education effort with applicable Federal agencies to emphasize the purpose of and
4 need for timely execution of the Implementation Plan to enhance public safety and agree to
5 prioritize the processing of the necessary project approvals.

6 **4. Proposals for Commission Alleviation of Implementation Challenges**

7 We believe that a strong partnership with the Commission is essential to successfully
8 overcoming these challenges to project implementation. Although there is little the Commission
9 can do to help alleviate constraints on the availability of materials and qualified personnel, there
10 are several actions that the Commission can take to alleviate many of the permitting challenges
11 that California pipeline operators will face as they begin executing their proposed implementation
12 plans.

13 First, to minimize the potential for construction permitting delays and challenges, the
14 Commission should expressly state in its decision approving the Implementation Plan that
15 execution of the approved Implementation Plan is a matter of statewide concern, and as such, the
16 Commission has preemptory authority over conflicting local zoning regulations, ordinances,
17 codes or requirements to the extent that such local authority would deny, or significantly delay
18 execution of the Pipeline Safety Implementation Plan, while affirming that California natural gas
19 pipeline operators are required to obtain all necessary non-preempted permits prior to
20 commencing construction.

21 Second, the Commission can help communicate to all agencies responsible for issuing
22 permits that these projects are a priority because they will enhance public safety and the integrity
23 of an essential public service. The Commission, with support by the utilities, should create a plan
24 to educate State, Federal and local agencies that will be called upon to provide environmental
25 approvals of Implementation Plan projects, so that these projects may receive priority treatment in
26 the permit application approval process. This simple request to all applicable agencies to make
27 Implementation Plan projects a priority will provide direction and guidance for those agencies
28 that are subject to the demands of various competing project applicants. Moreover the

1 Commission should partner with the natural gas utilities in developing and conducting outreach
2 and education efforts to communicate the purpose and need for timely execution of the
3 Implementation Plan.

4 Third, the Commission can request that applicable permitting agencies set aside personnel
5 and consultant resources that can be funded by the natural gas utilities to focus on these
6 infrastructure projects. Under current economic conditions, all levels of government are resource
7 constrained. The natural gas utilities will rely on agencies to process their permits in a timely and
8 responsive manner. Often, however, human resource availability is intermittent or constrained.
9 Examples of permitting State agencies that may face human resource constraints include the
10 California Department of Fish and Game (CDFG) and the State Water Resources Control Board
11 and associated Regional Water Quality Control Boards.

12 Recent experience indicates that resource constraints are likely to pose a significant
13 challenge to timely execution of the Pipeline Safety Enhancement Plan. For example, SoCalGas
14 has had an agreement drafted to fund a CDFG resource to process a programmatic permit for over
15 a year; yet, the resource deficit is so dire at CDFG, that no one is available at the agency to
16 review or approve execution of the funding agreement. Unfortunately, many agencies have
17 suffered significantly in terms of resources during these economic times. The Commission can
18 help alleviate this challenge, however, by assigning someone to work with the agencies to
19 establish funding agreements that will set aside specific resources to process the permit
20 applications and greatly expedite the timely issuance of permits.

21 Fourth, the Commission can request that all environmental agencies develop, or
22 expeditiously approve pending applications for programmatic permits that will ensure consistent
23 permit conditions and mitigation requirements for these projects to create certainty for planning
24 purposes. The activities involved with these safety infrastructure projects are similar from one
25 project to another. Nevertheless, the utilities may be required to obtain permits that reflect
26 dramatically different conditions and mitigation requirements from one region to another for the
27 same activity. This creates uncertainty in the planning process for these projects and can create
28 significant delays and/or unnecessary costs. In some cases, compensatory mitigation must be

1 acquired prior to project commencement, which could take years if, for example, the mitigation
2 requires the acquisition of land. The Commission can support creating certainty in project
3 conditions and mitigation by assigning someone to support the natural gas utilities at all levels
4 within these agencies to develop programmatic permits, such as for pressure testing.

5 As explained herein, the scope of work to be completed to satisfy the Commission's
6 objectives is large. Our proposed schedule for executing this plan is necessarily ambitious in
7 order to meet the Commission's directive to develop a plan to test or replace identified pipelines
8 "as soon as practicable." In order to adhere to our proposed schedule, we must begin the work of
9 planning and permitting individual pressure testing and replacement projects right away.
10 Accordingly, SoCalGas and SDG&E urge the Commission to issue a decision authorizing us to
11 begin executing our proposed Pipeline Safety Enhancement Plan as soon as possible.

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1 III.

2 **THE INTEGRATED SOCALGAS/SDG&E TRANSMISSION PIPELINE SYSTEM**

3 **A. Introduction**

4 In D.11-06-017, the Commission directs all California natural gas pipeline operators to
5 file and serve proposed Implementation Plans “to comply with the requirement that all in-service
6 natural gas transmission pipeline in California has been pressure tested in accord with 49 CFR
7 192.619, excluding subsection 49 CFR 192.619(c).”¹⁹ The Decision further requires that the
8 Implementation Plan “must set forth criteria on which pipeline segments were identified for
9 replacement instead of pressure testing.”²⁰

10 As explained in greater detail in Chapter IV, in order to comply with this new
11 requirement, which exceeds all prior State and Federal regulations, SoCalGas and SDG&E must
12 either pressure test or replace hundreds of miles of in-service transmission pipelines. Such an
13 undertaking will have dramatic system impacts that, if not carefully managed, could jeopardize
14 reliability of service to natural gas customers. Accordingly, as will be explained in further detail
15 in Chapter IV, SoCalGas and SDG&E propose a plan that carefully considers potential customer
16 impacts and attempts to minimize negative customer impacts to the extent possible, while
17 complying with the Commission’s directives, enhancing the safety of the SoCalGas and SDG&E
18 transmission pipeline system, and maximizing the cost effectiveness of planned investments.

19 This chapter provides an overview of the SoCalGas and SDG&E transmission pipeline
20 system. The SoCalGas and SDG&E proposed Pipeline Safety Enhancement Plan must be
21 evaluated within the context of this system, because a key criterion for determining whether an
22 identified pipeline will be tested or replaced is whether the pipeline can be removed from service
23 for testing without negatively impacting customers or the California electric grid. If a pipeline
24 cannot be removed from service for pressure testing, then system enhancements or a pipeline
25 replacement may be required in order to meet the directives of D.11-06-017.

¹⁹ D.11-06-017, Ordering ¶ 4.

²⁰ *Id.*, Ordering ¶ 6

1 **Description, Design, and Operation of the SoCalGas/SDG&E Gas Transmission**
2 **System**

3 SoCalGas and SDG&E own and operate an integrated gas transmission system consisting
4 of pipeline and storage facilities. With their network of transmission pipelines and four
5 interconnected storage fields, SoCalGas and SDG&E deliver natural gas to over five million
6 residential and business customers.

7 A map of the SoCalGas transmission system is attached as Figure III-1. The transmission
8 system extends from the Colorado River on the eastern end of SoCalGas' approximately 20,000
9 square mile service territory, to the Pacific Coast on the western end; from Tulare County in the
10 north, to the U.S./Mexico border in the south (excluding parts of San Diego County).

11 The SoCalGas transmission system was initially designed to receive and redeliver gas
12 from the east, to the load centers in the Los Angeles basin, Imperial Valley, San Joaquin Valley,
13 north coastal areas, and San Diego County. As our customers sought to access new supply
14 sources in Canada and the Rocky Mountain region, we modified our system to concurrently
15 accept deliveries from the north. As a result, the system today can accept up to 3,875 million
16 cubic feet per day (MMcfd) of interstate and local California supplies on a firm basis. Primary
17 supply sources are the southwestern United States, the Rocky Mountain region, Canada, and
18 California on- and off-shore production. The interstate pipelines that supply the SoCalGas
19 transmission system are El Paso Natural Gas Company (El Paso), North Baja Pipeline (North
20 Baja), Transwestern Pipeline Company (Transwestern), Kern River Gas Transmission Company
21 (Kern River), Mojave Pipeline Company (Mojave), Questar Southern Trails Pipeline Company
22 (Southern Trails), and Gas Transmission Northwest via PG&E's intrastate system (PG&E/GTN).
23 The SoCalGas transmission system interconnects with El Paso at the Colorado River near
24 Needles and Blythe, California, with North Baja near Blythe, California, and with Transwestern
25 and Southern Trails near Needles, California. SoCalGas also interconnects with the common
26 Kern/Mojave pipeline at Wheeler Ridge in the San Joaquin Valley and at Kramer Junction in the
27 high desert. At Kern River Station in the San Joaquin Valley, SoCalGas maintains a major

1 interconnect with the PG&E intrastate pipeline system, and receives PG&E/GTN deliveries at
2 that location.

3 SoCalGas operates four storage fields that interconnect with its transmission system.
4 These storage fields – Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey – are located
5 near the primary load centers of the SoCalGas system. Together they have a combined inventory
6 capacity of 134.1 billion cubic feet (Bcf), a combined firm injection capacity of 850 MMcfd, and
7 a combined firm withdrawal capacity of 3,195 MMcfd.

8 A schematic of the SDG&E gas transmission system is shown in Figure III-2. The
9 SDG&E gas transmission system consists primarily of two high-pressure large diameter pipelines
10 that extend south from Rainbow Station, located at the Riverside/San Diego County border. Both
11 pipelines terminate at the San Diego metropolitan area.

12 The pipelines are interconnected approximately at their midpoint and again near their
13 southern terminus. The northern cross-tie runs between Carlsbad and Escondido, with the
14 southern cross-tie running through Miramar.

15 A large diameter pipeline extends from the cross-tie at Miramar to Santee. At Santee,
16 another large diameter pipeline extends to the Otay Mesa metering station at the U.S./Mexico
17 border. At Otay Mesa, the SDG&E system interconnects with the Transportadora de Gas Natural,
18 S.R.L. pipeline, providing another receipt point for supplies into the SoCalGas/ SDG&E system.

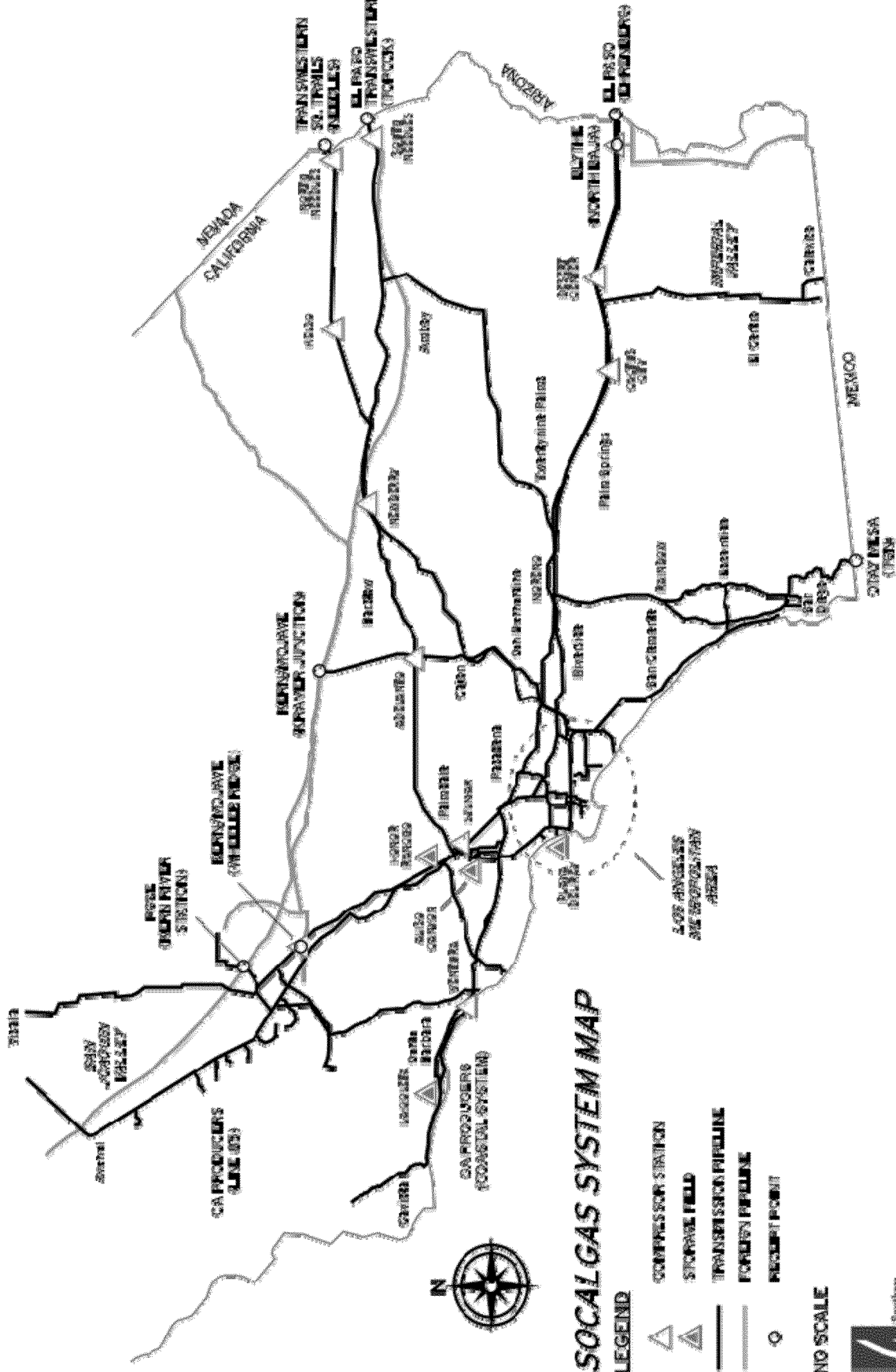
19 A small diameter, lower pressure pipeline owned by SoCalGas also extends south from
20 Orange County down to San Diego.

21 Two compressor stations are also a part of the SDG&E gas transmission system.
22 SDG&E's Moreno compressor station, located in Moreno Valley, boosts pressure into the
23 SoCalGas transmission lines serving Rainbow Station. A much smaller compressor station is
24 located at Rainbow Station.

25 SDG&E has no storage fields in its service territory. As a consequence, SDG&E is more
26 dependent on the availability of its gas transmission system for system reliability than is
27 SoCalGas.
28

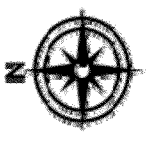
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*Figure III-1
SoCalGas System Map*



SO CAL GAS SYSTEM MAP

- LEGEND**
- COMPRESSOR STATION
 - △ STORAGE FIELD
 - TRANSMISSION PIPELINE
 - FOREIGN PIPELINE
 - PROJECT POINT



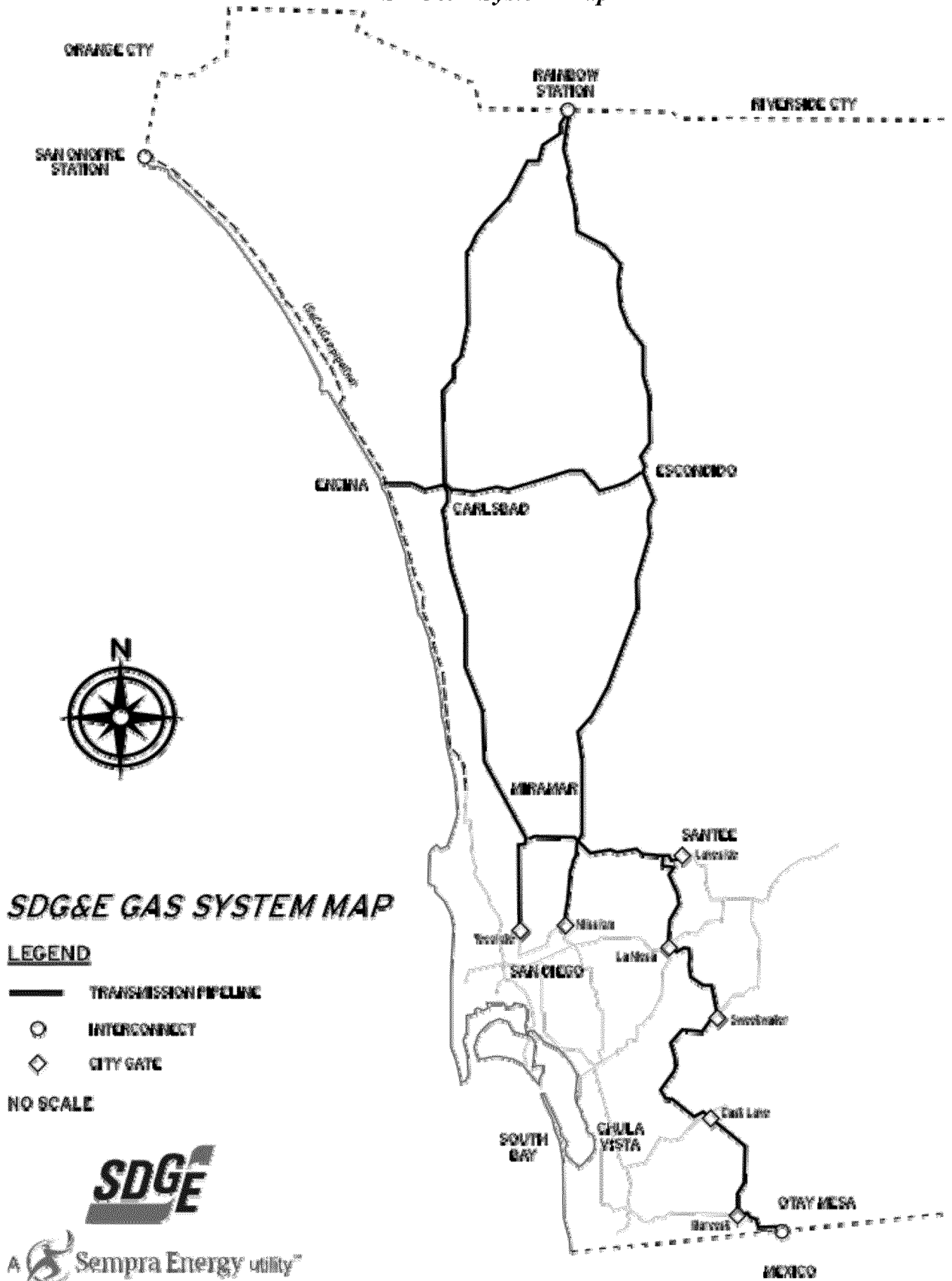
NO SCALE



Southern California Gas Company
A Scampia Energy Company

Figure III-2
SDG&E System Map

1
2



SDG&E GAS SYSTEM MAP

LEGEND

- TRANSMISSION PIPELINE
- INTERCONNECT
- ◇ CITY GATE

NO SCALE



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Jun 2011

1 As explained previously, the SoCalGas system was designed to transport supplies
2 primarily received on the fringes of its service territory to its load centers, with the largest load
3 center being the Los Angeles metropolitan area. This is also true of the SDG&E system; its
4 system was designed to transport supplies received from SoCalGas on the fringes of its service
5 territory to the primary load center in San Diego.

6 As a result, the gas transmission systems of both utilities consist of pipelines with
7 “telescoping” operating pressures as gas supplies move from the receipt point(s) towards the load
8 center(s). In other words, the maximum allowable operating pressures (MAOP) of pipelines are
9 higher at the receipt points and lower near the load centers. As gas supply is transported in the
10 pipelines, pressure declines as a function of volume transported and distance traveled. It is this
11 pressure differential that allows gas supplies to flow in a pipeline to the load centers. Pipeline
12 system designers take advantage of this physical fact to maximize the cost/benefit ratio of the
13 pipeline network and use pipeline with lower MAOP limits where possible.

14 Mainline compressor stations are then used to boost the pressure in the transmission lines
15 as necessary so that the gas supply arrives at the load centers with sufficient pressure for
16 redelivery to the distribution systems and customers. The SoCalGas system has ten mainline
17 compressor stations that perform this function, and the SDG&E system has two.

18 Highly interconnected pipeline networks serve the metropolitan load centers of Los
19 Angeles and San Diego. These metropolitan pipeline networks are each referred to as a “Loop
20 System” by each utility. The pipelines within both the Los Angeles and San Diego Loop Systems
21 operate at a common pressure, which affords a great deal of operational flexibility.

22 The Loop Systems are supplied by major pressure limiting stations, which are
23 interconnects between the Loop Systems and the transmission pipelines that ultimately
24 interconnect with interstate pipelines. SoCalGas has five such pressure limiting stations
25 surrounding the Los Angeles metropolitan area, while SDG&E has seven. The operating pressure
26 of the Loop Systems can only be controlled at these pressure limiting stations; neither SoCalGas
27 nor SDG&E have the ability to isolate a pipeline that is part of a Loop System to operate it at a

1 different pressure.²¹ Absent the installation of new facilities, lowering the pressure of a single
2 pipeline within the Loop System requires lowering the pressure of the entire Loop System at the
3 pressure limiting stations.

4 The SoCalGas transmission and storage system currently has sufficient capacity to serve a
5 demand of 6.0 Bcf/day through a combination of flowing supply and stored gas (provided
6 sufficient flowing supply is delivered to the system by our customers). Based on the current
7 winter demand forecast, the SDG&E transmission system currently has sufficient capacity to
8 serve 630 MMcfd of customer demand.

9 **C. Reliability of Service to Customers**

10 In D.06-09-039, the Commission upheld the SoCalGas and SDG&E planning standards
11 for their transmission and storage systems. SoCalGas and SDG&E design their systems to
12 provide service to core customers during a 1-in-35 year peak day condition, under which both
13 firm and interruptible noncore transportation service is curtailed. The systems are also designed
14 to provide for continuous firm noncore transportation service under a 1-in-10 year cold day
15 condition, during which only interruptible noncore transportation service is curtailed. Both
16 design standards are expected to occur during the winter operating season when core customers'
17 gas usage is the greatest.

18 Lowering the operating pressure on SoCalGas or SDG&E pipelines may impact the
19 capacity of the system and/or service to customers. Consider, as an example, the impact of
20 lowering the pressure to the Loop Systems at the pressure limiting stations. SoCalGas' Loop
21 System is designed to operate between the MAOP of 465 psig and the minimum operating
22 pressure (MinOP) of 200 psig. If the maximum pressure is restricted to a pressure less than 465
23 psig, SoCalGas will not be able to maintain MinOP during periods of high demand, and will need
24 to curtail noncore customer use (*e.g.*, refineries and electric generation facilities) to maintain
25 service to core customers. The MAOP of SDG&E's Loop System was recently lowered from 375

²¹ Both SoCalGas and SDG&E operate pipelines within the Loop Systems that serve a specific customer or area and operate at a different pressure. From a system perspective, however, these pipelines can be viewed as a sub-set of the Loop Systems and do not contribute to the interconnectivity or flexibility of the Loop Systems.

1 psig to 320 psig, and while this did not result in a firm capacity loss on the system, noncore
2 customer operations were impacted that had come to rely upon the higher operating pressure of
3 SDG&E's pipelines.

4 Outside of the Loop Systems, isolating and lowering the pressure of a transmission
5 pipeline may not have an impact to customers due to system flexibility to flow gas from other
6 sources (particularly on the SoCalGas system, less so on the SDG&E system) but may still have
7 an impact on capacity affecting shippers, customers and the gas market in general. For example,
8 when SoCalGas removed its Transmission Line 235-2 from service in 2009 for needed repairs,
9 there was no interruption in customer service but receipt capacity at its North Needles and
10 Topock receipt points was cut from 1,340 MMcfd to 800 MMcfd for an extended period.

11 SoCalGas and SDG&E exercise the same concern for customer service and operations
12 when planning a pressure test of a pipeline. A pipeline may be a likely candidate for a pressure
13 test in an area with a high level of network flexibility in which the customer impact can be
14 mitigated using an alternate supply source or served via compressed natural gas bottles when
15 demand is small, or where the impact from the pipeline outage is only to a single delivery point.
16 In other situations, a parallel pipeline must be installed to maintain customer service or to uphold
17 system pressures before the pressure test can be performed.

18
19

1 IV.

2 **PROPOSED TRANSMISSION PIPELINE ENHANCEMENT PLAN**

3 **A. Introduction and Summary**

4 In this Chapter, we describe our proposed approach to testing or replacing transmission
5 pipeline segments that do not have sufficient documentation of pressure testing to satisfy the
6 requirements of 49 CFR 192.619(a)(b) or (d). First, we provide an overview of current pipeline
7 integrity regulations and their existing transmission pipeline integrity management program, and
8 suggest an approach for the Commission to eliminate reliance by California pipeline operators on
9 the grandfathering provisions of current Federal pipeline regulations to enhance the safety of
10 California's natural gas pipeline system. Second, we describe the results of our review of records
11 in response to the NTSB's January 3, 2011 Safety Recommendations to PG&E and Resolution L-
12 410. Third, we propose a plan for testing or replacing all transmission pipeline segments that
13 were not pressure tested or lack sufficient details related to the performance of any such test.
14 Finally, we discuss the safety enhancement measures that we have already implemented, and
15 propose to continue to implement those interim safety enhancement measures, until execution of
16 the proposed Pipeline Safety Enhancement Plan is complete.

17 **B. Overview of Transmission Pipeline Integrity Regulations**

18 Natural gas is used to meet almost one third of California's energy requirements. As such,
19 it plays a vital role in meeting California's energy needs. All modes of transportation (road, rail,
20 air, maritime, pipeline, etc.) pose safety risks that must be managed. While the overall safety
21 record of natural gas transmission pipelines is good and methods for maintaining the integrity of
22 pipelines continue to improve, the events in San Bruno must be evaluated and acted upon to drive
23 additional testing and pipeline improvements to further enhance pipeline safety in California.

24 **1. The Evolution of Transmission Pipeline Integrity Regulation**

25 The roots of pipeline safety trace back to March of 1926 when the American Engineering
26 Standards Committee initiated Project B31 to develop a safety code for pressure piping. By 1951,
27 the name of the organization had been changed to the American Standards Association, and in
28 November of that year, the Sectional Committee B31 authorized the separate publication of a

1 code dealing with gas transmission and distribution piping. The purpose of this new publication,
2 known as B31.8, was to provide a document for gas transmission and distribution piping that
3 would be complete and not require cross referencing to other sections of the code. The first
4 edition was published in 1952 and since then, has been revised many times to reflect changes in
5 materials, methods of construction and operations.

6 The strength testing of gas transmission pipelines in California first became regulated
7 July 1, 1961, when General Order 112 went into effect. This does not imply, however, that there
8 were no standards in place to govern pressure test activity prior to 1961. Indeed, at the time,
9 operators followed industry testing standards such as American Standards Association B31.8,
10 which subsequently became the American Society of Mechanical Engineers B31.8. In adopting
11 General Order 112, the Commission integrated a portion of the American Standard Code for
12 Pressure Piping ASA B 31.8 – 1958 and set the rules that govern the “design, testing,
13 maintenance and operation of utility gas transmission and distribution piping systems”²² in
14 California. As explained by the Commission in the Order Instituting this Rulemaking, “[t]his
15 GO is the linchpin of the Commission’s regulation of natural gas pipelines.”²³

16 In 1970, Federal regulations, specifically, 49 CFR 192 (Part 192), went into effect. Part
17 192 prescribes the minimum safety requirements for pipeline facilities and the transportation of
18 gas, including regulations governing the establishment of the maximum allowable operating
19 pressure (MAOP) of a pipeline segment. Subsequently, General Order 112 was modified to
20 incorporate Part 192. Since 1970, the Federal Code has been changed over time to reflect
21 changes in materials, methods of construction and operations, and General Order 112, which
22 incorporates Part 192, has also been updated accordingly.

23 In 2003, Subpart O “Gas Transmission Integrity Management” was added to Part 192.
24 Subpart O is additive to the existing code and includes the incorporation by reference of a
25 supplement to B31.8, known as B31.8S, “Managing System Integrity of Gas Pipelines.”

²² OIR, p. 9.

²³ *Id.*

1 **2. Transmission Pipeline Integrity Regulations to Enhance the Safety of**
2 **California’s Natural Gas Pipeline Infrastructure**

3 a) Assessing Potential Threats to Pipeline Stability

4 Code provisions and regulations have been developed and continuously improved to
5 provide for the safe delivery of natural gas. Under current Federal regulations, potential threats to
6 the safe operation of a pipeline are categorized by nine potential failure modes.²⁴ The nine
7 potential failure modes are grouped by three time factors: (1) Time Dependent; (2) Time
8 Independent; and (3) Stable. Time Dependent threats are generally those related to corrosion and
9 include external corrosion, internal corrosion and stress corrosion cracking. Time Independent
10 threats include third party/mechanical damage, incorrect operational procedure, and weather-
11 related and outside force. Stable threats are manufacturing-related, welding/fabrication-related or
12 equipment-related.

13 Current Federal regulations specify assessment, prevention and repair methods for all
14 types of potential threats. The assessment methods referenced in the current pipeline integrity
15 regulations are direct assessment, pressure testing, and in-line inspection. Each method has
16 relative strengths and weaknesses, and is selected singularly or in combination depending upon
17 the particular threat characteristics of the pipeline in question. Direct assessment methods are
18 limited to assessment of Time Dependent threats (i.e., corrosion). Time-Independent threats are
19 typically managed through the use of correct operating procedures and the on-going maintenance
20 of pipeline systems (e.g., correct pipeline marking to prevent third party damage, routine valve
21 maintenance to ensure equipment-related threats are minimized, regular procedure review and
22 training to prevent operator error, etc.). Neither Time Dependent threats nor Time-Independent
23 threats fall within the scope of the Commission’s directives in D.11-06-017.

24 The pipeline rupture in San Bruno has focused attention on the regulation of potential
25 threats identified as Stable under Federal regulations, which relate to the manufactured long seam
26 of a pipe and girth welds. A long seam is the joining of two edges of steel plate that has been

²⁴ See 49 CFR 192.917(a).

1 rolled to form a cylinder. A long seam is typically forty feet long, and is fused together at the
2 pipe mill during the manufacturing process using a variety of methods to form a continuous,
3 pressure-tight length of pipe that is open at both ends and ready for shipment. A girth weld is the
4 physical point at which two segments of pipe are fused together at the ends to form a single,
5 larger section of continuous pipe. The ends are fused circumferentially using both heat and filler
6 metal to weld the pipe ends together and form a pressure tight joint. Typically transmission
7 pipeline welds are produced through the use of an electrical current to generate heat that melts
8 and fuses the pipeline steel, or for older pipelines, by burning a gaseous mixture of oxygen and
9 acetylene.

10 There are three potential methods for assessing Stable threats: (1) pressure testing; (2) in-
11 line inspection; and (3) non-destructive examination.

12 Pressure Testing. A successful pressure test removes all critically sized flaws at a
13 specified stress level that is higher than the operating stress— and in this manner establishes a
14 know margin of safety for the pipeline. Pressure testing removes critically sized flaws by causing
15 them to fail (leak or rupture) through the application of internal pressure. The pressure is induced
16 through a test medium (typically water, through other media such as air, nitrogen, and natural gas
17 can be used), and upon pressurization a critical flaw incapable of containing the pressure will fail
18 suddenly and release the test medium. The escaping test medium is detected—typically in the
19 form of wet spots or running water in the case of a hydrostatic pressure test. In this manner, the
20 critical defect is discovered and repaired prior to service. Pressure testing removes a wide range
21 of defects, and is particularly beneficial for the removal of long seam flaws. However, pressure
22 testing has limited benefit for construction or fabrication flaws, and is not sensitive to small
23 defects that can survive at test pressures.

24 In-Line Inspection. In-line inspection or “smart pigging” refers to a broad range of
25 pipeline inspection devices that travel through the pipeline internally and detect signals caused by
26 pipeline flaws. The most common type of smart pig utilizes a method called magnetic flux
27 leakage (MFL). MFL pigs use strong magnets to saturate a pipeline with a magnetic field, and
28 subsequently detect disturbances in the field that are caused by defects. The relative size, shape,

1 and location of the defects can then be determined and used for repair planning. Among MFL
2 tools, two common variations exist: 1) axial field MFL which induces magnetism lengthwise
3 along the axis of the pipeline, and 2) transverse field MFL (or transverse field inspection – TFI),
4 which induces magnetism around the circumference of the pipeline. The types of flaws that each
5 tool is sensitive to is directly affected by the direction of the magnetic field. In the context of
6 long seam flaws, which are the focus of D.11-06-017, the TFI tool provides greatly enhanced
7 detection capability compared to the axial MFL tools. When compared to pressure testing, TFI
8 tools can provide equivalent detection capability for critically sized defects, and better detection
9 capability for small defects – and can be performed without the need to remove the pipeline from
10 service. Results require validation or prove-up by exposing and measuring detected flaws to
11 measure the performance of the smart pig. The pipeline also must be “piggable” meaning there
12 must be enough pressure to push the tool through the pipeline, and that the pipeline has been
13 retrofitted to ensure that the smart pig will not get stuck at obstructions.

14 Non-Destructive Examination. Non-destructive examination or “NDE” refers to
15 evaluation of a pipeline using a number of inspection methods that are typically performed
16 manually on exposed pipeline surfaces. Radiography, Ultrasonic Inspection, and Magnetic
17 Particle Inspection are the main NDE methods utilized to assess Stable threats. Radiography uses
18 X-rays or Gamma Rays to expose film and created images of pipe flaws in the same manner that
19 X-rays are used to evaluate patients in the medical profession. Ultrasonic Inspection utilizes
20 sound waves that travel through the pipe wall and creates echoes at defects that can be used to
21 locate and size flaws – this method is essentially the same technology used in the medical
22 profession for fetal exams. Magnetic Particle Inspection uses magnetism to force small particles
23 of iron to collect at surface flaws such as cracks. The particles are visible as dark lines on the
24 pipe surface and provide visual detection of cracks and crack-like flaws. Each of these methods
25 is highly sensitive to different flaw types, and when used in combination, are capable of detection
26 sensitivity that exceeds both pressure testing and ILI. As a result, NDE methods are commonly
27 used to validate the results of both pressure testing and ILI, and are thus capable of stand-alone

1 performance for detection of critical flaws. These methods are dependent upon direct access to
 2 the pipeline, and are typically limited by the economics of full pipeline exposure.

3 A summary of the capabilities and limitations of pressure testing, in-line inspection, and
 4 non-destructive examination is provided Table IV-1 in below.

5
 6 **Table IV-1**
 7 **Summary of Benefits and Limitations of Assessment Methods**
 8 **for Girth Welds and Long Seams²⁵**
 9

Assessment	Benefits	Limitations
Hydrotest	<ul style="list-style-type: none"> • Appropriate for wide range of defect types and conditions • Predictable results • High certainty within limit of tested stress level 	<ul style="list-style-type: none"> • Line must be taken out of service • Does not inform about flaws that do not fail during test • Water inside pipe a problem • Not effective for small defects
In-Line Inspection	<ul style="list-style-type: none"> • As effective as HT for detecting large defects • Better than HT for smaller defects • No service interruption 	<ul style="list-style-type: none"> • Line must be piggable • Many anomaly digs necessary • More than one tool type may be necessary • Not effective for very small defects
In-ditch NDE	<ul style="list-style-type: none"> • More accurate than ILI • No service interruption 	<ul style="list-style-type: none"> • Line must be exposed • Operator skill dependent • Only practical over limited lengths

10
 11 The pressure testing required under D.11-06-017 will validate long seam stability, but
 12 may not necessarily address other known Stable threats. Construction/ fabrication threats (i.e.,
 13 girth weld defects, wrinkle bends²⁶ and acetylene girth welds²⁷) are somewhat unique, in that the
 14 stability of construction defects cannot be fully assessed through the performance of a pressure
 15 test. As explained in a 2007 report prepared for the United States Department of Transportation:
 16

²⁵ Table Source – PowerPoint Presentation titled: Application of Integrity Assessment, Michael J. Rosenfeld, Kiefner & Associates, Inc, presented at the Commission’s In-line Inspection Symposium, San Francisco, June 24, 2011.

²⁶ Wrinkle bends are formed through the obsolete practice of bending pipe in the field to conform to the contours of the terrain, or to make other necessary changes in direction. The wrinkles take on the appearance of circumferentially oriented ripples that are located at the intrados or inside radius of the bend.

²⁷ Acetylene girth welds are produced by burning a mixture of oxygen and acetylene gas with a torch. The heat is used to melt and fuse two pipe ends together to form a larger, continuous section of pressure-tight pipe. Early vintage pipeline construction often used this method of girth welding to joint pipe.

1 The stability of construction defects is largely controlled by
2 longitudinal stress (or strain) rather than by hoop stress (i.e.,
3 internal pressure). Accordingly, construction defects seldom cause
4 failures in pipelines buried in stable soils where little or no
5 longitudinal or lateral movement can take place. In addition, the
6 application of a hydrostatic test to a pipeline has little or no
7 beneficial effect on the stability of construction defects because the
8 hydrostatic test may cause no increase in strain on the defects.
9 Construction defects tend to remain stable in service unless the
10 pipeline is caused to move longitudinally or laterally by settlement,
11 landslides, earthquakes, or other soil-movement phenomena.²⁸

12
13 Girth weld defects: These are not affected significantly by internal
14 pressure. They could cause failure in a pipeline if the pipeline is
15 subjected to large longitudinal stains, as for example, from
16 landslides or settlement. In that case, unstable soil or slope
17 movement constitutes an interacting threat.”²⁹

18
19 Wrinkle bends: . . .When they are involved in a failure, it is usually
20 because either the bend has been over-strained by longitudinally or
21 laterally imposed deformation or some other mechanism . . .
22 Whether or not the pipeline has been subjected to an adequate pre-
23 service hydrostatic test would not seem to make much difference.³⁰

24
25 Acetylene girth welds: Acetylene girth welds were generally used
26 prior to the advent of electric-arc girth welding. Such welds were
27 not used to construct high-pressure pipelines after World War II.
28 These welds are inherently brittle and sensitive to longitudinal
29 strain imposed on the pipeline. . . .As is the case with girth welds in
30 general, the defects or inherent weaknesses associated with
31 acetylene welds would likely contribute to failure only when the
32 pipeline is subjected to unusual longitudinal strain. The
33 contribution of internal pressure to such failures would likely be
34 insignificant. Thus, whether or not the pipeline has been subjected
35 to an adequate pre-service hydrostatic test or a pressure increase
36 would not seem to make much difference.³¹

37 External forces that could adversely affect construction and fabrication threats are
38 typically construed as harmful movement of the pipe. In other words, as long as the pipe is

²⁸ *Final Report on Evaluating the Stability of Manufacturing and Construction Defects in Natural Gas Pipelines*, April 26, 2007, prepared for the United States Department of Transportation Office of Pipeline Safety by John. F. Kiefner of Kiefner and Associates, with the Assistance of the Natural Gas Association of America, p. 2.

²⁹ *Id.*, p. 9.

³⁰ *Id.*, p. 10.

³¹ *Id.*, p. 11.

1 stationary and not subject to movement, construction and fabrication threats are considered stable.
2 At a certain point, all engineered structures are subject to failure if the magnitude of ground
3 shaking or movement is large enough, and engineered pipeline structures are no exception.
4 Accordingly, pipelines that have construction/fabrication defects (e.g., oxy-acetylene-welded
5 pipelines), will be more prone to ground-shaking-induced failure due to their inherent properties.

6 In recognition of the fact that San Bruno raises concerns regarding
7 construction/fabrication threats as well as long seam stability, SoCalGas and SDG&E propose a
8 plan that is not limited to solely addressing long seam stability. As explained in greater detail
9 below, SoCalGas and SDG&E's Pipeline Safety Enhancement Plan includes a proposal to
10 abandon all non-piggable, transmission pipelines constructed prior-1946, as those older pipelines
11 were constructed using non-state-of-the-art methods that present potential
12 construction/fabrication threats.

13 b) Eliminating Reliance on the "Grandfather Clause" to Establish the
14 Maximum Allowable Operating Pressure of Pipeline Segments

15 As explained above, Part 192 of the Federal Code of Regulations prescribes the minimum
16 safety requirements for pipeline facilities and the transportation of gas, including regulations
17 governing the establishment of the MAOP of pipeline segments. When Part 192 was adopted in
18 1970, in apparent recognition of the fact that it would be difficult, if not infeasible, to bring all
19 existing in-service pipelines into compliance with these new regulations, Part 192 contained what
20 is commonly referred to as a "Grandfather Clause" for establishing the MAOP of pipelines placed
21 in-service prior to adoption of Part 192. This Grandfather Clause provides that the MAOP of a
22 transmission pipeline may be established as the highest actual operating pressure to which the
23 segment was subjected during the five-year period preceding November 12, 1970.³² Specifically,
24 49 CFR 192.619(c) states:

25
26 The requirements on pressure restrictions in this section do not
27 apply in the following instance. An operator may operate a
28 segment of pipeline found to be in satisfactory condition,
29 considering its operating and maintenance history, at the highest

³² 49 CFR 192.619(c).

1 actual operating pressure to which the segment was subjected
2 during the 5 years preceding the applicable date in the second
3 column of the table in paragraph (a)(3) of this section. An operator
4 must still comply with Sec. 192.611.”

5 The effect of this clause is to allow operators to maintain the MAOP of pipelines that were
6 installed prior to the implementation of Part 192 in lieu of testing or de-rating.

7 As expressed in their opening comments on the Order Instituting Rulemaking, in light of
8 the pipeline rupture in San Bruno, SoCalGas and SDG&E support additional testing and
9 validation of pipelines with MAOPs that were established under the Grandfather Clause. In
10 D.11-06-017, the Commission directs all California pipeline operators to propose a plan “to
11 comply with the requirement that all in-service natural gas transmission pipeline in California has
12 been pressure tested in accord with 49 CFR 192.619, excluding subsection 49 CFR 192.619(c).”³³
13 SoCalGas and SDG&E believe the Commission’s directives in D.11-06-017 are intended to
14 require California’s natural gas transmission pipeline operators to propose a plan to cease to rely
15 on the Grandfather Clause of Part 192. By excluding subsection 192.619(c) entirely, however,
16 the Decision precludes the use of technology and inspections to validate the pressure-carrying
17 capability of the pipeline at its currently-established MAOP. Compliance with Part 192, as so
18 modified, would be less cost effective than compliance with Part 192 if solely the Grandfather
19 Clause were removed.

20 Therefore, in accordance with the belief that the goal of the Commission in D.11-06-017
21 was to eliminate the Grandfather Clause and providing for alternatives that demonstrably achieve
22 the same standard of safety as a pressure test, SoCalGas and SDG&E propose that in lieu of
23 eliminating the ability of California pipeline operators to follow 49 CFR 192.619(c), the
24 Commission revise General Order 112-E to exceed the requirements of 49 CFR 192.619 and
25 require the following:

³³ D.11-06-017, Ordering ¶ 4. (emphasis added)

1 All transmission pipelines shall meet one of the following conditions to validate the
2 stability of the long seam within a set period of time after the adoption of these requirements:³⁴

3 1. A post construction strength test to at least 1.25 MAOP; this pressure test shall:

4 a) For pipe pressure tested before November 12, 1970, provide records of the test
5 medium and test pressure.³⁵

6 b) For pipe pressure tested after November 11, 1970, provide records in
7 accordance 49 CFR 192.517 that verify compliance with 192.505 or 192.507,
8 as applicable.³⁶

9 OR

10 2. For pipelines placed in service prior to November 12, 1970 the MAOP shall have been
11 lowered to a value $\leq 72\%$ ³⁷ of the documented highest actual operating pressure in the
12 5 years preceding the pressure reduction³⁸

13 OR

14 3. A complete non-destructive examination using an inspection method capable of seam
15 anomaly detection, and subsequent remediation of seam defects with predicted failure
16 pressures ≤ 1.39 ³⁹ * MAOP

17 OR

18 4. Once transverse field magnetic flux leakage in-line inspection has been expressly
19 validated by order of the Commission, an in-line inspection using a transverse field

³⁴ Alternatives may be considered singularly for approval by the Commission and shown here grouped together to represent how the alternatives could complement one another to address grandfathered pipelines.

³⁵ This is consistent with American Society of Mechanical Engineers B31.8 requirements, and applies to all grandfathered pipelines.

³⁶ This clause would require a 1.25 times MAOP pressure test in Class 1 areas, which is beyond the 1.1*MAOP standard required under the Federal code and American Society of Mechanical Engineers B31.8.

³⁷ American Society of Mechanical Engineers B31.8S code identifies thresholds for pressure testing. The value of 1.39 times MAOP is the next value higher than the 1.25 times MAOP and was chosen to establish an additional safety margin to address the fact that “in-service” pressure measurements are used. The 72% pressure reduction is equivalent to a 1.39 times the recorded pressure. See section IV.D.1 below for further discussion of the 1.39 times MAOP safety factor.

³⁸ The highest operating pressure may be equal to the MAOP.

³⁹ American Society of Mechanical Engineers B31.8S code identifies thresholds for pressure testing. The value of 1.39 times MAOP is the next value higher than the 1.25 times MAOP and was chosen to establish an additional safety margin to address the fact that non-destructive testing methods are used. See section IV.D.1 below for further discussion of the 1.39 times MAOP safety factor.

1 inspection tool followed by validation using non-destructive evaluation methods
2 capable of seam anomaly detection, and remediation of seam defects with predicted
3 failure pressures $\leq 1.39 * \text{MAOP}$.

4 Adopting the requirements proposed above into General Order 112-E would validate that
5 the long seam of a pipeline is stable at the MAOP, while providing greater flexibility and
6 improved cost effectiveness for the testing of pipelines, especially those in non-populated
7 locations to be scheduled during Phase 2 as described later in this testimony. We look forward to
8 working with the Commission and other stakeholders to develop these alternatives that
9 demonstrably achieve the same standards as a pressure test.

10 Further, adding requirements to General Order 112 beyond the requirements of 49 CFR
11 192.619, as opposed to striking subpart (c), would eliminate the unintended consequence of
12 affecting how various sections of Federal Code work together and preserves the flow of that
13 regulation.

14 c) Existing Transmission Pipeline Integrity Program Requirements

15 Subpart O of Part 192 requires natural gas pipeline operators to implement a
16 comprehensive Transmission Integrity Management Program or “TIMP.” The TIMP
17 requirements codified in Subpart O are broad, and in addition, Subpart O incorporates by
18 reference activities required by other sub parts of the Federal Code as well. These additional
19 requirements incorporated into Subpart O primarily pertain to transmission pipelines that pass
20 through “High Consequence Areas” or “HCAs.”

21 In general, High Consequence Areas are locations where the number of dwellings
22 intended for human occupancy within a specified distance of a pipeline exceed a specified
23 threshold. Pipelines in High Consequence Areas are subject to additional inspection requirements
24 when compared to transmission pipelines that traverse sparsely or non-populated areas.

25 Current regulations require that all pipeline segments in High Consequence Areas receive
26 a baseline assessment followed by a reassessment at least once every seven years.⁴⁰ These

⁴⁰ See 49 CFR Subpart O.

1 baseline assessments can be completed using in-line inspection tools, direct assessment methods
 2 and/or pressure testing. Often, it is neither practical nor prudent to limit the baseline assessment
 3 solely to the segment of pipeline in the High Consequence Area. For example, the launch and
 4 receive locations of an in-line inspection device are selected based upon the configuration and
 5 operation of the pipeline network. Under such circumstances, SoCalGas and SDG&E will gather
 6 pipeline information for the entire pipeline length, rather than limit the inspection to the High
 7 Consequence Area mileage. A summary of the baseline assessment of High Consequence Area
 8 transmission miles, by assessment method, is provided in Table IV-2 below. Although not
 9 currently required under either Federal or State regulations, SoCalGas and SDG&E also perform
 10 baseline assessments on pipeline segments operated non-High Consequence Areas. A summary
 11 of the inspection of non-High Consequence Area transmission miles, by assessment method, is
 12 summarized in Table IV-3 below.

13
 14 ***Table IV-2***
 15 ***Summary of Baseline Assessment of High Consequence Area Miles***
 16

	In-Line Inspection	External Corrosion Direct Assessment	Pressure Test	Total HCA Miles Baseline Assessed	Total HCA Miles	% HCA Baseline Assessed
SoCalGas	807	143	19	969	1,178	82%
SDG&E	26	84	0	110	178	62%
Total	833	227	19	1,079	1,356	80%

17
 18
 19 ***Table IV-3***
 20 ***Summary of Baseline Assessment of Non-HCA Miles***
 21

	In-Line Inspection	External Corrosion Direct Assessment	Pressure Test	Total non-HCA Assessed	Total non-HCA	% non-HCA Baseline Assessed
SoCalGas	1,059	25	1	1,085	2,579	42%
SDG&E	4	0	0	4	73	5%
Total	1,063	25	1	1,089	2,652	41%

22
 23
 24 In addition to completing these inspections and assessments in accordance with
 25 Subpart O, SoCalGas and SDG&E perform numerous maintenance activities to validate the
 26 integrity of their transmission pipelines, including leak surveys, pipeline patrols, participation in
 27 damage prevention programs and the monitoring of corrosion control measures. These

1 maintenance activities build upon the safety measures taken during the design and construction of
2 the pipelines.

3 While our existing TIMP focuses on pipelines traversing High Consequence Areas in
4 compliance with current regulations, the January 3, 2011 Safety Recommendations issued by the
5 NTSB to PG&E in response to the San Bruno pipeline rupture address Class 3 and 4 Non-High
6 Consequence Area segments, in addition to High Consequence Area segments. Pipelines in Class
7 3 and 4 locations that are not identified as High Consequence Areas are typically smaller-
8 diameter, lower-pressure transmission pipelines and operate at low stress levels (i.e., below 30%
9 of the specified minimum yield strength or “SMYS”).

10 The NTSB’s criterion exceeds the miles of pipelines operated in High Consequence Areas
11 by SoCalGas by 247 miles and the pipelines operated by SDG&E in High Consequence Areas by
12 37 miles. In other words, the NTSB directives apply to 284 miles of transmission pipelines
13 operated by SoCalGas and SDG&E that are not part of our existing Transmission Pipeline
14 Integrity Management Programs, and exceed those requirements by about 21%.

15 In D.11-06-017, the Commission directs all California pipeline operators to propose a plan
16 to address all transmission pipelines in-service in California. Thus, the Commission’s criterion
17 exceeds the miles of pipelines operated by SoCalGas and SDG&E in High Consequence Areas.
18 Accordingly, the Commission’s decision is much broader in scope than our current Transmission
19 Pipeline Integrity Management Programs, and was not contemplated as part of our most recent
20 General Rate Case Applications.

21 **C. Review of Pressure Test Records**

22 On April 15, 2011, SoCalGas and SDG&E submitted a report to the Commission detailing
23 the actions taken in response to the NTSB’s Safety Recommendations issued to PG&E on
24 January 3, 2011. An integral part of the actions taken in response to the NTSB recommendation
25 was a records review of pipeline segments subject to the NTSB recommendations (i.e. pipeline
26 segments located in Class 3 and 4 locations and Class 1 and 2 High Consequence Areas, herein
27 referred to as “NTSB Criteria Miles”).

1 Although the possibility remains that additional records will be evaluated as part of the
 2 detailed planning of the pressure testing or abandonment of pipelines, SoCalGas and SDG&E
 3 have completed their active review of pressure test records for the NTSB Criteria Miles. The
 4 results of the pressure test records review for NTSB Criteria Miles are summarized in Table IV-4
 5 below.

6
 7 **Table IV-4**
Summary of Review of Records for NTSB Criteria Miles

8

	Demonstrated Safety Margin ⁴¹			Safety Margin to Be Verified	Total ⁴²
	Category 1	Category 2	Category 3	Category 4	
	Hydro- Statically Tested (NTSB P- 10-2)	Strength Tested with Nitrogen or Other Medium	In-Service Strength Tested with MAOP Reduction	Activities in Progress to Validate Safety Margin (NTSB P-10- 4)	
SoCalGas	817	248	23	322 ⁴³	1,410
SDG&E	136	8	0	63 ⁴⁴	206

9
 10 The records review of transmission segments in non-High Consequence Area Class 1 and
 11 2 locations is underway and is expected to be completed by July 2012.

12 **D. Proposed Prioritization and Criteria for Testing or Replacing Transmission Pipeline**
 13 **Segments**

14 Our proposed plan to test or replace pipeline segments that do not have sufficient
 15 documentation of pressure testing to satisfy the requirements of 49 CFR 192.619(a)(b) or (d)
 16 prioritizes pipeline segments located in populated areas, and is divided into three phases. First, in
 17 Phase 1A, all transmission pipelines in populated areas that do not have sufficient documentation
 18 to validate a post-construction pressure test of at least 1.25*MAOP are scheduled to be addressed.

⁴¹ Total has been adjusted to exclude six miles of pipe that was abandoned after the filing of our April 15 Report on Actions Taken in Response to NTSB Recommendations.

⁴² May not add due to rounding.

⁴³ 152 miles of these pipelines in Category 4 have been in-line inspected.

⁴⁴ Maximum operating pressures have been reduced.

1 These segments represent the highest priority work and will be pressure tested or replaced,
2 provided that existing infrastructure can support that work with manageable customer impacts.

3 In Phase 1B, SoCalGas and SDG&E will address those pipeline segments that would
4 otherwise be addressed in Phase 1A, but cannot be addressed in the near-term due to the need to
5 construct new infrastructure to maintain system reliability. These lines will be addressed in
6 parallel within Phase 1B to account for the estimated lead times required for the design and
7 permitting of new infrastructure. Also in Phase 1B, SoCalGas and SDG&E propose to replace all
8 non-piggable transmission pipeline segments installed prior to 1946 to address the construction
9 and fabrication defects discussed above in Section IV.D.2 (i.e., oxy-acetylene girth welds and
10 wrinkle bends).

11 In Phase 2, which is expected to run in parallel with and extend past the completion of
12 Phase 1B, remaining transmission pipeline segments that do not have sufficient documentation to
13 validate post-construction pressure tests to 1.25*MAOP and all other remaining transmission
14 pipelines that have not been strength tested in accordance with the Commission's directives in
15 this Rulemaking will be addressed. Phase 2 pipeline segments are scheduled to be addressed after
16 Phase 1A pipeline segments in order to prioritize pipeline segments located in more populated
17 areas.⁴⁵ As described in greater detail below, SoCalGas and SDG&E seek the flexibility to
18 propose alternative assessment methods using advanced inspection methods and emerging
19 technologies for Phase 2 pipeline segments in their 2016 General Rate Case, should such
20 alternative assessment methods be demonstrated by that time to provide confidence that is equal
21 to or greater than pressure testing. Because such alternative methods may provide a more cost
22 effective means of achieving the Commission's safety objectives, SoCalGas and SDG&E urge the
23 Commission to allow California's natural gas pipeline operators the flexibility to request
24 authority to utilize such methods in future years.

⁴⁵ In some circumstances, Phase 2 pipeline segments may be addressed as part of Phase 1, in light of operational and economic considerations. For example, a relatively long pipeline segment may run through both heavily populated areas and sparsely populated areas. In such cases, it may be more economical and practical to pressure test that entire segment at one time, rather than to remove the line from service to pressure test solely the portions that run through populated areas in Phase 1, and then remove the line from service a second time in Phase 2 to pressure test the portions that run through less populated areas.

1 **1. Phase 1A**

2 As explained above, Phase 1A pipeline segments include all transmission pipelines in
3 populated areas that do not have sufficient documentation to validate a post-construction pressure
4 test of at least 1.25*MAOP. These segments represent the highest priority work and will be
5 pressure tested or replaced, provided that existing infrastructure can support that work with
6 manageable customer impacts.

7 All Phase 1A pipeline segments fall into one of three categories: (1) pipeline segments
8 that are 1,000 feet or less in length; (2) pipeline segments greater than 1,000 feet in length that
9 can be removed from service for pressure testing; and (3) pipeline segments greater than 1,000
10 feet in length that cannot be removed from service for pressure testing. In many cases, consistent
11 with our objective to maximize the cost effectiveness of our investments, the length of the
12 segment to be tested or replaced will be increased to include adjoining pipeline that is in more
13 sparsely populated areas due to operational necessity and project efficiency. These adjoining
14 segments are, in essence, accelerated into phase 1A even though they are identified to be
15 addressed in a later phase, and are referred to as “accelerated” segments. The mileage of pipeline
16 for each of these three categories to be addressed in phase 1A is summarized as follows:

1
2
3
4

Table IV-5
Summary of Pipeline Mileage to Be Addressed in Phase 1A

	Total 2012-2015	
	Phase 1A Miles	Accelerated Miles
SoCalGas		
≤1,000 ft.	2	0
≥ 1,000 ft. and able to remove from service for testing	176	184
≥ 1,000 ft. and unable to remove from service for testing	143	115
Total Transmission	321	299
SDG&E		
≤1,000 ft.	0	0
≥ 1,000 ft. and able to remove from service for testing	1	0
≥ 1,000 ft. and unable to remove from service for testing	32	21
Total Transmission	33	21

5
6

The proposed plan to address these three types of Phase 1A pipeline segments is described below.

9
10

- a) Pipeline Segments Less Than 1,000 Feet in Length
 - (1) Replacement

11
12
13
14
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19

For short segments of pipe, the logistical costs associated with pressure testing (permitting, construction, water handling, service disruptions for non-looped system) can approach or exceed the cost of replacement. Therefore, for pipeline segments that are 1,000 feet or less in length it will typically be more cost effective to abandon and replace those segments rather than perform a pressure test. In such circumstances, replacement affords a more cost effective approach to achieving compliance with D.11-06-017, while providing equal safety enhancements benefits. Moreover, installation of the new segment can usually be performed while the existing service is maintained to customers, thereby avoiding service disruptions that may otherwise occur during pressure testing. The existing segment may then be abandoned upon

1 commissioning of the new length of pipe. Accordingly, in the proposed Pipeline Safety
2 Enhancement Plan all segments 1,000 feet or less in length are scheduled for replacement
3 followed by abandonment. The estimated costs associated with these segments are provided in
4 Chapter IX.

5 (2) Proposed Alternative: Non-Destructive Examination

6 As an alternative to replacement and abandonment of short segments, SoCalGas and
7 SDG&E propose to have the option to perform a complete inspection of the pipeline segment
8 using non-destructive examination (NDE) methods (such as ultrasonic, radiographic and magnetic
9 particle inspection techniques). Non-destructive examination offers an equivalent means to
10 validate the strength of the pipeline segment. If approved, the use of these techniques will reduce
11 the time, costs, customer impacts and construction hazards associated with replacement.

12 Non-destructive examination methods have been used for years as a proven means to
13 inspect pipelines for injurious anomalies. These non-destructive examination methods are
14 typically more direct, reliable, and provide a higher level of anomaly discrimination when
15 compared to pressure testing or in-line inspection. As a result they are commonly employed as
16 part of the overall process to investigate pressure test failures and are also used to validate in-line
17 inspection data. It follows that if these methods provide the reference for validation of other
18 inspection methods, they are viable alternatives for providing the same level of reliable fitness-
19 for-service evaluations.

20 The limitation of non-destructive examination methods for buried pipelines typically lies
21 in the economics of application. Since these methods require direct access to the pipe surface, are
22 slower, and are manually-operated, they usually are not economical for evaluation of long pipe
23 lengths. However, for short segments of pipe these non-destructive examination techniques may
24 be more practical and timely for long seam and weld validation. Direct examination of the
25 pipeline also has the added benefit of providing additional information that pressure testing
26 cannot, such as coating condition, corrosion, and other sub-critical defects that would not be
27 detected through a pressure test. Additionally, the disadvantages of replacement of these short
28 segments, namely the construction of temporary by-pass piping and service disruptions, can be

1 avoided. All of these factors combine to make direct examination of short segments a reliable
2 and cost-effective alternative to pressure testing.

3 b) Pipeline Segments Greater Than 1,000 Feet in Length That Can Be Taken
4 Out of Service for Pressure Testing

5 For pipeline segments that are longer than 1,000 feet in length, a preliminary review was
6 completed to determine if the pipeline could be taken out of service for a period of 2 to 6 weeks
7 to complete pressure testing. Where removal from service is feasible, the Pipeline Safety
8 Enhancement Plan identifies these pipeline segments for pressure testing. Where service
9 disruption is not feasible, the pipelines are either scheduled to be pressure tested once new
10 replacement pipelines have been installed to maintain service to customers, or those pipelines
11 segments are identified for abandonment.

12 (1) Surgical Replacement of Oxy-Acetylene Girth Welds and Wrinkle
13 Bends

14 As discussed in Section IV.D, SoCalGas and SDG&E believe construction and fabrication
15 threats should be addressed as part of their proposed Pipeline Safety Enhancement Plan. The
16 stability of oxy-acetylene girth welds and wrinkle bends cannot be fully assessed with pressure
17 testing and in-line inspection tools. The removal from service for pressure testing, combined with
18 the logistics already committed to preparing for pressure testing, provide a window of opportunity
19 for SoCalGas and SDG&E to mitigate these features. Accordingly, the Pipeline Safety
20 Enhancement Plan includes provisions for surgical removal of historic girth welds and wrinkle
21 bends as part of the preparation for a pressure test while the pipeline is out of service.

22 Execution of the Pipeline Safety Enhancement Plan provides a particularly opportune time
23 for this type of mitigation in High Consequence Areas and urbanized environments where access
24 and logistics continue to narrow such windows of opportunity. Once the oxy-acetylene girth
25 welds and wrinkle bends have been removed and replaced, the remaining pipeline segments will
26 be pressure tested to finalize the validation of the entire segment. This will result in a fully
27 validated and upgraded pipeline for safe and reliable operation. The cost of this effort will be
28 minimized through synergies with the mobilization that will already take place to support the

1 pressure test. The removal of these historic features will also provide for more reliable service
2 and a lower likelihood of disruption to customers that may have otherwise resulted from pressure
3 test failures.

4 (2) In-Line Inspection Using Transverse Field Inspection Tools and
5 Pressure Testing of Piggable Lines

6 Phase 1A pipelines that have already been retrofitted to accommodate in-line inspection
7 technology, commonly referred to as “Piggable Lines,” will be inspected using transverse field
8 inspection (TFI) tools and will also be pressure tested. Leveraging prior investments by
9 SoCalGas and SDG&E in in-line inspection technology in this manner will enable SoCalGas and
10 SDG&E to achieve the Commission’s pressure testing objectives in a more timely and cost
11 effective manner.

12 Two major logistical issues affect the timeline for completion of a successful pressure
13 test—pre-planning before the test and the successful completion of the test. The timelines
14 associated with both issues can be extensive. Pre-planning requires the operator to address
15 numerous logistical issues (such as excavation, traffic control, tests of section lengths and the
16 effects of elevation differences on test pressure, water storage and disposal for thousands of
17 gallons of water, complete dewatering and drying of the pipeline, etc), obtain and comply with all
18 necessary permits, and develop an approach and schedule that will minimize negative impacts to
19 customers (*e.g.*, working at night, arranging for temporary gas supply for single-source feed lines,
20 installing new lines to ensure looping and proper gas handling). All of these pre-planning factors
21 combine to limit or delay ready access to a pipeline segment for pressure testing. In some
22 instances, single feed or pressure-limited pipeline systems will need to be reconfigured to provide
23 service to impacted customers during pressure testing, and this may require considerable time to
24 accomplish.

25 Successful completion of a pressure test poses additional timing challenges. While
26 SoCalGas and SDG&E are confident in the safety of their pipeline system, pressure testing will
27 expose pipelines to pressure levels well in excess of pressures typically experienced in-service.
28 Although pressure testing is capable of exposing small leaks, identifying the location of such

1 leaks can be challenging and time consuming when the volume of water released is small (e.g.,
2 water seepage at a pinhole weld defect). In addition to the difficulty involved with locating test
3 failures, follow-on work involves several undesirable consequences, including the need to move
4 through at least one and sometimes several cycles of leak detection, dewatering, repair, re-fill,
5 and retesting that can be both lengthy and costly.

6 Fortunately, much of the SoCalGas/SDG&E transmission system has already been
7 retrofitted to accommodate in-line inspection tools, which allows for ready access to these
8 pipelines to perform an in-line inspection. These inspections can occur in parallel with the
9 preparation for pressure testing. During mobilization for the pressure test, knowledge obtained
10 though in-line inspection using a TFI tool can be used to facilitate proactive mitigation of any
11 pipeline anomalies that may lead to a potential pipeline failure at higher pressure test levels. By
12 mitigating potential sources of pressure test failures before conducting the pressure test, planners
13 can avoid the pitfalls associated with entering into a cycle of pressure test failures. In this
14 manner, in-line inspection using TFI technology prior to the pressure test can augment and
15 improve the likelihood of a successful pressure test, thereby reducing both the time and the costs.

16 Moreover, SoCalGas and SDG&E seek authorization to analyze the data obtained through
17 this in-line inspection process to validate TFI as an equivalent means of validating the long seam
18 stability of in-service pipelines. This technology has not yet been recognized by the Commission
19 as an equivalent means to validate the safety margin of a pipeline. SoCalGas and SDG&E seek to
20 analyze and compare the results of pressure testing with the results of in-line-inspections in Phase
21 1, in order to demonstrate that TFI provides an equivalent alternative to pressure testing for Phase
22 2 pipelines. Particularly for Phase 2 pipelines that are already piggable, this may present an
23 opportunity to greatly reduce the costs of achieving compliance with the Commission's directives
24 in this Rulemaking.

25 (3) Pressure Testing of Non-Piggable Lines

26 For non-piggable lines that may be removed from service for pressure testing, SoCalGas
27 and SDG&E propose to conduct such testing in Phase 1A. Replacement may be considered in

1 lieu of pressure testing for pipelines identified with pre-1946 construction and fabrication threats,
2 where it is feasible to complete the replacement within the Phase 1A four-year timeframe.

3 c) Pipeline Segments Greater Than 1,000 Feet in Length That Cannot Be
4 Taken Out of Service for Pressure Testing

5 (1) In-Line Inspection of Piggable Lines Using Transverse Field
6 Inspection Tools as an Interim Safety Enhancement Measure

7 Some pipeline segments that would otherwise be addressed in Phase 1A cannot be
8 addressed in the near-term due to the need to construct new infrastructure to maintain system
9 reliability. If construction of the new facilities needed to maintain service to customers during
10 pressure testing cannot begin within the Phase 1A timeframe, such pipeline segments may need to
11 be addressed as part of Phase 1B. These lines are included as a parallel effort within Phase 1B to
12 account for estimated lead times required for the design and permitting of the new infrastructure.

13 Much of the SoCalGas/SDG&E system has already been retrofitted to accommodate in-
14 line inspection tools, which allows for ready access to the pipeline to perform in-line inspections.
15 During Phase 1A, all such pipelines that have already been retrofitted to allow for in-line
16 inspection, or that can be readily converted for doing so, will be in-line inspected using TFI
17 technology. In-line inspection using TFI technology will provide interim validation of the
18 pipeline's integrity until the pressure test can be performed. These inspections can occur in
19 parallel with the preparation for construction of the new facilities needed to allow for pressure
20 testing of the pipeline segment. Work in parallel will minimize service disruptions to customers
21 and allow for enhanced long-term system flexibility for minimal additional cost, as compared to
22 replacement alone. Once installation of the new infrastructure is complete, the existing pipeline
23 may then be pressure tested to validate its condition and retained to provide system flexibility.
24 The safety of the existing pipeline segment will be enhanced by the performance of both an in-
25 line inspection and a pressure test to validate its safe operation.

26 (2) Abandonment of Non-Piggable Lines

27 All non-piggable pipeline segments that cannot be taken out of service for pressure testing
28 with manageable customer impacts will be replaced and/or abandoned once new piggable

1 facilities are constructed and placed in-service. Construction and installation of the new
2 replacement segment can take place while service is maintained to customers on the existing
3 pipeline segment, thereby avoiding the service disruptions that would otherwise occur if the
4 pipeline segment were removed from service for pressure testing. The newly installed systems
5 will be constructed using state-of-the-art methods and to modern standards, including current
6 pressure test standards.

7 (3) Proposed Alternative: Authorization of Use of In-Service Pressure
8 Test as an Alternative to Replacement

9 We request that the Commission consider the development and approval of reductions in a
10 grandfathered pipeline's MAOP to serve as an "in service" pressure test as an alternative to the
11 performance of a pressure test that would require the pipeline to be taken out of service. While
12 MAOP may not be set above certain code-defined limits, the ceiling can be set at lower values by
13 the Operator, and system capacity requirements may allow a pipeline's MAOP to be reduced
14 further to achieve the equivalency of a pressure test and validation of the stability of the long
15 seam. For example, changes in customer demand and pipeline system improvements over time
16 have allowed some pipelines to operate at a subsequently reduced MAOP, because higher
17 pressures are no longer needed to meet demand. For pipelines such as these, where recorded
18 pressures over the past five years support a previous maximum in-service pressure of at least 1.39
19 times or greater than the established MAOP, the pipeline's long seam stability has been validated
20 and further testing should not be required. This in-service natural gas pressure test is functionally
21 equivalent to a strength test of the pipeline to 1.39 times the reduced MAOP.

22 While the standard threshold to validate the stability of a long seam is 1.25 times MAOP,
23 a pressure reduction that would result in the equivalent pressure of at least 1.39 times MAOP is
24 proposed. This additional safety factor is prudent to account for the fact that operational pressure
25 measurements are not static and portions of the pipeline may not have experienced the measured
26 highest pressure. In addition, the maximum highest actual operating pressure experienced in the
27 five years preceding the lowering of MAOP would be used to account for concerns that the
28 MAOP may be set well above the pressures the pipeline has recently experienced. Such an

1 MAOP reduction validates the safety of the long seam without the service disruption and cost
2 associated with a hydrostatic or other pressure test.

3 SoCalGas and SDG&E would like the opportunity to work with Commission Staff and
4 other stakeholders to develop a standard for determining when a pressure reduction may be used
5 as an alternative to pressure testing or replacement. Because such a standard could potentially
6 reduce Pipeline Safety Enhancement Plan implementation costs for our customers, while
7 providing equivalent safety benefits, SoCalGas and SDG&E request that the Commission
8 consider this issue in the next phase of this proceeding.

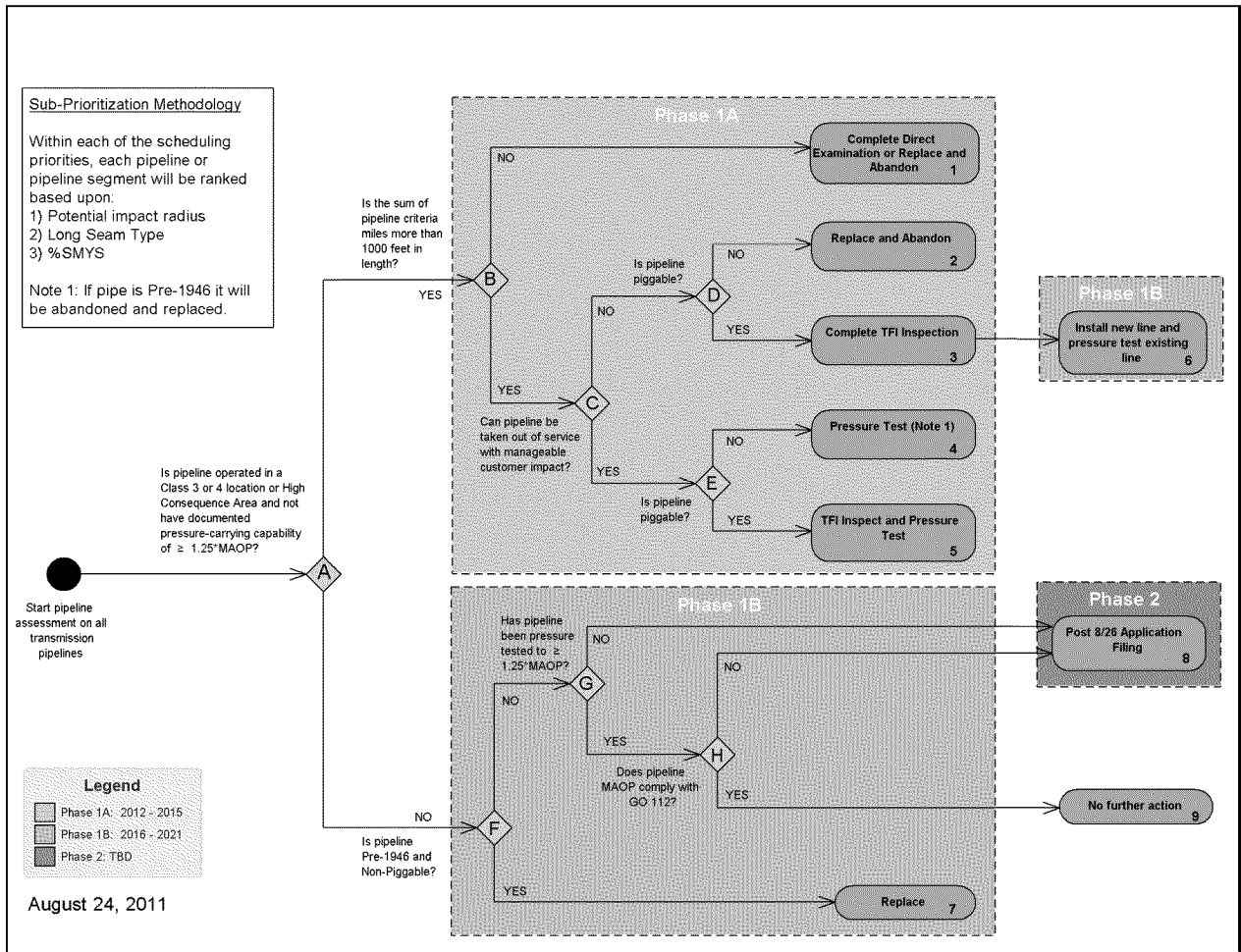
9 **2. Phase 1B**

10 Pipeline segments in Phase 1B are comprised of those pipeline segments that would
11 otherwise be addressed in Phase 1A, but cannot be addressed in the near-term due to the need to
12 construct new infrastructure to maintain service during pressure testing (see box 6 in Figure IV-1
13 below). In addition, non-piggable transmission pipelines segments that were installed prior to
14 1946 will be replaced. As part of the work previously completed during implementation of
15 Subpart O, SoCalGas and SDG&E have already identified, retrofitted and in-line inspected all
16 pre-1946 transmission pipelines that were constructed using acceptable welding techniques and
17 are operationally suited to in-line inspection. The remaining pre-1946 segments in the
18 SoCalGas/SDG&E system are not suited for in-line inspection, likely have non-state-of-the-art
19 welds, and would require significant investment for retrofitting to accommodate in-line inspection
20 tools. Accordingly, consistent with the Commission’s directive to “consider retrofitting pipeline
21 to allow for inline inspection tools,” and consistent with our overarching objectives of enhancing
22 the safety of our pipeline system in a proactive, cost effective manner, SoCalGas and SDG&E
23 propose to replace all remaining pre-1946 non-piggable pipelines as part of Phase 1B.

24 Figure IV-1 below comprehensively illustrates our proposed Pipeline Safety Enhancement
25 Plan prioritization and decision-making process for testing or replacing pipeline segments.

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Figure IV-1
Pipeline Safety Enhancement Plan Test/Replace Decision Tree



4

3. Phase 2

5

6 In Phase 2, which is expected to run in parallel with and may extend past the completion
7 of Phase 1B, remaining transmission pipeline segments that do not have sufficient documentation
8 to validate post-construction pressure tests to 1.25*MAOP and all other remaining transmission
9 pipelines that have not been strength tested in accordance with the Commission's direction will
10 be addressed. These pipeline segments are scheduled to be addressed after Phase 1A pipeline
11 segments, in order to prioritize pipeline segments located in more populated areas that were either
12 not pressure tested or lack sufficient details related to the completion of a pressure test.⁴⁶ As

⁴⁶

In some circumstances, Phase 2 pipeline segments may be addressed as part of Phase 1, in light of operational and economic considerations. For example, a relatively long pipeline segment may run through both heavily populated areas and sparsely populated areas. In such cases, it may be more economical and
(Continued)

1 described in above, SoCalGas and SDG&E propose the use of non-destructive examination
2 methods as an alternative to pressure testing to validate the long seam integrity of shorter pipeline
3 segments. In addition, SoCalGas and SDG&E will analyze the results of in-line inspection using
4 TFI tools in Phase 1A to validate the use of in-line inspection using TFI as an alternative to
5 pressure testing. If use of non-destructive examination methods on shorter pipeline segments is
6 approved as part of this plan, and if TFI results demonstrate its viability as an alternative
7 equivalent to pressure testing, SoCalGas and SDG&E will seek authorization to complete Phase 2
8 using in-line inspection, non-destructive examination, and in-service pressure tests in their 2016
9 General Rate Case. SoCalGas and SDG&E will solely propose alternative methods that can
10 verify a pipeline's pressure carrying capability in a manner that is equivalent to or better than
11 pressure testing.

12 **4. Proposed Sub-Prioritization Process for All Segments**

13 Each of the numbered boxes in the decision tree represents an inventory of pipeline
14 segments that share the same outcome. Accordingly, after priorities have been broadly
15 established for all lines as described in the phased approach above, within each numbered box,
16 detailed planning will be conducted in rank order based upon segment-specific characteristics that
17 reflect the dominant risk factors for that segment. The rank order for detailed project planning
18 will be based upon the potential impact radius for each pipeline segment divided by its long seam
19 factor. This approach is consistent with pipeline risk principles, where risk is commonly defined
20 as the product of the likelihood of failure (LOF) and the consequence of failure (COF), or Risk =
21 LOF x COF. Likelihood of failure is closely related to the specific characteristics and anticipated
22 threats of each pipeline segment. Consequence of failure is related to the energy in each pipeline
23 and the population density potentially affected by a failure. In this manner, the pipeline segments

Continued from the previous page

practical to pressure test that entire segment at one time, rather than to remove the line from service to
pressure test solely the portions that run through populated segments in Phase 1, and then remove the line
from service a second time in Phase 2 to pressure test the portions that run through less populated areas.

1 are sub-ranked for scheduling purposes primarily based on the consequence of failure of each
2 segment.

3 Potential impact radius refers to the radius of a circle within which the potential failure of
4 a pipeline could have significant impact on people or property and is dependent upon the
5 pipeline's diameter and MAOP. A larger potential impact radius typically affects proportionally
6 larger numbers of people, and in this manner, calculation of the segment specific potential impact
7 radius provides an effective means to rank segments by their potential energy and possible affect
8 on population density.

9 Long seam factors will be applied to raise the score for certain pipeline segments, as
10 specified in 49 CFR 492.113.

11 When segments have the same score, the pipeline segment that operates at a higher
12 percentage of the specified minimum yield strength at MAOP will be given a higher priority.

13 These prioritization and sub-prioritization processes were developed for planning
14 purposes. The final implementation schedule is subject to changes related to system conflicts,
15 logistical coordination, and incorporation of information obtained through interim inspections and
16 assessments.

17 **E. Proposed Interim Safety Enhancement Measures**

18 As described above, execution of Phase 1A is targeted for completion by 2015. As
19 required by the Commission,⁴⁷ SoCalGas and SDG&E offer the following proposed interim safety
20 measures to enhance public safety during the implementation period.

⁴⁷ See D.11-07-016, p. 21 (“The Implementation Plan must. . . include interim safety enhancement measures, including increased patrols and leak surveys, pressure reductions and prioritization of pressure testing for pipelines that must run at or near Maximum Allowable Operating Pressure Values which result in hoop stress levels at or above 30% of Specific Minimum Yield Stress, and other such measures that will enhance public safety during the implementation period.”)

1 **1. Continued Implementation of Transmission Integrity Management**
2 **Program**⁴⁸

3 As explained in Section IV.B.2 above, our transmission integrity management program is
4 an ongoing program for continually assessing and managing the safety and integrity of a gas
5 pipeline transmission system by periodically assessing and addressing the nine categories of
6 threats to natural gas pipelines identified in 49 CFR 192 Subpart O, including corrosion, third-
7 party damage and weather-related and outside force. The periodic review and inspection of these
8 and other pipeline threats is designed to detect changes in a pipeline’s environment and structural
9 integrity that could otherwise go undetected. Detection of a change in any of the nine categories
10 will be documented and addressed as part of our ongoing transmission integrity management
11 program. We believe our safe operating history is a reflection of the effectiveness of their
12 transmission integrity management program.

13 **2. More Frequent Ground Patrols and Leakage Surveys**

14 In our April 15 Report, we committed to increase the frequency of ground patrols and
15 leakage surveys for identified pipelines to bi-monthly. These additional patrols and surveys are in
16 process, and will continue until the testing or abandonment of the pipe has been completed.
17 SoCalGas and SDG&E utilize a variety of instruments and methods to conduct leakage surveys,
18 such as infrared gas indicators, optical methane detectors, and barhole surveys.

19 Ground patrols are a non-instrumented subset of leakage surveys wherein company
20 personnel utilize their visual and olfactory senses to detect evidence of leakage. The employee
21 travels along the pipeline route to find indications of: (1) visual evidence of dead or dying
22 vegetation; (2) dust blowing from fissures in the ground; (3) the smell of odorant, or (4) an
23 unusually high concentration of flies in the vicinity of the pipeline.

24 Both ground patrols and leakage surveys are used to detect and report early signs of
25 leakage, for follow-on investigation. In this manner, leaks resulting from pre-1970 pressure tests

⁴⁸ This program is authorized through our respective General Rate Cases and funding is not requested through this filing.

1 without the 8 hour hold for leak check, or leaks resulting from any time-dependent mechanism
2 (such as corrosion) can be mitigated before they develop into potentially larger issues.

3 Ground patrols and leakage surveys are normally conducted on a schedule that ranges
4 from one to four times annually, depending upon specific code requirements. Following the
5 issuance of Urgent Safety Recommendations to PG&E by the NTSB in January 2011, in an effort
6 to provide greater confidence to the public and the Commission in the integrity of our pipeline
7 systems, the schedules for ground patrols and leakage surveys of pipelines that do not have
8 sufficient documentation of pressure testing have been modified to occur at a bi-monthly rate
9 until the operating safety margins of those pipelines can be validated by one of the methods
10 proposed in the Pipeline Safety Enhancement Plan. As indicated in our June 24, 2011 update to
11 their April 15, 2011 Report, the first round of bi-monthly inspections of all identified pipelines
12 was completed prior to June 24.

13 **3. Pressure Reductions**

14 SoCalGas and SDG&E have had and continue to have a practice of reducing the MAOP
15 of pipelines when system changes allow for a lower maximum pressure to minimize the stress in
16 the pipeline and provide an enhanced safety margin. In accordance with our April 15 Report on
17 Actions Taken in Response to NTSB Recommendations, we have implemented pressure
18 reductions where operational constraints permitted SoCalGas and SDG&E to take immediate
19 action. Work continues to review pipelines to determine where other pressure reductions are
20 possible while meeting capacity requirements and service reliability.

21 **4. In-Line Inspection**

22 As explained in Section IV.D above, some pipeline segments that would otherwise be
23 addressed in Phase 1A cannot be addressed in the near-term due to the need to construct new
24 infrastructure to maintain system reliability. In the interim, until new facilities can be constructed
25 to allow for pressure testing of these pipelines, all such pipelines that have already been
26 retrofitted to allow for in-line inspection, or that can be readily converted for doing so, will be in-
27 line inspected using TFI technology. The performance of an in-line inspection using TFI

- 1 technology will provide interim validation of the pipeline's integrity until the pressure test can be
- 2 performed.
- 3

V.

PROPOSED VALVE ENHANCEMENT PLAN

A. Introduction

The San Bruno pipeline rupture and fire has focused considerable attention at both the State and Federal level on protocols for pipeline isolation in the event of a pipeline rupture. In D.11-06-017, the Commission orders all California natural gas pipeline operators to consider retrofitting pipelines to allow for improved shut off valves. In response to this directive, and in light of concerns raised by the rupture in San Bruno, SoCalGas and SDG&E offer a proposed Valve Enhancement Plan as part of the Pipeline Safety Enhancement Plan. The Valve Enhancement Plan is a plan to augment our more than 200 existing automatic shutoff valves (ASV) and remote control valves (RCV), for the purpose of reducing response time following a pipeline rupture. As with the proposed Pipeline Safety Enhancement Plan as a whole, the Valve Enhancement Plan is founded upon the four primary objectives of: (1) compliance with Commission directives; (2) enhancement of public safety; (3) minimization of customer impacts; and (4) maximization of cost effectiveness.

B. Overview of Existing Valve Infrastructure

SoCalGas and SDG&E currently employ over 800 mainline valves to isolate and sectionalize transmission pipelines for operational and emergency conditions in the areas discussed in this proposal. This includes about 600 manually-operated valves and more than 200 ASVs and RCVs to meet and/or exceed the requirements of 49 CFR 192.179.

A manually-operated valve is one that requires physical interaction by qualified field personnel to operate and physically close it. In the experience of SoCalGas and SDG&E, this process can take upwards of two hours from the time an operator identifies the need to close a system valve.

An ASV is equipped with a control device that is pre-programmed to sense a pipeline rupture. For example, these valves can automatically close when an excessive pressure drop—typically 10-30 psig per minute—occurs along the associated pipeline section or can be programmed with some other parameters. An ASV does not require human intervention to

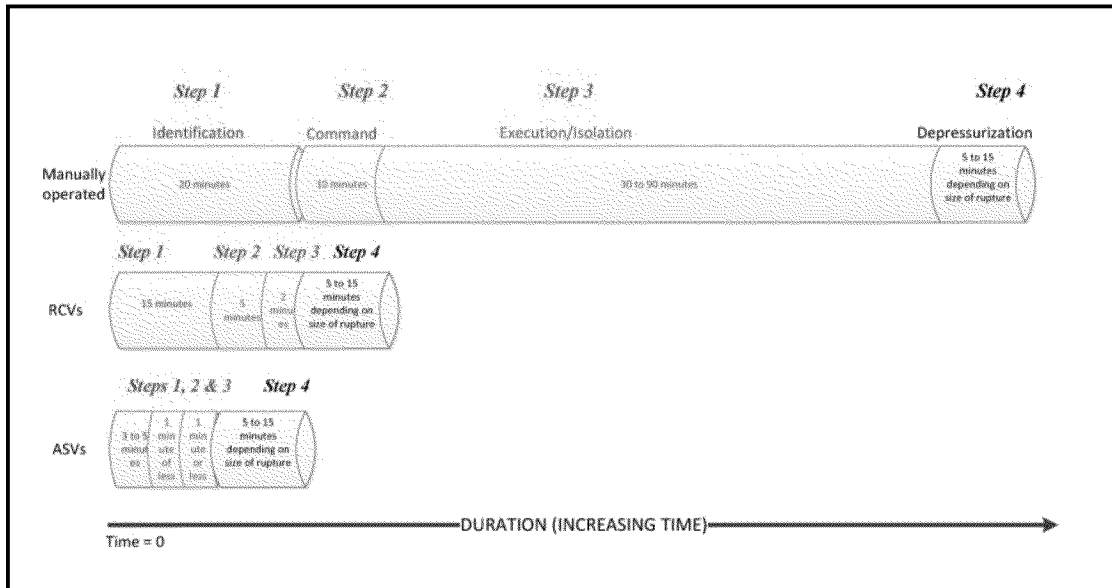
1 operate or to send a signal to activate its closure. The time required for an ASV to respond to a
2 pipeline rupture depends upon the size of the rupture, the distance between the valve and the
3 rupture site, and the logic and sensitivity programmed into the control device. As deployed by
4 SoCalGas and SDG&E, ASVs can detect and isolate a pipeline rupture in less than ten minutes.

5 An RCV is a valve equipped with electric or gas powered actuators to operate (open or
6 close) the valve based on a command (signal) from a remote location, such as a gas control room.
7 The RCV does require human intervention to evaluate the circumstances and ultimately send a
8 signal to operate the valve or valves. In the experience of SoCalGas and SDG&E, when this
9 evaluation time is factored in, RCVs require at least fifteen minutes in elapse process time to
10 isolate a ruptured pipeline.

11 Both valve options compare favorably with timing associated with manual isolation and
12 depressurization of a fully ruptured pipeline, which can take anywhere from thirty minutes to two
13 hours following a rupture. The time variation depends upon the pipeline length, operating
14 pressure, rupture characteristics, connected pipelines within the isolated section, and the
15 operator's ability to access valve locations.

16 Figure V-1 below depicts the relative timelines of the systematic process associated with
17 ASVs, RCVs, and manually-operated valves as it pertains to swiftness of response to a pipeline
18 rupture. There are four distinct steps taken in response to a rupture. Step 1 is to identify that an
19 event has occurred. Step 2 is to issue a command order that includes verification of the rupture.
20 Step 3 is to execute valve actions by closing valves, which isolate the ruptured pipeline section.
21 Step 4 accounts for the time it takes for an isolated section to depressurize. Although the time
22 required varies for each valve type and action step taken, the final step, Step 4, typically takes
23 about the same amount of time once all necessary valves have been closed as part of Step 3.
24

Figure V-1
Typical Isolation Timelines by Valve Type



Operators have long been subject to regulatory requirements to maintain the ability to isolate damaged sections of pipelines with shutoff valves at specific space intervals, depending on Class Location. Specifically, 49 CFR 192.179 prescribes minimum distances, of between five and twenty miles, at which valves need to be deployed for this purpose.

Currently, there are no Federal or State regulations prescribing the use or spacing of ASVs or RCVs on gas transmission pipelines to enhance swiftness of response. There is general guidance in Subpart O, however, that ASVs or RCVs should be considered as a mitigation option to contend with potential associated threats and consequences.⁴⁹

For over forty years, and prior to the adoption of Subpart O, SoCalGas and SDG&E have incorporated ASVs and RCVs into their system operations. The valve design philosophies of SoCalGas and SDG&E are based on their experience that ASVs and RCVs can reduce response time and enhance their ability to contend with a significant pipeline rupture. In addition, ASVs and RCVs can facilitate the ability of an operator to contend with simultaneous ruptures triggered in an event, such as a major earthquake. For these reasons, approximately 50% (2,000 miles) of our high-pressure transmission lines are currently covered by 208 ASVs, which are installed at

⁴⁹ See 49 CFR 192.935(c).

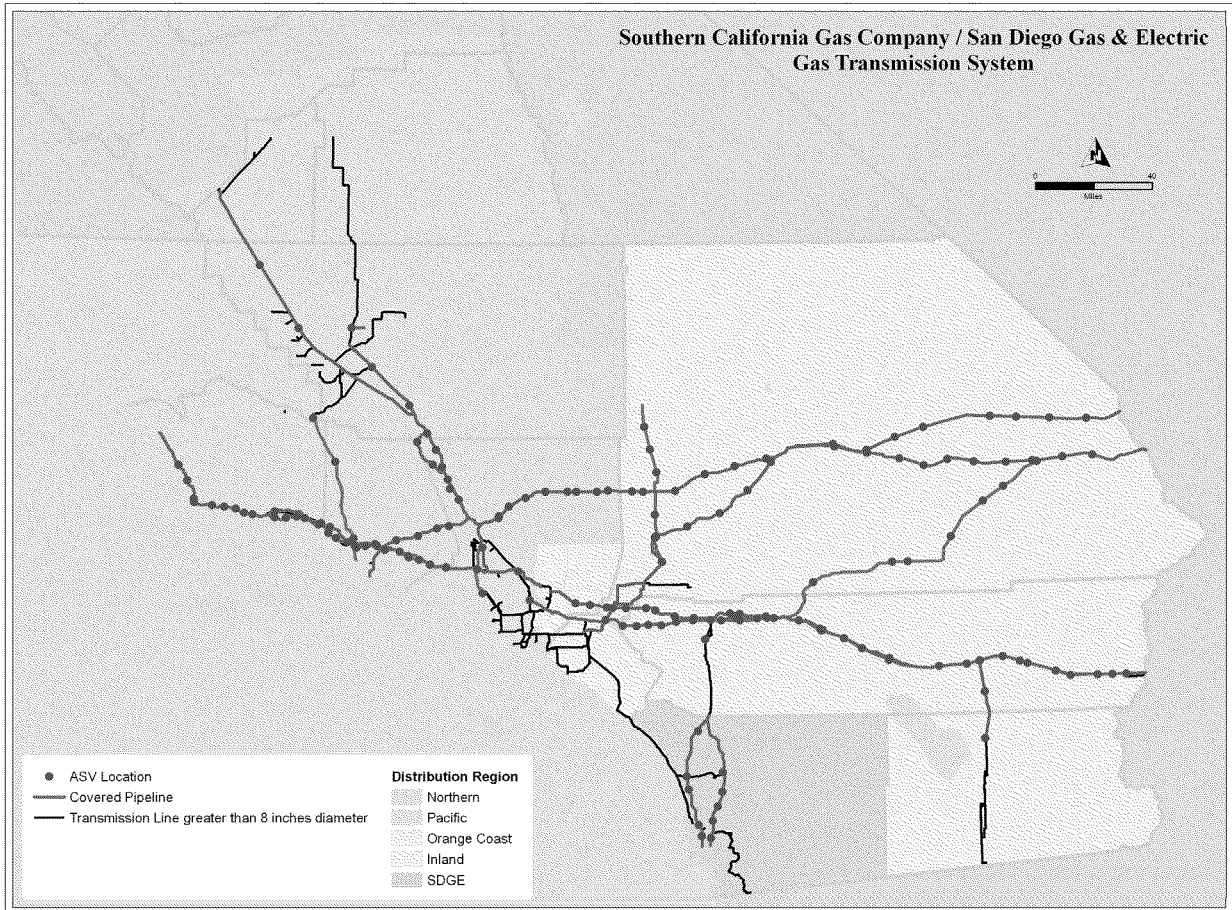
1 intervals averaging ten miles in length, but which range between five and twenty miles in spacing.
2 Figure V-2 below depicts an overview of the current coverage of the SoCalGas/SDG&E
3 transmission pipeline system by ASVs. A large percentage of these ASV-covered pipelines
4 reside in Class 1 and 2 locations outside of the Los Angeles Basin, San Diego, and other
5 population centers. This ASV control closure scheme is augmented by over thirty mainline
6 valves, pressure limiting stations, and/or compressor shutdown controls that can be operated
7 remotely by Gas Control personnel in a matter of five to fifteen minutes (or less) to restrict gas
8 flow to a ruptured pipeline section.

9 ASVs are deployed by SoCalGas and SDG&E on large transmission pipelines specifically
10 to mitigate the consequences of pipeline ruptures caused by earthquakes, landslides or third party
11 impact, while taking into consideration and minimizing the risk of wide-scale gas delivery loss to
12 customers in the event of an errant closure. To minimize adverse customer impacts, this evolved
13 deployment approach has resulted in focusing installation of such control capability in areas
14 where gas flow patterns are highly predictable, sufficient pipeline supply diversity exists, and the
15 ability to readily re-route impacted supplies exists.

16

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Figure V-2
Automatic Shutoff Valve Coverage on Major SoCalGas and SDG&E Transmission Pipelines-Overview⁵⁰



6

7 Most of the ASVs shown in Figure V-2 are currently not equipped with telemetry and/or
8 Supervisory Control and Data Acquisition or "SCADA"⁵¹ system remote data monitoring
9 capabilities. Therefore, a control room operator's knowledge about a valve closure, which is
10 principally based on observed pressure changes, can trail the event occurrence by up to thirty

⁵⁰ All illustrated pipelines are eight inches in diameter or greater. Not all valves/pipelines are shown, where pipelines operate in parallel.

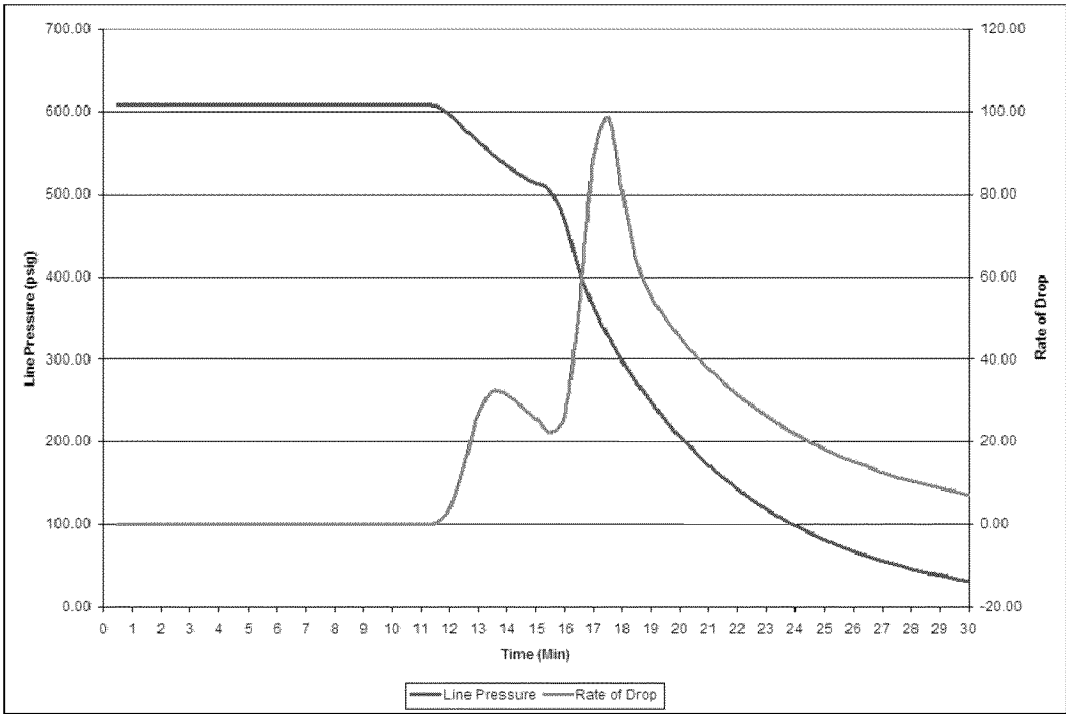
⁵¹ A SCADA system is a computer-based system used by an operator to collect and display pertinent information about the operator's pipeline system. It also provides the operator with the ability to send commands back to the pipeline system.

1 minutes. This is true whether the pressure change is due to a pipeline rupture or equipment
2 failure.

3 ASVs, as deployed by SoCalGas and SDG&E, generally facilitate the automatic closure,
4 isolation and depressurization of a pipeline section in less than thirty minutes from the first
5 pressure effects associated with a pipeline rupture, depending on the section length and effective
6 rupture size, provided no additional source is present. A recent example of the benefits and
7 isolation capabilities of ASVs is provided in Figure V-3 below. Figure V-3 depicts actual data
8 recorded following the July 11, 2011 rupture of an eighteen-inch SoCalGas pipeline after the
9 pipeline was accidentally struck by heavy equipment.

10
11
12

Figure V-3
Camarillo CA, 18" pipeline rupture, July 2011



13

14 The pipeline was operating at 600 psig prior to the rupture (red line). An initial drop in
15 pressure to about 500 psig occurred when the pipeline was breached by third-party intrusion. The
16 ASVs sensed the rupture immediately and took about three minutes to evaluate the pressure
17 change to confirm the rupture through their pre-programmed logic (at Time=11) and closed
18 within five minutes after the rupture. Following the valve closures, the rapid gas depressurization
19 initiated and, as illustrated in Figure V-3, the drop in pressure in the isolated pipeline section was

1 dramatic. The near-full rupture of this ten-mile section, ASV-equipped pipeline was
2 depressurized to below ten psig within twenty minutes from the time of rupture. If this same
3 break were to occur on a pipeline section that had not been equipped with ASVs, it might take
4 one to two hours to secure the same full isolation. In summary, the net time difference between
5 these two processes is one of the major quantifiable benefits provided by ASVs. It should be
6 noted that there was no personal injury or ignition associated with this rupture.

7 **C. Challenges Associated with the Deployment of ASVs/RCVs**

8 There are significant challenges associated with the deployment of ASVs/RCVs on gas
9 transmission pipelines, as noted by the Independent Review Panel formed by the Commission
10 following the San Bruno pipeline rupture⁵² and further described by the American Gas
11 Association in a March 11, 2011 white paper.⁵³ Indeed, because of these significant challenges,
12 the Independent Review Panel recommended in its June 9, 2011 Report to the Commission that
13 pipeline operators address these challenges in thoughtfully developed plans, rather than through
14 one-size-fits-all legislation or regulations.

15 The SDG&E and SoCalGas ASV/RCVs system of controls described earlier, while
16 providing rapid isolation for covered pipelines, sustains three to four false or errant valve closures
17 each year due to a variety of reasons. Although control technology and equipment reliability
18 have improved through the years, errant closures remain an operational risk and must be
19 incorporated into the deployment strategy.

20 When these issues arise in complex pipeline networks, where flow patterns are bi-
21 directional and/or pipelines are operating at near-full capacity, they can compromise the ability of
22 SoCalGas and SDG&E to serve customers reliably. Closures can occur due to equipment failure,
23 spurious pressure waves, or other operational issues that create a condition that simulate a rupture
24 due to an electro-mechanical device sensing only a pressure-drop rate in a pipeline. Given their
25 experiences with control system failures, SoCalGas and SDG&E have historically avoided

⁵² *Report of the Independent Review Panel San Bruno Explosion*, prepared for the Commission by Jacobs Consultancy, June 8, 2011, p.13.

⁵³ *ASVs and RCVs on Natural Gas Transmission Pipelines*, AGA Transmission and Distribution Engineering Committee, March 25, 2011.

1 installing ASVs on pipelines where there are multiple taps and pipeline interconnection points or
2 where a pipeline is critical to serving customers. SoCalGas and SDG&E propose to address these
3 challenges and risks in their proposed Valve Enhancement Plan through the co-deployment of
4 significant gas-pipeline monitoring technologies (i.e., additional SCADA system and system
5 visibility components), and accordingly, will propose to add ASV and RCV capability in such
6 areas.

7 **D. Guiding Principles of Proposed Valve Enhancement Plan**

8 As ordered by the Commission, SoCalGas and SDG&E have reviewed their current
9 isolation capabilities and propose to expand the use of ASVs and RCVS as part of the Pipeline
10 Safety Enhancement Plan. SoCalGas and SDG&E propose to accomplish this work in a ten-year
11 timeframe, commencing in 2012. As stated, the Valve Enhancement Plan is designed to achieve
12 four objectives: (1) compliance with Commission directives; (2) enhancement of public safety;
13 (3) minimization of customer impacts; and (4) maximization of cost effectiveness.

14 **1. Compliance with Commission Directives**

15 In D.11-06-017, the Commission orders all California pipeline operators to “consider
16 retrofitting pipeline to allow for inline inspection tools and, where appropriate, improved shut off
17 valves.”⁵⁴ This proposed Valve Enhancement Plan represents our compliance with that directive.

18 **2. Enhancing Public Safety**

19 Through their proposed Valve Enhancement Plan, SoCalGas and SDG&E propose to
20 enhance public safety by accelerating their ability to isolate and contain escaping gas in the event
21 of a pipeline rupture in areas currently supported by manually-operated valves. In addition,
22 SoCalGas and SDG&E propose to enhance the swiftness of their response to a pipeline rupture by
23 converting a large number of manually-operated valves to ASVs or RCVs and, where appropriate,
24 installing additional valves with these capabilities.

25 By installing additional ASVs, SoCalGas and SDG&E will reduce the time required to for
26 control operators to identify and characterize a pressure drop as a pipeline rupture and to provide

⁵⁴ D.11-06-017, Ordering ¶ 8.

1 for automatic closure locally, thus eliminating any latency in SCADA system operations requiring
2 communication to and from the control room. This ASV isolation process can take as little as ten
3 minutes upon rupture.

4 By installing additional RCV capability and the required companion pressure monitors to
5 be installed with each ASV/RCV upgrade as proposed herein, SoCalGas and SDG&E will reduce
6 the time required to identify and characterize a pressure drop as a pipeline rupture. SoCalGas and
7 SDG&E will enhance their ability to isolate a ruptured pipeline section more rapidly by
8 eliminating the manual process and effectively address the technical challenges associated with
9 ASV/RCV technology.

10 The Valve Enhancement Plan also secures complete large pipeline section isolation by
11 addressing the issue of backflow. Backflow occurs when a ruptured pipeline section has more
12 than one supply point and/or receipt point within the section to be isolated. Although the primary
13 means to stop gas from flowing into a ruptured pipeline section are the mainline valves, there may
14 be other interconnecting pipelines. Without terminating gas flow from these other
15 interconnecting pipelines, gas will continue to flow back into the ruptured pipeline section.
16 SoCalGas and SDG&E propose to address backflow prevention in the Valve Enhancement Plan
17 through the installation of added RCVs serving subsidiary pipelines, and through installation of
18 check valves and other comparable equipment installations along its large transmission pipelines.

19 In addition, SoCalGas and SDG&E considered population density and heat intensity in
20 developing their proposed Valve Enhancement Plan. Population density is taken into account by
21 focusing on Class 3 locations and High Consequence Areas for deployment of additional
22 ASVs/RCVs. As for heat intensity resulting from a rupture, SoCalGas and SDG&E address this
23 issue through the use of Potential Impact Radius as a principal metric in determining which
24 pipelines should be embodied by this Valve Enhancement Plan.

25 **3. Minimizing Customer Impacts**

26 As recommended by the Independent Review Panel, SoCalGas and SDG&E have taken
27 into consideration lessons learned from the San Bruno pipeline incident and have also considered
28 recent advancements in technology in developing this Valve Enhancement Plan. Moreover,

1 SoCalGas and SDG&E have re-evaluated the technical aspects and risks that accompany
2 ASV/RCV implementation in locations characterized by complex piping networks and believe
3 such isolation capability can be effectively managed if best-in-class instrumentation, monitoring
4 and supplemental equipment are installed in conjunction with transmission valve closure
5 capability. This specifically includes: (1) adding more pressure/flow measurements and valve
6 status indication along its pipeline network, including along supply lines served via large gas
7 transmission pipelines; (2) incorporating some redundancy in the instrumentation and control
8 systems serving its SCADA system and remote control capability; and (3) installing some control
9 valves, check valves or other controls on supply lines served from transmission pipelines to
10 prevent backflow from continuing to feed a ruptured transmission pipeline from other large
11 system pipelines.

12 **4. Maximizing Cost Effectiveness**

13 The proposed Valve Enhancement Plan satisfies the objective of maximizing cost
14 effectiveness in two key manners. First, the proposed plan focuses on those pipeline segments
15 that are most likely to yield higher public safety benefits—larger-diameter, higher-pressure
16 pipelines located in Class 3 locations or High Consequence Areas that have higher potential
17 impact radii. Specifically, the scope of the proposed Valve Enhancement Plan is limited to
18 transmission pipeline segments with MAOPs at or above 200 psig that are either (1) equal to or
19 greater than twenty inches in diameter; or (2) equal to or larger than twelve inches in diameter
20 where the pipe wall thickness and material grade and the MAOP equate to a hoop stress of 30%
21 or more of SMYS. The corresponding potential impact radii for all these pipeline segments range
22 between approximately 120 and 200 feet.

23 In reviewing alternatives to these criteria, SoCalGas and SDG&E found diminishing
24 return for widely-deploying similar valve control technology on smaller pipelines due to the
25 following reasons. First, because the potential impact radius is generally less than 120 feet for
26 pipelines below this threshold, access to such pipelines by responders is more easily managed.
27 Second, isolation valves tend to be more readily accessible at closer intervals and are easier to
28 manually-operate on smaller pipelines. In addition, there is less potential for losing gas service to

1 a large numbers of customers (*e.g.*, 500,000 or more) under a rupture scenario where smaller
2 pipelines are affected.

3 Second, the Valve Enhancement Plan maximizes the cost effectiveness of proposed valve
4 investments by leveraging SoCalGas and SDG&E's existing system of over 800 manually-
5 operated valves located along transmission pipelines in Class 3 or High Consequence Areas
6 wherever possible, and maintaining the current eight-mile-or-less Department of Transportation
7 prescriptive isolation section lengths for valve spacing.⁵⁵ Both SoCalGas and SDG&E's pipeline
8 systems have been constructed through the years to meet this eight-mile-or-less criterion in Class
9 3 locations. Thus, eight-mile-or-less spacing is a natural spacing fit that will optimize cost,
10 program logistics and, ultimately, plan effectiveness.

11 In determining proposed valve spacing, SoCalGas and SDG&E reviewed the effective
12 time difference between isolating an eight-mile pipeline section and five-mile pipeline section, as
13 contemplated in proposed legislation. Our analysis shows little time difference in the
14 depressurization associated with a reduction in valve spacing from eight to five miles. For
15 example, a 36-inch-diameter pipeline operating at 300 psig, the difference in depressurization
16 time (elapsed) between an eight-mile and five-mile section equates to a couple of minutes.

17 Based on such analyses, and the incremental costs associated with this reduction in valve
18 spacing, SoCalGas and SDG&E determined that further reduction in valve spacing would not
19 yield significant benefits and would be inconsistent with their objective of maximizing the cost
20 effectiveness of their propose Valve Enhancement Plan.

21 SoCalGas and SDG&E believe this proposed valve spacing provides improved response
22 time for valve closures in Class 3 and 4 locations and High Consequence Areas while focusing on
23 pipelines that carry the greatest consequence under a rupture scenario.

24 **E. Criteria for Proposed Valve Enhancement Plan**

25 Consistent with our four overarching objectives, we developed the following criteria for
26 selecting pipeline segments to be retrofitted with enhanced ASV/RCV capabilities.

⁵⁵ As explained in Section V.B above, although current Federal regulations do not require installation of ASVs or RCVs, current regulations do prescribe valve spacing requirements of eight miles or less in Class 3 locations. *See* 49 CFR 192.179.

1 First, we determined that the Valve Enhancement Plan should focus solely on
2 transmission pipeline segments, as defined by the United States Department of Transportation.
3 Application of the Department of Transportation’s definition limits the scope of the Valve
4 Enhancement Plan to those pipeline segments that are operated at a hoop stress of twenty percent
5 or more of SMYS.⁵⁶ This is consistent with the Commission’s directives in D.11-06-017, which
6 focuses solely on transmission pipelines. This is also consistent with the objectives of enhancing
7 public safety and maximizing cost effectiveness, because, by definition, transmission lines are of
8 larger diameter and are operated at a higher operating pressure.

9 Second, we focus the scope of the proposed Valve Enhancement Plan on those pipeline
10 segments that are operated in Class 3 locations or High Consequence Areas. This is consistent
11 with the focus of the National Transportation Safety Board in its January 3, 2011 Safety
12 Recommendations to PG&E.⁵⁷ By focusing on those pipeline segments in populated and/or High
13 Consequence Areas, SoCalGas and SDG&E satisfy their objectives of enhancing public safety
14 and maximizing cost effectiveness.

15 Third, the proposed Valve Enhancement Plan complements the use of existing valves,
16 RCVs, ASVs and other infrastructure, where possible.

17 For all transmission pipeline segments located in Class 3 locations or High Consequence
18 Areas, we developed a decision-making process to determine whether those pipeline segments
19 should be retrofitted as part of this Valve Enhancement Plan. As described below, this decision-
20 making process distinguishes between those pipelines that are twenty inches in diameter or larger
21 and those pipeline segments that are less than twenty inches in diameter.

22 **1. Transmission Pipeline Segments Twenty Inches in Diameter or Larger**

23 In our Valve Enhancement Plan, we propose to address all transmission pipeline segments
24 greater than or equal to twenty inches in diameter that are located in Class 3 locations or High
25 Consequence Areas that are not already equipped with ASV/RCV capability. All such pipeline

⁵⁶ See 49 CFR 192.3.

⁵⁷ The January 3, 2011 NTSB Safety Recommendations to PG&E pertain to Class 3 and 4 locations and Class 1 and 2 High Consequence Areas. Because we do not operate any pipelines in Class 4 locations, we focus solely on Class 3 locations and High Consequence Areas.

1 segments are identified for installation of ASV/RCV capability at intervals of approximately eight
2 miles or less.

3 **2. Transmission Pipeline Segments Less Than Twenty Inches in Diameter**

4 Pipeline segments less than twenty inches in diameter are subjected to secondary analysis
5 to determine whether those pipeline segments should be retrofitted with ASV/RCV capability as
6 part of the proposed Valve Enhancement Plan. If such a pipeline segment is at least twelve
7 inches in diameter and operates at 30% or more of SMYS, then that pipeline segment is identified
8 for installation of ASV/RCV capability at approximate intervals of eight miles or less as part of
9 the Valve Enhancement Plan.

10 Pipeline segments that are less than twelve inches in diameter and/or are not operated at
11 30% or more of SMYS, are addressed under our existing valve program and are not identified for
12 modification as part of this Valve Enhancement Plan.

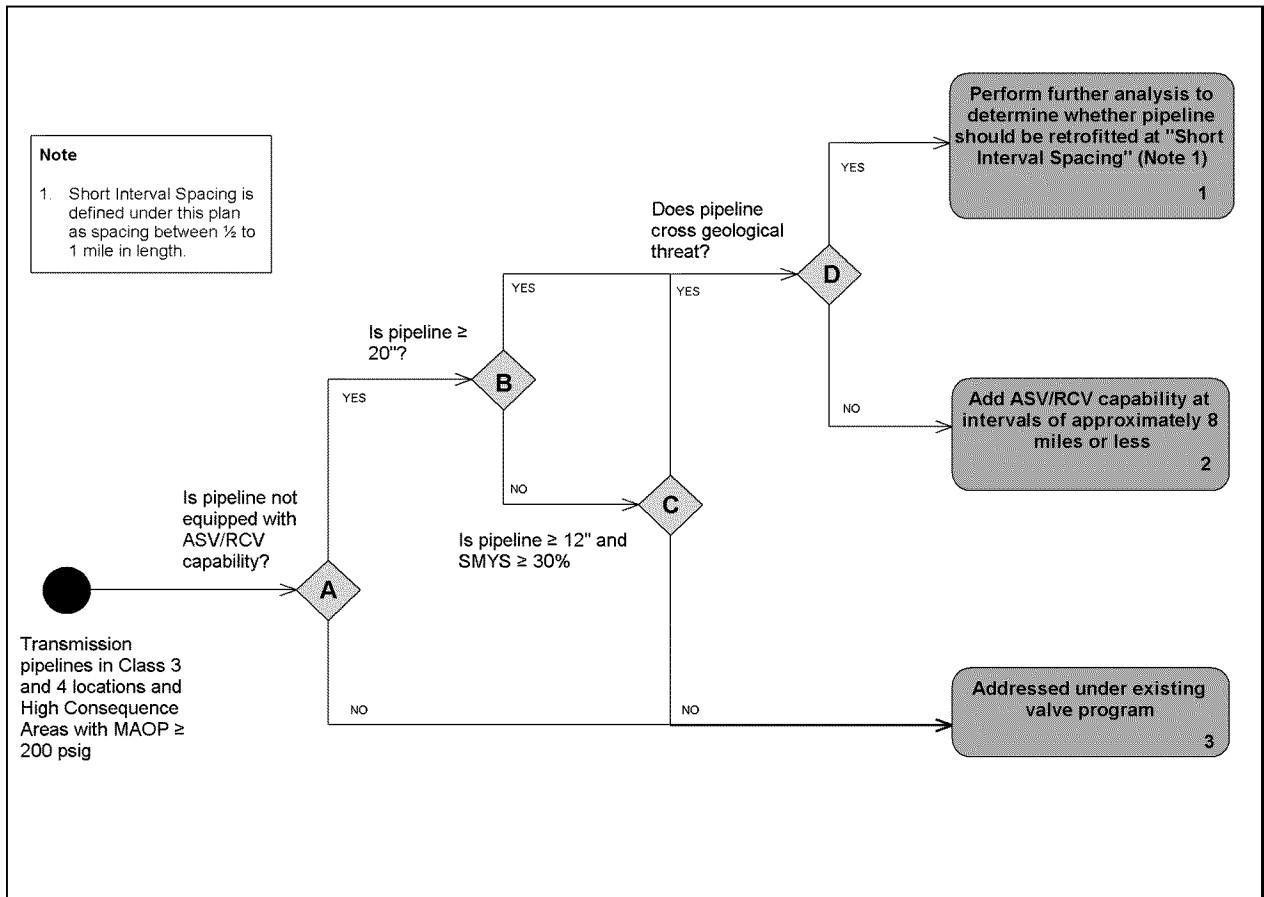
13 **3. Transmission Pipelines that Cross a Known Geological Threat**

14 Pipelines that meet the above criteria for retrofitting under the Valve Enhancement Plan
15 that also cross a known geological threat (*e.g.*, earthquake faults, landslide areas, washout areas
16 and other potential geologic or man-made hazards) are identified for further analysis to determine
17 whether the pipeline segment should be retrofitted at “Short Interval Spacing.” Short Interval
18 Spacing is defined under this plan as spacing between ½ and one mile in length. We propose to
19 install ASV/RCV capability at Short Interval Spacing on no more than twenty pipeline segments.
20 Consistent with the objectives of public safety enhancement and maximization of cost
21 effectiveness, these twenty Short Interval Spacing segments will be selected based on the specific
22 circumstances of the geological threat identified, the diameter of the pipeline and the potential
23 impact radius.

24 Figure V-4 below illustrates the proposed evaluation process and installation criteria for
25 the Valve Enhancement Plan.

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Figure V-4
Evaluation Process for Transmission Pipeline Valve Safety Optimization



5

6 Preliminary plans to address pipeline segments using the above criteria are subject to
7 change, as we continue to refine our engineering plans for pipeline replacements and/or retention
8 of older pipelines based on forthcoming pressure test and internal inspections results. For
9 example, if the MAOP of a pipeline segment is either increased or decreased as part of the
10 execution of the testing and replacement process described in Section IV.D above, this may
11 impact whether the pipeline segment satisfies the above criteria for enhancement.

12 When the installation of all valve work proposed in this plan is completed, we will have
13 segmented 1,866 miles of pipe with 306 new ASV or RCV-equipped isolation sections at nominal
14 six-mile intervals. This pipeline work will provide rapid isolation for 1,226 net miles of pipeline
15 in Class 3 locations and High Consequence Areas. Table V-1 below summarizes the scope of
16 work to be completed in Phase 1 under our proposed Valve Enhancement Plan.

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Table V-1
Summary of Proposed Phase 1 Control Valve Work

Installation Type	SoCalGas	SDG&E	Total
Upgrade Existing Manual Control Valves to ASV/RCV	273	74	347
Upgrade Existing ASV with RCV Functionality	94	0	94
Upgrade Existing ASV with Communications only	100	0	100
Add New ASVs/RCVs to Pipeline System	20	0	20
Total Valve Sites Addressed	487	74	561

5
6

F. Proposed System Enhancements to Support Valve Enhancements

8 The proposed Valve Enhancement Plan is designed to ensure that sufficient information
9 and control options will be provided to SoCalGas and SDG&E Gas Control Center and
10 Operations personnel to support more timely and informed management decisions in the event of
11 a confirmed (or suspected) pipeline rupture. In order to achieve this goal, supporting equipment
12 and features must be installed as part of the Valve Enhancement Plan. Accordingly, as part of the
13 Valve Enhancement Plan, SoCalGas and SDG&E propose to: (1) install metering stations to help
14 further identify extraordinary flow patterns and track the results of actions taken to isolate a
15 rupture while sustaining gas deliveries to customers; (2) implement system modifications to
16 prevent backflow of gas from supply lines feeding ruptured gas transmission lines; (3) install
17 meters at taps and pipeline interconnections to measure flow from transmission pipelines; (4)
18 expand their existing SCADA system to support enhanced system management; and (5) expand
19 the coverage area of private radio networks currently planned or employed by SoCalGas and
20 SDG&E to assure a higher level of reliability in communications to valves and sensing devices
21 used to support this proposed Valve Enhancement Plan.

1 **1. Installation of Metering Stations to Support Valve Operations**

2 SoCalGas and SDG&E currently measure gas flow at approximately thirty intermediary
3 points (not including delivery or receipt locations) on approximately 4,000 miles of transmission
4 pipeline to provide Gas Control personnel with information to manage system operations. As
5 discussed above, SoCalGas and SDG&E anticipate encountering added risks of errant closures as
6 a result of increasing the number of operational control valves (both RCV and ASV) on their
7 transmission systems. Flow changes will be more dramatic and complex as valves are operated
8 remotely, or in some instances close automatically to isolate pipeline ruptures. Proper
9 management of the proposed 367 added transmission remote-control capable valve locations must
10 be supplemented by expanded visibility into transmission system flows by Operations personnel.
11 Accordingly, SoCalGas and SDG&E propose to provide their operators with twenty additional
12 real-time flow measurement reference points along transmission pipelines to support pipeline
13 system management.

14 **2. Implementation of System Modifications to Prevent Backflow of Gas from**
15 **Supply Lines Feeding Ruptured Gas Transmission Lines**

16 The complexities of isolating and managing a section of ruptured transmission pipeline
17 are greatly compounded when the pipeline section contains multiple supply and/or receipt points.
18 As previously discussed, any transmission pipeline section isolation must eliminate significant
19 sources of backflow and minimize service interruptions resulting from these supply point
20 interconnections. This is of particular importance where large supply lines are designed to be fed
21 from multiple transmission lines, or via multiple feeds (sometimes miles apart) from the same
22 transmission pipeline.

23 To address backflow concerns, SoCalGas and SDG&E propose to retrofit 160 pipeline
24 locations with one of three control features to prevent backflow in the event of a pipeline rupture:
25 (1) regulator station pilot system controls to enable regulator stations directly tapped from the
26 transmission pipeline to be shut in; (2) check valve and manual bypass for medium-sized
27 pipelines where regulator modification is impractical or there is no regulator station serving the
28 connected pipeline; or (3) RCVs serving taps or feeds where there is no regulator station to

1 modify with controls, and where the pipelines are greater than ten inches in diameter and the
2 supply line being served is also fed from another direction and/or normally served from both sides
3 of a mainline valve via a “bridle assembly.” Option 3 is the most complex and highest-cost
4 solution, which is best employed at connection points where a transmission mainline valve is
5 being upgraded with ASV/RCV controls and communications.

6 **3. Installation of Meters at Taps and Pipeline Interconnections to Measure Flow**
7 **from Transmission Pipelines**

8 SoCalGas and SDG&E propose to install metering at their forty largest supply pipelines
9 interconnected to major transmission pipelines. The information provided by these meters will
10 support verification of a rupture event by operating personnel, its location, and its impacts on the
11 various sections of transmission line.

12 **4. Expansion of Existing SCADA System to Support Enhanced System**
13 **Management**

14 SoCalGas and SDG&E propose to provide for ASV/RCV features at 367 total valve
15 locations on their pipeline system, and to provide Gas Control operators and field operations
16 personnel with additional flow, pressure and valve status data in real-time to support effective
17 management of this infrastructure. This requires considerable SCADA system expansion.
18 Overall, SoCalGas and SDG&E estimate there will be over 9,000 new data fields associated with
19 this system expansion – discreet pieces of information, such as pressure, valve position, rate of
20 pressure drop, etc., that must be transmitted, received and managed by operators in near-real time.

21 **5. Expansion of the Coverage Area of Private Radio Networks to Assure a**
22 **Higher Level of Reliability**

23 SoCalGas and SDG&E propose to expand the coverage area of private radio networks
24 currently planned or employed to assure a higher level of communications system reliability.
25 Private radio networks support valve operations by providing backup communication pathways in
26 the event of an emergency and/or in the event of a loss of commercial communication networks.
27 Overall 630 remote control and monitoring points will be served in some capacity by expanded
28 radio system coverage by the time the proposed Valve Enhancement Plan is completed.

1 **G. Prioritization and Schedule**

2 The work proposed in the Valve Enhancement Plan will be prioritized based on five
3 criteria: (1) highest potential energy of pipeline segment as represented by its potential impact
4 radius; (2) active geological hazards such as earthquake fault crossings; (3) high density facilities,
5 which may be difficult to evacuate under an emergency condition; (4) most expedient locations to
6 retrofit because of few encumbrances; and (5) potential impact to customers (*e.g.*, some valve
7 work may be reprioritized to later in the schedule or coordinated with other planned work to
8 minimize the impacts to customers).

9

1 VI.

2 **PROPOSED TECHNOLOGY ENHANCEMENTS**

3 **A. Introduction and Summary**

4 SoCalGas and SDG&E have reviewed the scope of existing and emerging technologies
5 and believe near-real-time monitoring of events and conditions along their pipelines using
6 instrumentation can be effectively employed to provide advance warning of potential pipeline
7 failures, as well as decrease the time for SoCalGas and SDG&E to identify, investigate, prevent
8 and remedy/manage the effects of such events.

9 Historically, SoCalGas and SDG&E employed real-time monitoring of their transmission
10 pipelines exclusively where such activity was directly associated with pipeline operation and the
11 control of gas flow therein—classic SCADA operations. SoCalGas and SDG&E believe
12 monitoring events and pipeline system status for purposes of safety enhancement, as opposed to
13 solely for operational purposes, can provide added value in the management of the integrity of
14 their pipeline assets.

15 Accordingly, SoCalGas and SDG&E propose to install fiber optic cabling and methane
16 detection instruments over a ten-year period.

17 **B. Proposal to Install Fiber Optic Right-of-Way Monitors**

18 Fiber optic right-of-way monitors will help SoCalGas and SDG&E identify when
19 intrusions into their pipeline rights-of-way have occurred or when a pipeline (or right-of-way) has
20 experienced movement that might pose a threat to pipeline structural integrity. Advancement in
21 fiber optic signature analysis now allows an operator to pinpoint to within several feet when a
22 direct buried (twelve to eighteen inches above the pipeline) fiber cable has been disturbed or
23 otherwise has picked up abnormal vibrations (or is severed) from right-of-way activity, such as by
24 construction crews working in an area, or when a sizeable pipeline leak occurs. This signature
25 interpretation can be used to monitor pipeline right-of-way activity in real-time and help drive
26 decisions to send operational crews to investigate when a suspected incident has occurred that
27 might, acutely or with some latency, pose a risk to a pipeline’s structural integrity. SoCalGas and
28 SDG&E propose to install about 280 miles of fiber optic technology in association with pipeline

1 replacements during Phase 1. SoCalGas and SDG&E will install permanent monitoring stations
2 as each contiguous pipeline section equipped with fiber optics reaches five miles in length.

3 Although fiber optic technology can be used to enhance the safety of a pipeline system, it
4 is not cost-effective to install fiber technology on pipelines that are already buried and in service
5 in congested areas. Installation of fiber optic technology is cost-effective, however, when the
6 pipeline is already exposed, as during new construction or rehabilitation. Accordingly, SoCalGas
7 and SDG&E propose to install fiber optic technology on all pipelines twelve inches in diameter
8 and larger that will be exposed for testing or repairs and on new pipelines twelve inches in
9 diameter and larger to be constructed as part of the proposed Pipeline Safety Enhancement Plan.
10 In addition, any new pipelines constructed by SoCalGas and SDG&E that are twelve inches or
11 larger in diameter, and that are not part of the Proposed Pipeline Safety Enhancement Plan, will
12 also be fitted with fiber optic sensing in the future.⁵⁸

13 In light of the high costs associated with retrofitting in-service pipelines with fiber optic
14 technology, SoCalGas and SDG&E are closely following the development of other technologies
15 that may potentially monitor legacy pipelines located in heavily congested rights-of-way in the
16 future. A few of these emerging technologies center around acoustic monitoring of pipelines
17 (essentially listening to pipelines) with geophones or hydrophones to determine if a rupture or
18 impact event has occurred. While no cost for this technology is requested in this filing, SoCalGas
19 and SDG&E will continue to evaluate these emerging technologies and may request funding for
20 such enhancements in a future General Rate Case or in another appropriate Commission forum.
21 The radio and information technology systems infrastructure enhancements proposed in Section
22 D below will be designed to support such future deployment of emerging technologies with little
23 to no incremental capital cost beyond the field systems themselves.

24 **C. Proposal to Install Methane Detection Monitors**

25 The safety of the SoCalGas/SDG&E system may be further enhanced through the addition
26 of real-time pipeline right-of-way gas detection monitors near facilities that are high-occupancy

⁵⁸ The scope and associated costs for those future additions (unknown) are not included in this proposed Pipeline Safety Enhancement Plan, but will be requested as part of the normal rate case process.

1 and pose evacuation challenges, particularly where those facilities are located within 220 yards⁵⁹
2 of a high-pressure, large-diameter gas transmission pipeline. The methane sensors proposed to be
3 deployed will be capable of reliably detecting gas/air concentration levels approximately ¼ or
4 less of what is typically detected by the human sense of smell of the odorant. More timely
5 identification of gas leaks will support the dispatch of operations personnel to specific locations
6 along the pipeline system when methane is detected. SoCalGas and SDG&E have identified
7 approximately 2,100 general locations that fit this proposed criterion for installing methane
8 detection devices.

9 While the cost for reliable and accurate methane sensors for continuous use are
10 considerable, SoCalGas and SDG&E continue to monitor market development of this technology
11 to identify lower-cost, mass-produced methane detection devices that might meet their technical,
12 accuracy and reliability objectives in the future. The Pipeline Information Monitoring System
13 proposed below is designed to be able to incorporate information and alarms from any future
14 devices with little incremental capital costs, other than the field installation expenditures.

15 **D. Proposal to Develop a Pipeline Infrastructure Monitoring Data Collection and**
16 **Management System to Support Field Monitoring Sensors**

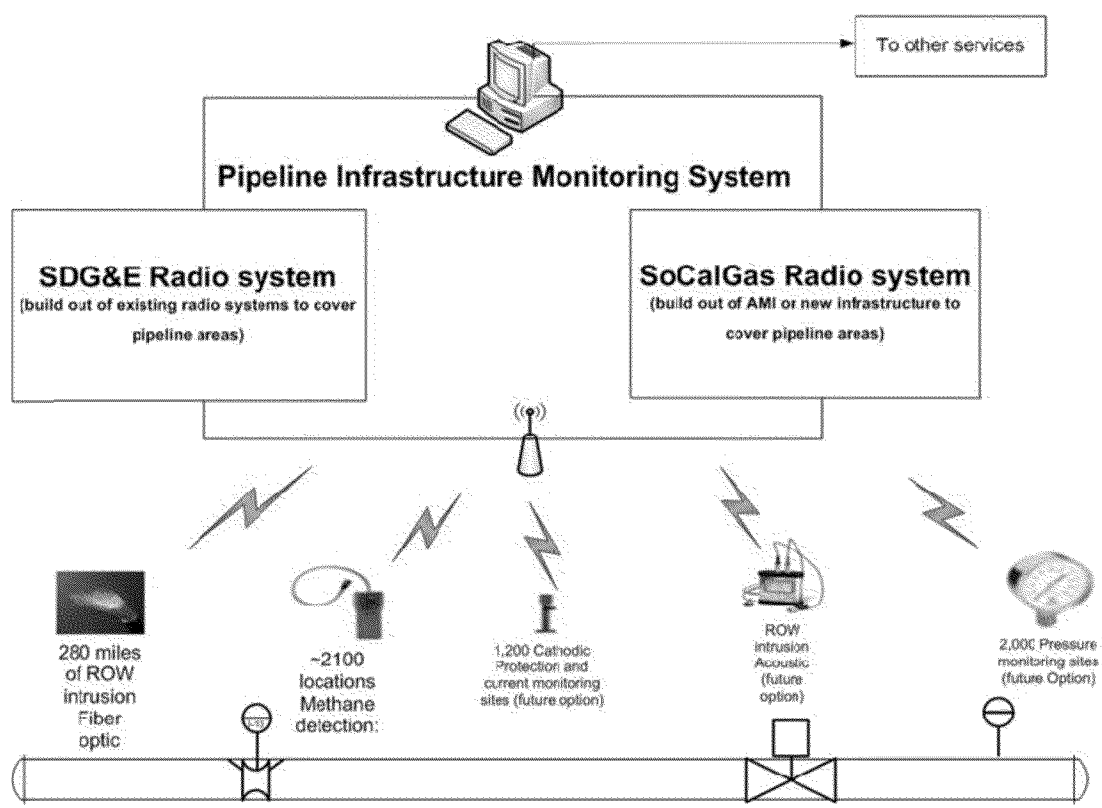
17 SoCalGas and SDG&E propose to develop a new data collection, storage, alarm-
18 processing and data management system to collect information from the field monitoring sensors
19 described above. The proposed data collection and management system (DCMS) will serve both
20 SoCalGas and SDG&E and will serve several functions. Several of the key benefits and
21 functions to be provided by the proposed DCMS are as follows: First, the DCMS will provide
22 periodic (at minimum daily) health/status monitoring of all fiber optic and methane detection
23 monitors by way of daily status reporting and remote data collection. Second, the DCMS will
24 receive alarm information initiated by any fiber optic or methane detection monitor with a latency
25 of less than two minutes. Third, the DCMS will report alarms to appropriate dispatch personnel
26 for review, call-out and resolution, as required. Fourth, the DCMS will track alarm

⁵⁹ This 220-yard figure is based on class location distances set forth in 49 CFR 192.5.

1 acknowledgement and status. Fifth, the DCMS will provide permanent storage of all events with
 2 appropriate time and date stamping of events. Sixth, the DCMS will provide system-wide
 3 viewing of current alarm information to help field and operations personnel reconcile fiber optic
 4 and methane detection monitor information with SCADA and other field observations during an
 5 emergency situation. Seventh, the DCMS will accommodate future expansion to 10,000
 6 monitoring points and multiple sensor types, including remote Cathodic Protection, acoustic
 7 monitoring and pressure alarm. Finally, the DCMS will provide for export/routing of information
 8 to support near real-time graphical viewing presentation of alarms on SoCalGas/SDG&E
 9 mapping products and provide connectivity with automated customer notification systems.

10 An overview of the proposed radio system expansion to support field monitor data
 11 collection is provided in Figure VI-1 below.

12
 13 **Figure VI-1**
 14 **Overview of Proposed Radio System Expansion**



15
 16

17 SoCalGas and SDG&E envision using the Advanced Metering Infrastructure and Smart
 18 metering Radio System expansions proposed under the Valve Enhancement Plan to support data

1 gathering from the fiber optic cable and methane detection sensors. The Radio system build-outs
2 to support SCADA back-up capability and polling of latent pipeline information will provide
3 adequate coverage for all Pipeline Infrastructure Monitoring sensors to be polled.

4

1 VII.

2 **PROPOSAL TO DESIGN A COMPREHENSIVE ENTERPRISE**

3 **ASSET MANAGEMENT SYSTEM**

4 The Commission’s decision directing the filing of proposed implementation plans states
5 that at the end of the implementation period, each pipeline operator will have their transmission
6 pipeline records “readily available.”⁶⁰ SoCalGas and SDG&E support the Commission’s goal of
7 having pipeline data readily accessible. While the data required to operate and maintain the
8 SoCalGas/SDG&E natural gas transmission pipeline system are currently readily available,
9 supporting data (meta data) and documents, which are often paper records, are not readily
10 available. Existing systems for storing and accessing data, which have evolved over time, are not
11 integrated and are often in different formats. To have all such data, and supporting data,
12 integrated and readily available, various data repositories, including maintenance and inspection
13 systems, geographical information systems, purchasing systems, and paper records must be
14 connected, and interrelated. Accordingly, SoCalGas and SDG&E propose to design and develop
15 a comprehensive Enterprise Asset Management System as an integral part of their Pipeline Safety
16 Enhancement Plan.

17 **1. Background**

18 SoCalGas and SDG&E maintain many types of pipeline-related data, which fall into two
19 broad categories: (1) Asset Data; and (2) Inspection, Maintenance and Operating Data. Asset
20 Data is information about a physical pipeline—size, wall thickness coating, valve information,
21 other pipeline equipment related information. Asset Data also includes initial manufacturing
22 information, construction information, and testing information. Inspection, Maintenance and
23 Operating Data are records about the inspections that have occurred on the assets and any planned
24 or unplanned maintenance and operation of the system. Inspection Data includes such
25 information as results of internal line inspection devices. Maintenance Data includes information

⁶⁰ D.11-06-017, p. 9.

1 such as the history of maintenance of regulation and control systems. Operating Data includes
2 information such as operating pressure history.

3 All the above data reside in numerous files and databases. Although some files are
4 electronic, others are in paper form. Electronic files tend to be those that record information
5 generated after computers became prevalent in the 1980s, for example, post-1980 inspection and
6 maintenance records. Paper files tend to be those created prior to the 1980s, such as construction
7 and material records for pipelines built prior to the 1980s. An obvious advantage of electronic
8 files is speed of recovery of the information. There are other notable advantages such as
9 prevention of deterioration of the original documents, ability to store huge amounts of
10 information in a much smaller space (computer hard drive), and easy duplication and transmittal
11 of the data.

12 Once our proposed Pipeline Safety Enhancement Plan is approved by the Commission, we
13 will undertake a large volume of construction and testing work to comply with the Commission's
14 directives. This large volume of construction and maintenance activities will span many years
15 and generate large volumes of additional pipeline infrastructure data. This presents an
16 opportunity to utilize leading records management practices to capture this new information and
17 to integrate existing records and information into the new systems. Moreover, even with all that
18 has been done up to this point regarding converting data into electronic format and developing
19 systems to retrieve and display this information, there is more that can be done. Accordingly,
20 SoCalGas and SDG&E propose to design a comprehensive Enterprise Asset Management System
21 as an integral part of their Pipeline Safety Enhancement Plan to:

- 22 1) Enable SoCalGas and SDG&E to efficiently and effectively manage the
23 increased volume of pipeline work and associated records driven by the
24 Pipeline Safety Enhancement Program;
- 25 2) Provide SoCalGas and SDG&E personnel with secure anytime, anywhere
26 access to integrated critical pipeline information and associated data capture,
27 reporting and analysis tools;

- 1 3) Enhance existing records and data governance practices by embedding these
- 2 practices and controls into the Enterprise Asset Management System and
- 3 applications; and
- 4 4) Provide enhanced pipeline data analytics to support continuous improvement
- 5 of SoCalGas and SDG&E’s pipeline integrity and safety programs.

6 **2. Development of the Enterprise Asset Management System**

7 The Enterprise Asset Management System will focus on applying industry leading records

8 management practices and information technology solutions to govern, record, store, secure,

9 maintain, access, search and analyze transmission pipeline system data. The system will support

10 leading records and data governance practices and controls; ensure the validity, traceability and

11 completeness of pipeline data; and provide SoCalGas and SDG&E personnel with secure

12 anytime, anywhere access to critical pipeline system data.

13 Leading records management solutions start with strong data governance and control

14 practices that are embedded into business policies, training programs, processes and supporting

15 information management systems. Leading data governance and controls will be embedded into

16 the Enterprise Asset Management System. A governance blueprint incorporating leading

17 Enterprise Asset Management System practices will be developed as an initial program step. The

18 blueprint will also identify master data record sources, data ownership, data management

19 processes and accountabilities within SoCalGas’ and SDG&E’s organization. This governance

20 framework will ensure the Enterprise Asset Management System enhances traceability,

21 completeness and the overall integrity of SoCalGas and SDG&E pipeline records and information

22 throughout their life-cycle.

23 Pipeline records and information to be addressed under this system include system

24 planning, construction inspection, maintenance, compliance and operating records. These records

25 and information include both spatial (Geographic Information System or “GIS”) and digital data,

26 which will be managed throughout the life-cycle of the pipeline infrastructure that they are

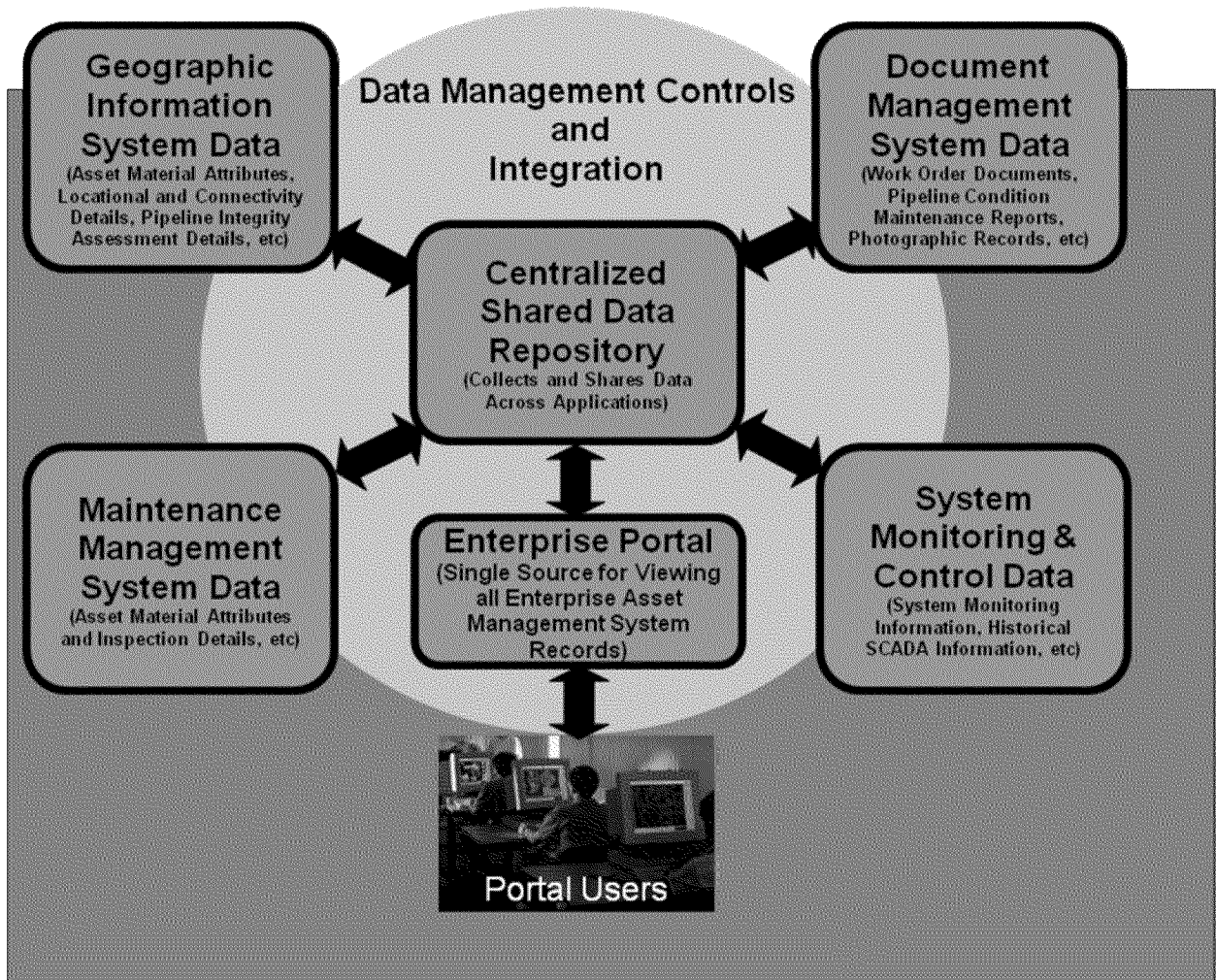
27 associated with. Existing paper records will be converted to digital format and records in those

28 systems being replaced will be migrated into the new Enterprise Asset Management System.

1 Figure VII-1 below illustrates how the Enterprise Asset Management System will integrate
2 information and data stored in various systems throughout each company.

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Figure VII-1
Overview of Enterprise Asset Management System



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9 The proposed Enterprise Asset Management System will provide SoCalGas and SDG&E
10 personnel with secure, remote, anytime, anywhere access to critical pipeline information through
11 a web portal using a variety of mobile computing devices. Spatial and digital pipeline data from
12 multiple applications and databases will be capable of being accessed through the portal
13 application. Enhanced pipeline information search and navigation capabilities will be
14 incorporated into the portal. The system will also support improved data capture in the field to
15 improve data accuracy, traceability and completeness.

1 An Enterprise Asset Management System will also improve the efficiency of completing
2 complex data analytics and modeling required for pipeline system integrity risk and threat
3 assessments and development of potential mitigation plans or programs. Examples of these
4 complex analytical tasks include:

- 5 • Performing risk assessments that incorporate pipeline design, condition, operating and
6 land use statistics into the analysis process.
- 7 • Analyzing the maintenance history of a specific item of equipment or material that is
8 installed in pipeline assets throughout the SoCalGas and SDG&E transmission systems.
- 9 • Developing a remediation plan for a specific item of purchased equipment or material that
10 is affected by a manufacturer's recall or safety notice.
- 11 • Developing and executing scenario-based emergency response plans that incorporate
12 pipeline and valve station locations as well as the configuration and operating instructions
13 for specific valves or valve types.

14 Enhanced data analytic capabilities will enable SoCalGas and SDG&E personnel to
15 continuously assess and improve the Pipeline Safety Enhancement Plan.

16 **3. Approach and Schedule**

17 SoCalGas and SDG&E propose to develop the detailed architecture and design of the
18 Enterprise Asset Management System over the next six to twelve months. The program will
19 begin with a blueprint planning phase and build from the work that has been proposed in our 2012
20 General Rate Case Applications. During this phase, Enterprise Asset Management System
21 objectives and guiding principles will be finalized; records and information management
22 governance policies and procedures will be refined and reinforced; organizational roles and
23 responsibilities related to records and information management will be updated; and the records
24 and information management master data model will be updated. The output from this phase will
25 form the basis for a proposed Enterprise Asset Management System to be submitted for approval
26 by the Commission in a subsequent filing.

27

1 **VIII.**

2 **EXECUTION OF THE PROPOSED PIPELINE SAFETY ENHANCEMENT PLAN**

3 **A. Key Elements of the Execution Plan**

4 The Implementation Plan consists of a mixture of small, intermediate, and large scale
5 projects, which will take varying lengths of time to complete. Although the actual construction
6 period is typically one to six months, the project planning, permitting, and contractor bid and
7 selection process takes 24 to 36 months for an intermediate project, assuming no significant
8 ministerial or environmental permit delays. The significant number of additional projects
9 required to implement this plan will have a major impact on the need and availability of internal
10 and external resources for successful execution.

11 **1. Project Planning and Scheduling**

12 The proposed implementation plan contains an aggressive list of potential safety
13 enhancement pipeline projects. The planning and scheduling of these projects can be
14 significantly impacted by outside issues such as permits, material availability, gas system
15 capacity/scheduling and public resistance. These potential delays and impacts are difficult to
16 predict and plan for. The following general planning and scheduling guidelines are offered as a
17 normal anticipated project schedule assuming normal routine conditions. The vast majority of the
18 implementation plan projects fall into the small and intermediate scale project planning and
19 scheduling life cycles described below.

20 The number, varying lengths, locations and impacted jurisdictional permit agencies for the
21 types of replacement and pressure testing projects being proposed can be described in the
22 following very generic planning and scheduling terms. The fact each project is subject to specific
23 individual circumstances, stakeholders and logistical issues, no matter the “size,” can make even
24 what appears to be a small simple project, considerably more complex to execute effectively
25 while mitigating all stakeholder concerns. Pressure testing of large capacity transmission piping
26 for example, can have a significant impact on the gas delivery system. The associated reduction
27 in system availability and capacity is impacted while piping is deactivated and removed from
28 service for several days, or weeks, as preparation and testing takes place. The pressure testing

1 schedule is further complicated due to system availability as this work may be confined to off
2 peak delivery shoulder months for completion when system capacity demands are not as critical
3 for customer reliability.

4 In general, a small-scale project will be described as relatively simple, with minimal or no
5 customer/stakeholder impacts, generally smaller-diameter pipe, shorter length (less than 1,000
6 linear feet) of pipe replacement, a valve retrofit, or a short pressure test section. A small-scale
7 project management schedule would proceed through a three to six month project life cycle.
8 Detailed planning and design would identify the materials and permits required to complete the
9 project. Logistical concerns for project construction location, or locations, are identified, such as
10 water fill source, storage tank needs, de-water locations and potential traffic control plans
11 identified. The permit drawing package would be developed and submitted to the appropriate
12 agency for review and approvals. Necessary materials would be concurrently procured while
13 permit submittal, review and approval are obtained. Any specific traffic control plan needs will
14 be addressed. When Agency permits and work conditions are received, the project “Request for
15 Proposal” bid package is developed and sent to pre-qualified contractors for submittal of project
16 bid proposals. Project proposals are evaluated and the project awarded. This type of project
17 would typically experience a one to four week construction schedule with the completed
18 replacement pipe, or tested pipe, being placed into service. This schedule should be considered a
19 “best case” project life cycle schedule and duration for smaller, simpler and less obtrusive
20 projects.

21 In general, the intermediate scale project would be described as more complex, due to
22 customer or stakeholder impacts, larger diameter pipe, and longer-length (1,000 linear feet to five
23 linear miles) of pipe replacement or pressure test length. The intermediate size project
24 management schedule would typically proceed through a 6- to 36-month project life cycle.
25 Generally, the pressure test project would fall into the shorter end of this life cycle and the
26 replacement pipe project will require more time. The detailed planning, design and execution
27 will follow the same general path as outlined above with the small scale project with additional
28 time required for all of the larger scale associated project coordination activities. The larger

1 diameter, longer length and more obtrusive nature of these projects require longer lead times to
2 develop detailed design, routing and project logistics. Material procurement lead times for the
3 larger pipe, valves and fittings are increased. Agency permit reviews become much more critical
4 and time consuming as stakeholder concerns and community impacts are mitigated. Customer
5 and gas delivery system impacts are increased and require significantly more coordination and
6 resolution. The construction execution of this project will generally fall between one and six
7 months in length. Agency Encroachment Permit work conditions and requirements have a
8 significant impact on construction timing and cost for these projects. Typical Encroachment
9 Permit conditions require night work with restricted work hours of 9:00 AM through 2:00 PM to
10 address traffic issues. Also, slurry backfill and/or significant paving requirements all have a
11 major impact on construction timing delays and additional construction costs. This general
12 schedule should be considered a “best case” project life cycle for these intermediate scale
13 projects.

14 In general, the large scale project described will be the most complex, i.e., larger diameter
15 pipe, longest length (five to fifty linear miles) of replacement pipe or new pipe installation. These
16 large-scale projects will have the longest project management life cycle, three to five or more
17 years, and may be completed in multiple “phases” or “sections.” The size of these projects will
18 also increase the expected risks associated with permit delays, stakeholder opposition and
19 community impacts. The initial detailed planning, routing, material procurement and design will
20 target to complete five to fifteen miles in the first two to three years, as outlined with the
21 intermediate project schedule above. Additional “phases” or “sections” of ten miles or more will
22 be constructed each subsequent year until overall project completion. The on-going project
23 “phase” or “section” installation target footage is dependent upon logistical planning issues such
24 as permitting constraints, material availability and logical segment break points based on agency
25 jurisdiction and our existing system tie-in points. These projects will be the most obtrusive and
26 potentially volatile projects to the impacted stakeholders with considerable delays and costs
27 incurred as project issues are mitigated and resolved.

1 **2. Project Management**

2 Due to the size, scale, and complexity of the Pipeline Safety Enhancement Plan, SoCalGas
3 and SDG&E plan to execute the plan under the framework of a Project Management Organization
4 (the PSEP PMO). The PSEP PMO will be a separate organization comprised of a group of staff
5 dedicated solely to execution of the Pipeline Safety Enhancement Plan. The PSEP PMO will be
6 comprised of internal SoCalGas and SDG&E personnel, who will reside in a dedicated task force
7 area, and will be supplemented by external engineering companies, consultants, and construction
8 contractors. The primary objectives of the PSEP PMO will be to assure compliance with
9 Commission requirements and assume responsibility for overall plan integration, execution of
10 scope, schedule, budget, performance monitoring and reporting, contract administration, financial
11 controls and corporate and regulatory compliance. The PSEP PMO will develop and implement
12 procedures to ensure that the PSEP is executed safely and to the required level of quality in
13 engineering, supply of materials, and in construction. Additionally, the PSEP PMO will institute
14 disciplined project controls procedures for estimating, cost control, and planning/scheduling to
15 assure that costs (actual and forecast) and schedules are continuously updated and given critical
16 analysis to facilitate accurate project reporting.

17 The PSEP PMO will be a critical focal point for the execution of the Pipeline Safety
18 Enhancement Plan. Some of the functions and specific responsibilities within the PSEP PMO are
19 described as follows:

- 20 1. Project Management. Development and management of the overall scope, schedule,
21 budget, execution plan, and resources.
- 22 2. Engineering. Development of engineering and design work for the various aspects of
23 the Pipeline Safety Enhancement Plan, including the establishment of project cost
24 controls and reporting, and the evaluation of alternatives and cost effectiveness in
25 design. Establish protocols to manage the estimating, cost control, and
26 planning/scheduling functions. This includes assuring consistency in reporting among
27 the various projects that will be executed simultaneously and the ability to roll-up and
28 produce consolidated reporting.

- 1 3. Supply Management. Develop the procurement and contract strategies and
2 procedures, approved bidder lists, procurement and contracting policies, expediting,
3 quality assurance/quality control, and logistics activities.
- 4 4. Environmental. Develop the environmental permit strategies and plan and manage the
5 environmental activities through the permitting phase and construction.
- 6 5. Construction Management. Development of construction execution strategy and plan
7 and management of all aspects of field construction including construction progress,
8 cost, and inspection activities.
- 9 6. Operations. Dedicated operations teams in each of the regions will be responsible for
10 the planning of some of the project work, gas handling and tie-in procedures, outage
11 scheduling, tie-in surveillance, construction surveillance, and reporting.
- 12 7. Customer and Public Outreach. Development and management of public and
13 customer outreach programs including press releases, scheduling town hall, customer
14 and public meetings, mailings, advertisements, notifications, websites and other
15 activities.

16 Although not necessarily dedicated to the PSEP PMO, support from other functions
17 within SoCalGas and SDG&E such as legal, regulatory, land and right-of-way, finance,
18 information technology, and human resources will be required to execute the Pipeline Safety
19 Enhancement Plan.

20 **3. Material and Construction Quality Assurance and Control**

21 The critical materials required to successfully implement our proposed safety
22 enhancements would follow the current rigorous material specification and quality assurance
23 program currently being followed by SoCalGas and SDG&E. The companies' current material
24 specifications for critical components, such as valves, pipe and fittings, ensure that procured
25 materials meet all regulatory requirements and other applicable requirements and guidelines.
26 These applicable material specifications are included in our general requirements for each project
27 and provided to any and all potential manufacturers and/or suppliers. Documentation affirming
28 that a material component meets our strict material specifications is required from the

1 manufacturer and supplier and is included and maintained with the material component purchase
2 records.

3 Critical material components can only be procured from approved manufacturers,
4 suppliers and vendors. These critical material providers are pre-screened and approved through
5 our quality assurance assessment process. This quality assessment process includes physical on-
6 site evaluation of raw material selection, manufacturing process, and quality control for the
7 specific manufacturer, vendor or supplier facility.

8 We also ensure the material quality assurance process with an aggressive material and
9 component inspection process. Critical materials and components are physically inspected at
10 critical points during the manufacture and delivery process to visually verify the material
11 components, workmanship and product quality meet our strict specifications.

12 We have existing policies and procedures in place to address and ensure the quality of the
13 construction of, and fitness for purpose of, the activities and facilities proposed in the Pipeline
14 Safety Enhancement Plan. We will use existing and proven construction management techniques,
15 along with on-site Company representatives, which have previously demonstrated the ability to
16 effectively and safely provide construction over sight activities required to ensure the Pipeline
17 Safety Enhancement Plan facility improvement construction quality. These Pipeline Safety
18 Enhancement Plan projects will receive full time construction inspection and oversight to ensure
19 these facility enhancements are constructed and tested in compliance with our rigorous standards,
20 policies and regulatory requirements.

21 **4. Contractor Approval and Selection**

22 Contractors for this work will be selected according to existing company policies and
23 procedures that govern the contractor selection process for pipeline work of this nature.
24 Consistent with existing policies, for the types of valve retrofit, pipe installation and pressure
25 testing being proposed, SoCalGas and SDG&E will utilize pre-approved contractors who have
26 demonstrated the ability to successfully complete such projects. Our contractor approval process
27 involves the complete review of the contractor's demonstrated ability, expertise, equipment,
28 facilities and financial backing to complete and appropriately warranty the types of construction

1 projects the contractor will be approved to engage in on behalf of the company. We also have an
2 ongoing contractor performance review process used to document, address and correct contractor
3 performance deficiencies experienced over time.

4 **5. Company Labor Qualifications**

5 SoCalGas and SDG&E employees will be actively engaged as an integral part of the
6 Pipeline Safety Enhancement Plan activities and facility improvements. We have extensive
7 existing policies, gas standards, procedures and training programs, which address the
8 qualifications and quality of work required of and provided by our internal labor forces.

9 Company labor resources will be subject to these extensive policies, training requirements and
10 operator qualifications to ensure Pipeline Safety Enhancement Plan activities are completed with
11 the high level of skill, quality and compliance needed to ensure the continued safety of our gas
12 delivery system.

13 **6. Supplier Diversity**

14 We plan to extend our highly successful Diverse Business Enterprises (DBE) practices to
15 implement the Pipeline Safety Enhancement Plan. SoCalGas and SDG&E will employ the
16 proven model used to develop supplier capacity in traditionally challenging areas to improve
17 Pipeline Safety Enhancement Plan DBE involvement. SoCalGas and SDG&E will:

- 18 1. Determine the technical certifications and other safety requirements needed to perform
19 the various work activities;
- 20 2. Hold a series of technical assistance meetings with the existing DBE supplier base
21 currently engaged in other pipeline construction activities to explain requirements;
- 22 3. Determine which existing suppliers are ready (from a certification and training
23 perspective) for prime and subcontractor roles to support execution of the Pipeline
24 Safety Enhancement Plan;
- 25 4. Collaborate with business organizations, Community-Based Organizations and local
26 and national minority supplier developments councils to identify new potential
27 suppliers to attend similar technical assistance meetings to explain requirements;

- 1 5. Partner with experienced transmission line prime contractors to hold project-specific
- 2 matchmaking events to develop subcontracting network;
- 3 6. Establish an overall DBE spending percentage aspiration specific to implementation of
- 4 the Pipeline Safety Enhancement Plan and adjust that percentage annually as
- 5 implementation of the plan moves forward;
- 6 7. Include the spending aspiration in the performance plans of every employee involved
- 7 with implementing the Pipeline Safety Enhancement Plan with procurement
- 8 responsibilities at all levels of management;
- 9 8. Include the spending aspiration in every new contract developed with prime suppliers;
- 10 9. Hold semi-annual meetings with potential suppliers to review upcoming competitive
- 11 bid opportunities related to the Pipeline Safety Enhancement Plan;
- 12 10. Devote a portion of the DBE Technical Assistance budget to educate suppliers on the
- 13 Pipeline Safety Enhancement Plan related business opportunities and how to work
- 14 with SoCalGas and SDG&E and their procurement processes.
- 15 11. Include a Pipeline Safety Enhancement Plan component to all other DBE
- 16 matchmaking events held with larger prime majority suppliers.

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1 IX.

2 **COST ESTIMATES**

3 **A. Overview and Summary**

4 As described in the Chapters above, SoCalGas and SDG&E seek approval of their
5 “Proposed Case” Pipeline Safety Enhancement Plan, which includes a plan to test or replace
6 pipeline segments that do not have sufficient documentation of pressure testing to meet the
7 requirements set forth in D.11-06-017, a plan to replace pipeline segments that contain pre-1946
8 construction and fabrication techniques, interim safety enhancement measures, which have
9 already been implemented, a plan to in-line inspect (ILI) piggable pipelines, a Valve
10 Enhancement Plan to install additional ASV/RCV capability on larger-diameter, higher-pressure
11 transmission pipeline segments, proposed technology enhancements to detect third-party damage
12 and provide earlier leak-detection capability, and a proposal to design a comprehensive Enterprise
13 Asset Management System to ensure that all pipeline-related documentation is integrated and
14 readily available.

15 All costs indicated in this Chapter are direct costs (in 2011 unloaded dollars). The cost
16 projections are based on full approval of the Phase 1A scope in the first quarter of 2012. The cost
17 estimates are “all-inclusive” and include construction labor and materials, third-party engineering,
18 procurement, construction management and consultant costs, and internal company costs.
19 Internal company costs include, but are not limited to, internal labor costs such as those
20 mentioned in section VIII.A.2, office space for the PSEP PMO, public and customer
21 communication and outreach costs, information technology infrastructure for the PSEP PMO,
22 vehicles for incremental operations personnel, warehousing space for materials, and operations
23 tools and equipment. Cost estimates are preliminary and were developed based on minimal
24 engineering, operational planning, and project execution planning. As described in the chapters
25 above, the Phase 1A schedule is very aggressive, and subject to potential execution challenges
26 that could impact costs.

27 The capital cost estimate for the Proposed Case Pipeline Safety Enhancement Plan for
28 Phase 1A is \$1.2 billion for SoCalGas and \$229 million for SDG&E. The O&M cost estimate for

1 the Proposed Case Pipeline Safety Enhancement Plan for Phase 1A is \$255 million for SoCalGas
 2 and \$7 million for SDG&E. The overall Phase 1 cost summaries for the Proposed Case Pipeline
 3 Safety Enhancement Plan are shown by element and year in Table IX-1 for SoCalGas and Table
 4 IX-2 for SDG&E. A more detailed Capital and O&M cost forecast for the Proposed Case
 5 Pipeline Safety Enhancement Plan for Phase 1 is provided in Appendix B.

6 **Table IX-1**
 7 ***SoCalGas Estimated Phase 1 Pipeline Safety Enhancement Plan Proposed Case Costs***
 8 ***(In Millions of Dollars)***
 9

SoCalGas	2011	Phase 1A (2012-2015)		Phase 1B (2016-2021)	
	O&M	Capital	O&M	Capital	O&M
Pressure Testing	-	-	182	-	-
Pipe Replacement	-	818	-	-	-
In-Line Inspection	-	-	58	-	-
Interim Safety Enhancements	6	-	5	-	-
Remote Control & Automatic Shutoff Valves	-	121	2	180	12
Implementation Costs	-	-	< 1	-	-
Mitigation of Pre-1946 Construction Methods	-	200	-	884	-
Technology Enhancements	-	45	2	12	5
Enterprise Asset Management System	-	-	6	-	-
Total	\$6	\$1,183	\$255	\$1,076	\$17

10
11

Table IX-2⁶¹
SDG&E Estimated Phase 1 Pipeline Safety Enhancement Plan Proposed Case Costs
(In Millions of Dollars)

	2011	Phase 1A (2012-2015)		Phase 1B (2016-2021)	
	O&M	Capital	O&M	Capital	O&M
Pressure Testing	-	-	< 1	-	10
Pipe Replacement	-	197	-	318	-
In-Line Inspection	-	-	4	-	-
Interim Safety Enhancements	1	-	< 1	-	-
Remote Control & Automatic Shutoff Valves	-	26	1	35	2
Implementation Costs	-	-	< 1	-	-
Mitigation of Pre-1946 Construction Methods	-	-	-	-	-
Technology Enhancements	-	6	< 1	2	1
Enterprise Asset Management System	-	-	< 1	-	-
Total	\$1	\$229	\$7	\$354	\$13

For comparison purposes, SoCalGas and SDG&E also provide “Base Case” estimated costs for the work required under D.11-06-017, without the additional safety enhancing elements proposed by SoCalGas and SDG&E that are not required under D.11-06-017. Specifically, the Base Case includes costs associated with a plan to test or replace pipeline segments that do not have sufficient documentation of pressure testing to meet the requirements set forth in D.11-06-017, proposed interim safety enhancement measures, a plan to in-line inspect (ILI) piggable pipelines, and a Valve Enhancement Plan to install additional ASV/RCV capability on larger-diameter, higher-pressure transmission pipeline segments. The Base Case does not include costs associated with the replacement of pipeline segments to mitigate pre-1946 construction and manufacturing methods, costs associated with proposed technology enhancements, or costs associated with the development and design of an Enterprise Asset Management System.

⁶¹ Numbers made not add due to rounding.

1 The forecast total capital cost for the Base Case Pipeline Safety Enhancement for Phase
2 1A is \$938 million for SoCalGas and \$222 million for SDG&E. The forecast total O&M cost for
3 the Base Case Pipeline Safety Enhancement Plan for Phase 1A is \$246 million for SoCalGas and
4 \$6 million for SDG&E. The total estimated investment required to complete Phase 1 for the Base
5 Case is summarized in Table IX-3 for SoCalGas and in Table IX-4 for SDG&E. A more detailed
6 Capital and O&M cost forecast for the Base Case for Phase 1 is provided in Appendix C.

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Table IX-3⁶²
SoCalGas Estimated Phase 1 Pipeline Safety Enhancement Plan Base Case Costs
(In Millions of Dollars)

SoCalGas	2011	Phase 1A (2012-2015)		Phase 1B (2016-2021)	
	O&M	Capital	O&M	Capital	O&M
Pressure Testing	-	-	182	-	-
Pipe Replacements	-	818	-	-	-
In-Line Inspections	-	-	58	-	-
Interim Safety Enhancements	6	-	5	-	-
Remote Control & Automatic Shutoff Valves	-	121	2	180	12
Implementation Costs	-	-	< 1	-	-
Total	\$6	\$938	\$246	\$180	\$12

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Table IX-4
SDG&E Estimated Phase 1 Pipeline Safety Enhancement Plan Base Case Costs
(In Millions of Dollars)

SDG&E	2011	Phase 1A (2012-2015)		Phase 1B (2016-2021)	
	O&M	Capital	O&M	Capital	O&M
Pressure Testing	-	-	< 1	-	10
Pipe Replacements	-	197	-	318	-
In-Line Inspections	-	-	4	-	-
Interim Safety Enhancements	1	-	1	-	-
Remote Control & Automatic Shutoff Valves	-	26	1	35	2
Implementation Costs	-	-	< 1	-	-
Total	\$1	\$222	\$6	\$353	\$12

12

13 **B. Phase 1 Base Case Cost Estimates**

14 **1. Estimated Costs to Test or Replace Pipeline Segments**

⁶² Numbers may not add due to rounding.

1 a) Pressure Testing

2 Both the Proposed Case Pipeline Safety Enhancement Plan and the Base Case include
3 estimated costs for SoCalGas and SDG&E to pressure test 206 miles of transmission pipeline
4 segments located in Class 3 and 4 locations or High Consequence Areas. SoCalGas and SDG&E
5 utilized the assistance of a third party engineering firm, System Planning Engineering and
6 Consulting Services (SPEC Services), to develop the cost estimates for pressure testing. These
7 estimates include the costs for pressure testing not only these 206 miles of pipe, but also mileage
8 associated with those segments that similarly lack sufficient documentation of pressure testing,
9 but are located in Class 1 and 2 non-High Consequence Areas. These associated miles, which
10 would otherwise be addressed in Phase 2, were included within the scope of Phase 1 to maximize
11 the cost effectiveness and minimize the impacts to customers of execution of the proposed
12 Pipeline Safety Enhancement Plan. In addition, a small number of other segments were included,
13 as necessary, to facilitate continuity of the testing. In total, 407 miles of transmission pipeline
14 will be pressure tested in Phase 1 at a cost of \$193 million. Table IX-5 below summarizes the
15 scope of pressure testing work to be completed in Phase 1.

16 Table IX-6 below summarizes the O&M costs associated with the execution of this
17 pressure testing work.

18 ***Table IX-5***
19 ***Phase 1 Pressure Test Mileage***

20

	Criteria Miles	Accelerated Miles	Total
SoCalGas	176	185	361
SDG&E	30	16	46
Total	206	201	407

21
22

Table IX-6⁶³
Phase 1 Pressure Test O&M Costs
(In Millions of Dollars)

	Phase 1A				Phase 1B						Total
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
SoCalGas	36	49	48	48	-	-	-	-	-	-	\$182
SDG&E	0	0	0	0	-	-	-	10	-	-	\$11
Total	36	49	49	49	-	-	-	10	-	-	\$193

Pressure testing cost estimates were developed based on proposed pressure test mileage and certain pipeline system data, such as pipeline diameter, provided by SoCalGas and SDG&E to SPEC Services for each pipeline segment contained within the proposed scope of work. Estimating factors include segment size, pipeline profile, water supply, equipment, personnel, materials, etc. See Appendix D for a more detailed description of the pressure testing cost estimating methodology and assumptions.

b) Pipeline Replacement

Both the Base Case and the Proposed Case Pipeline Safety Enhancement Plan require SoCalGas and SDG&E to replace approximately 156 miles of pipeline segments located in Class 3 and 4 locations or High Consequence Areas. SoCalGas and SDG&E utilized the assistance of SPEC Services to develop the cost estimates for pipeline replacements. These estimates assume replacement of not only these 156 miles of pipeline, but also mileage associated with those segments, similarly lacking sufficient documentation of pressure test records, in Class 1 and 2 non-High Consequence Areas. These associated miles, which would otherwise be addressed in Phase 2, were included within the scope of Phase 1 to maximize the cost effectiveness and minimize the impacts to customers of execution of the proposed Pipeline Safety Enhancement Plan. A small number of other segments were included, as necessary, to facilitate continuity in construction. In total, 348 miles of transmission pipeline will be replaced in Phase 1 at a cost of \$1,332 million. Table IX-7 below summarizes the scope of pipeline replacement construction to be completed in Phase 1.

⁶³ Numbers may not add due to rounding.

1 Table IX-8 below summarizes the Capital costs associated with the execution of this
 2 pipeline replacement work.

3
 4 **Table IX-7⁶⁴**
 5 **Phase 1 Transmission Pipeline New Construction Summary**
 6

Construction Type	Criteria Miles	Accelerated Miles	Total Cost
SoCalGasReplacement	128	118	\$818million
SDG&E Replacement	28	74	\$515million
Total Replacement	156	192	\$1,332 million

7
 8
 9 **Table IX-8⁶⁵**
 10 **Phase 1 Transmission Pipeline New Construction Capital Cost Summary**
 11 **(In Millions of Dollars)**
 12

	Phase 1A				Phase 1B						Total
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
SoCalGas	90	243	243	243	-	-	-	-	-	-	\$818
SDG&E	23	58	58	58	106	106	106	-	-	-	\$515
Total	113	301	301	301	106	106	106	-	-	-	\$1,332

13
 14 Replacement cost estimates were developed based on proposed replacement mileage and
 15 certain pipeline system data, such as operating pressure and diameter, provided by SoCalGas to
 16 SPEC Services for each pipeline contained within the proposed scope of work. GIS Maps of
 17 each pipeline were studied to identify the location and type of construction applicable for each
 18 relocation area. See Appendix E for pipeline replacement estimate assumptions.

19 **2. In-Line Inspections**

20 SoCalGas and SDG&E currently operate approximately 200 miles of transmission
 21 pipeline segments located in Class 3 and 4 locations or High Consequence Areas that lack
 22 sufficient documentation of pressure testing to satisfy the requirements of 49 CFR 192.619(a)(b)
 23 or (d) that are already configured to allow for in-line-inspection. These pipelines have already
 24 been inspected with a magnetic flux leakage (MFL) in-line inspection tool as part of our existing
 25 pipeline integrity management program, with re-assessments scheduled to occur over the next

⁶⁴ Numbers may not add due to rounding.

⁶⁵ Numbers may not add due to rounding.

1 five years. During the re-assessment, in addition to running the MFL tool, a transverse flux in-
 2 line inspection (TFI) tool will also be utilized to allow for evaluation of the condition of the long
 3 seam as well. In order to assess these 200 miles of pipe in Class 3 and 4 locations or High
 4 Consequence Areas with existing launchers and receivers, a total of 721 miles will be inspected in
 5 27 separate in-line inspection runs.

6 Following these in-line inspections, a pressure test will be performed. The inspection
 7 results from the in-line inspection and the pressure test will be aligned to demonstrate the
 8 effectiveness of locating long seam defects that would fail a pressure test, with the ultimate goal
 9 of proving that an in-line-inspection can substitute for a pressure test, while improving cost
 10 effectiveness, on similar pipelines in other parts of the SoCalGas and SDG&E transmission
 11 system (i.e., Phase 2 pipeline segments).

12 The incremental cost to run a TFI tool through the pipeline is estimated at \$200,000/run.
 13 In addition, costs for two validation digs per run (at \$50,000/dig) and one excavation and repair
 14 (\$75,000) per mile were added to the total cost. These values are based on historical costs
 15 observed on prior company projects. Table IX-9 below summarizes these Phase 1 in-line
 16 inspection costs.

17
 18 ***Table IX-9***
 19 ***Phase 1 In-Line Inspection O&M Costs***
 20

Cost Element	Unit Cost (in thousands)	Quantity	O&M Costs
TFI Runs	\$200/run	27	\$5 million
Validation Digs	\$50/dig	54	\$3 million
Repairs	\$75/repair	721	\$54 million
Total			\$62 million

21
 22 **3. Interim Safety Enhancement Measures**

23 As described in Section IV.E above, SoCalGas and SDG&E undertook an extensive
 24 records review of all transmission pipeline segments located in Class 3 and 4 locations and High
 25 Consequence Areas, and have already implemented interim safety enhancement measures for
 26 those pipeline segments that do not have sufficient documentation of pressure testing to meet the
 27 requirements set forth in D.11-06-017. Specifically, SoCalGas and SDG&E propose, in addition

1 to continuing to manage the integrity of all identified transmission pipelines under their existing
2 pipeline integrity program, to increase the frequency of ground patrols and leakage surveys to bi-
3 monthly, implement pressure reductions where feasible, and perform in-line inspections.⁶⁶

4 Incremental costs are being incurred and tracked since February 2011, as a result of
5 increased efforts above and beyond the existing pipeline integrity management program. These
6 costs include employee overtime pay to implement the additional leak surveys and pipeline
7 patrols, costs for contractors to assist in the record review process, incremental costs associated
8 with coupon sampling to determine material properties, and incremental costs associated with the
9 installation of pressure control equipment to facilitate the lowering of pressure on some segments.
10 These costs are shown in Table IX-10.

11 **Table IX-10**
12 **Phase 1 Interim Safety Enhancement Measures O&M Cost Summary**
13 *(In Thousands of Dollars)*

14

	2011	2012	2013	2014	2015
SoCalGas	5,900	4,200	200	150	100
SDG&E	900	500	8	8	8

15

16 **4. Valve Enhancements**

17 This Section covers estimated Phase 1 costs to implement the proposed Valve
18 Enhancement Plan. As shown in Table IX-11, a total of 367 valves in sizes ranging from 12 to 36
19 inches in diameter will be modified, replaced, or newly added. Another 94 valves will be
20 equipped with enhanced electronic monitoring and controls. There are also an additional 100
21 ASV locations on the SoCalGas pipeline system that currently do not have remote
22 communications installed to allow operators to determine if they are opened or closed. The
23 proposed Valve Enhancement Plan includes a proposal to install remote monitoring capabilities at
24 these 100 valve locations. In total, SoCalGas and SDG&E propose to enhance 561 valve
25 locations pursuant to the Valve Enhancement Plan. In addition, SoCalGas and SDG&E propose
26 to install companion equipment to allow their operators to better view system operations and

⁶⁶ All in-line inspection costs are included in the cost estimates provided in Section IX.A.2 above and are not included in this section.

1 better manage valve closures, ruptures and other extraordinary events. Table IX-11 below
 2 provides a summary of the scope of work proposed under the Valve Enhancement Plan.

3 **Table IX-11**
 4 **Summary of Proposed Phase 1 Control Valve Work**

Installation Type	SoCalGas	SDG&E	Total
Upgrade Existing Manual Control Valves to ASV/RCV	273	74	347
Upgrade Existing ASV with RCV Functionality	94	0	94
Upgrade Existing ASV with Communications only	100	0	100
Add New ASVs/RCVs to Pipeline System	20	0	20
Total Valve Sites Addressed	487	74	561

6
 7 A summary of the Capital and O&M expenditures for the Valve Enhancement Plan,
 8 including system enhancements, is presented in Table IX-12 below. A more detailed, element-
 9 by-element, summary of the Capital and O&M estimates for the Valve Enhancement Plan is
 10 presented in Table IX-13.

11 **Table IX-12⁶⁷**
 12 **Phase 1 Valve Enhancement Plan Cost Summary**
 13 **(In Thousands of Dollars)**

SoCalGas	Phase 1A				Phase 1B						Total
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
Capital	\$ 26,254	\$ 28,474	\$ 32,719	\$ 33,321	\$ 32,323	\$ 31,653	\$ 29,353	\$ 28,661	\$ 28,883	\$ 29,327	\$ 300,967
O&M	\$ 64	\$ 192	\$ 730	\$ 945	\$ 1,269	\$ 1,958	\$ 2,054	\$ 2,060	\$ 2,152	\$ 2,247	\$ 13,671
Total	\$ 26,318	\$ 28,666	\$ 33,449	\$ 34,266	\$ 33,593	\$ 33,611	\$ 31,407	\$ 30,721	\$ 31,035	\$ 31,574	\$ 314,639
SDG&E	Phase 1A				Phase 1B						Total
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
Capital	\$ 5,342	\$ 6,367	\$ 7,120	\$ 7,120	\$ 5,821	\$ 5,821	\$ 5,821	\$ 5,702	\$ 5,702	\$ 5,702	\$ 60,519
O&M	\$ 17	\$ 102	\$ 253	\$ 267	\$ 262	\$ 277	\$ 293	\$ 308	\$ 324	\$ 339	\$ 2,443
Total	\$ 5,360	\$ 6,469	\$ 7,373	\$ 7,387	\$ 6,082	\$ 6,098	\$ 6,114	\$ 6,011	\$ 6,026	\$ 6,041	\$ 62,962

15 ⁶⁷ Numbers may not add due to rounding.

Table IX-13⁶⁸
Phase I Valve Enhancement Plan O&M and Capital Cost Summary by Element
(In Thousands of Dollars)

	Phase 1A				Phase 1B			
	Years 2012-2015				Years 2016-2021			
	SDG&E Capital	SoCalGas Capital	SDG&E O&M	SoCalGas O&M	SDG&E Capital	SoCalGas Capital	SDG&E O&M	SoCalGas O&M
Valve Enhancements								
367 RCV and ASV installations and retrofits	20,792	93,895	93	335	31,187	140,843	262	947
94 ASV-to-RCV upgrades	0	6,662	0	59	0	14,212	0	390
Communications to 100 existing ASVs	0	55	0	8	0	164	0	89
System Enhancements								
Added volume measurement stations on larger pipelines	365	2,126	3	17	547	3,189	13	76
New pilot controls, check valves, RCVs for backflow prevention controls	933	5,436	4	24	2,479	14,445	38	221
Added volume measurement stations on tapped/ interconnected pipelines	237	1,384	2	13	356	2,076	21	121
Central SCADA system expansion	549	3,201	228	1,329	0	0	864	5,033
Communication system enhancements	3,074	8,010	309	145	0	5,271	606	4,863
Totals	25,949	120,768	640	1,931	34,569	180,200	1,803	11,741

Estimated Capital and O&M costs for proposed valve installations and upgrades (discussed in Section V.E) were developed from a review of recorded costs (where available and applicable) from historical valve and control system installations and replacements of similar size and complexity, and estimates from contractor(s) providing consulting estimates for planned valve work. Where historical costs were considered, a reduction in costs was factored in to account for expected economies-of-scale on a managed program of this size, as opposed to individual valve installations. The O&M costs presented in Table IX-13 include labor and non-

⁶⁸ Numbers may not add due to rounding.

1 labor incidentals for technicians to perform scheduled and unscheduled maintenance on installed
2 control valve assets.

3 Estimated capital and O&M costs for supporting valve system enhancements (discussed in
4 Section V.F) were developed from a review of recorded costs (where available and applicable) for
5 historical system installation and replacements of similar size and complexity; and estimates from
6 contractor(s) and equipment vendors.

7 **5. Implementation Costs to Modify Billing Systems**

8 SoCalGas and SDG&E estimate increased O&M costs in the amount of \$478,000 will be
9 incurred in 2012 to modify the billing systems of both utilities to accommodate line item billing
10 of the PSEP Surcharge proposed in Chapter X below. This estimate is based upon 4,330
11 programming hours at a rate of \$100 per hour and training on the enhancements of 600 hours at
12 \$75 per hour. Prior efforts to change and enhance the billing systems of SoCalGas and SDG&E
13 were considered in formulating this cost estimate.

14 **C. Phase 1 Cost Estimates for Additional Elements Proposed as Part of the Pipeline** 15 **Safety Enhancement Plan**

16 **1. Replacement of Pre-1946 Pipeline Segments**

17 As explained in Chapter IV, in an effort to further enhance public safety, non-piggable
18 pipelines that were installed prior to 1946 using historic welding and construction practices that
19 are no longer industry standard are targeted for replacement under the proposed Pipeline Safety
20 Enhancement Plan. Specifically, we propose to address pipeline segments that contain oxy-
21 acetylene girth welds and/or wrinkle bends. All pipeline segments known to have these
22 properties are operated by SoCalGas. Some transmission pipelines that meet this criteria also
23 lack sufficient documentation of pressure testing to satisfy the requirements of 49 CFR
24 192.619(a)(b) or (d), and therefore, are scheduled to be replaced under both the Base Case and
25 Proposed Case. All non-piggable pre-1946 pipeline segments that have not already been
26 identified for replacement under the Base Case are scheduled for replacement as part of the
27 Proposed Case Pipeline Safety Enhancement Plan. Replacement of wrinkle bends located on
28 pipelines that are scheduled to be pressure tested will be coordinated with the pressure testing, so

as to take advantage of the pipeline already being removed from service for testing. These coordinated activities may therefore occur in Phase 1A. Remaining wrinkle bends will be targeted for replacement in Phase 1B. Table IX-14 below summarizes the costs proposed to be incurred by SoCalGas to replace pipeline segments constructed using these construction and manufacturing methods.

Table IX-14
Phase 1 Pipeline Replacements to Mitigate Pre-1946 Construction/Fabrication Methods
(Cost in Millions of Dollars)

SoCalGas	Phase 1A				Phase 1B					
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Capital Cost	29	57	57	57	167	167	167	128	128	128
Miles	-	-	-	-	38	38	38	27	27	27
Wrinkle Bends (#)	580	1140	1140	1140	200	200	200	200	200	200

Replacement costs for pre-1946 pipeline segments were estimated using a cost matrix provided by SPEC Services. This matrix combines pipeline diameter with replacement length to arrive at a replacement cost per foot. The cost estimates will require refinement during Phase 1A and prior to execution in Phase 1B. Wrinkle bend replacement costs are consistent with historically-observed pipeline repair costs.

2. Technology Enhancements

In Chapter VI of this Pipeline Safety Enhancement Plan, SoCalGas and SDG&E propose to install fiber optic cabling, methane detection monitors and a computer-based remote monitoring system to collect and manage information and alarms from these sensor technologies. The costs presented in this section are for the Capital and O&M requirements to install, operate and manage these assets. Table IX-15 below provides a summary of the Phase 1 Capital and O&M cost estimates for the installation and maintenance of these technology enhancements.

Estimated Capital costs for Fiber Optic Right-of-Way Monitoring were developed based on unit cost information provided by fiber system vendors for fiber optic cabling and field instrumentation, historical utility costs for communication systems of similar size and complexity and construction cost based on vendor installation requirements. The O&M costs presented in Table IX-15 include labor and non-labor incidentals for technicians to perform scheduled and

1 unscheduled maintenance on installed field monitoring equipment and communications
2 equipment.

3 Estimated Capital costs for Methane Detection Monitors were developed based on unit
4 cost information provided by methane detection system vendors for unit costs, historical utility
5 costs for communication systems of similar size and complexity and construction cost based on
6 vendor installation requirements and experience with installing monitoring equipment. The
7 O&M costs for Methane Detection Monitoring presented in Table IX-15 include labor and non-
8 labor incidentals for technicians to perform annual inspections and calibration of equipment and
9 unscheduled maintenance on detector and communications equipment.

10
11 **Table IX-15⁶⁹**
12 **Phase 1 Technology Enhancement Cost Summary**
13 *(In Thousands of Dollars)*
14

	SoCalGas		SDG&E		Total	
	Capital	O&M	Capital	O&M	Capital	O&M
Fiber Optic Monitors	23,526	1,194	3,229	164	26,755	1,358
Methane Detectors	8,462	791	1,161	109	9,624	900
Monitoring System	24,826	5,342	3,407	733	28,233	6,075
Totals	56,815	7,327	7,797	1,006	64,612	8,333

15
16
17 **3. Enterprise Asset Management System**

18 We estimate O&M costs of approximately \$6.5 million in 2012 to design a comprehensive
19 Enterprise Asset Management System. High-level Enterprise Asset Management System
20 requirements and the cost and scale of similar projects were considered when determining the
21 cost and scope of this blueprint-planning proposal. Costs are allocated to SoCalGas and SDG&E
22 based on miles of transmission pipeline to be addressed in Phase 1, 97.3% and 6.7% respectively.

⁶⁹ Numbers may not add due to rounding.

1 **D. Projected Cost Savings if Direct Examination is Authorized as an Alternative to**
2 **Pressure Testing of Shorter Pipeline Segments**

3 For pipeline segments less than or equal to 1,000 feet that do not have sufficient
4 documentation of pressure testing to satisfy the requirements of 49 CFR 192.619(a)(b) or (d),
5 SoCalGas and SDG&E propose that the Commission authorize SoCalGas and SDG&E to assess
6 the segments using Direct Examination instead of pressure testing or replacement.

7 SoCalGas and SDG&E utilized the assistance of SPEC Services to develop the cost
8 estimates for performing these Direct Examinations. Items covered in these estimates include the
9 cost of excavation, coating removal, non-destructive evaluation of pipe wall, girth welds, and
10 long seams, re-coating, and backfill/site restoration. It is estimated that the integrity of
11 approximately 1.64 miles of pipelines for SoCalGas and 0.05 miles for SDG&E covered in Phase
12 1 of this Pipeline Safety Enhancement Plan could be validated through Direct Examination more
13 economically and with less system and customer impacts as compared to pressure testing or
14 replacement. Using direct examination methods in lieu of replacement or pressure testing on this
15 mileage could reduce the Pipeline Safety Enhancement Plan costs by approximately \$5-15
16 million. If this method is approved, SoCalGas and SDG&E would study additional areas to apply
17 this method with the potential for additional savings. It should be noted that these cost reductions
18 are not reflected in either the Base Case or Proposed Case.

19 **E. Phase 2 Cost Estimates**

20 Phase 2 of the proposed Pipeline Safety Enhancement Plan is expected to run in parallel
21 with, and may extend past, the completion of Phase 1B, and addresses all remaining pre-1970
22 transmission pipeline segments not fully addressed in Phase 1 that lack sufficient documentation
23 of pressure testing to satisfy the requirements of 49 CFR 192.619(a)(b) or (d). In total, the scope
24 of Phase 2 is estimated to include approximately 2,000 miles of SoCalGas transmission pipeline
25 and less than 100 miles of SDG&E transmission pipeline. An assessment of these lines is
26 underway, and will not be completed until July 2012. Based on a preliminary review, it is
27 anticipated that some of these pipeline segments will require pressure testing or replacement to
28 meet the Commission's directives in D.11-06-017. The costs to pressure test or replace these

1 pipelines in less populated areas will vary based on pipeline size, location and operational
2 requirements. Assuming Phase 2 costs are similar to Phase 1 costs, we estimate the following
3 average testing and replacement costs:

4	New Construction or Replacement:	\$3.5 - 4 million / mile (Capital)
5	Pressure Testing:	\$0.5-0.6 million / mile (O&M)
6	In-Line-Inspection:	\$86,000 / mile (O&M)

7 Because we have not yet completed our review of records for Phase 2 pipelines, we are
8 unable to provide Phase 2 cost estimates to any level of certainty. If we assume that 40% of
9 Phase 2 transmission pipelines will be addressed using either pressure testing or replacement, and
10 apply the same pressure test versus replacement ratio as Phase 1 pipeline segments, the total cost
11 would be in the range of \$1.5 – 3 billion or more for SoCalGas and about \$100 million for
12 SDG&E. These speculative estimates are provided prior to the completion of our review of
13 records for Phase 2 pipeline segments, and prior to clarification by the Commission of the scope
14 of required pressure testing and replacement in Phase 2,⁷⁰ solely to comply with the
15 Commission’s directives in D.11-06-017,⁷¹ and SoCalGas and SDG&E cannot warrant their
16 accuracy.

17 These rough cost estimates are based on the assumption that approximately 200 miles of
18 SoCalGas pipelines constructed/fabricated using pre-1946 methods will be replaced in Phase 1B,
19 per the scope of the Proposed Case Pipeline Safety Enhancement Plan. To the degree these pre-
20 1946 pipeline segments are not addressed in Phase 1, the pipelines will be carried over to Phase 2,
21 increasing the Phase 2 cost for SoCalGas by approximately \$700 million.

⁷⁰ On page 18 of D.11-06-017, the Commission states “...all natural gas transmission pipeline in service in California must be brought into compliance with modern standards for safety.” In addition, Ordering Paragraph four of D.11-06-017 directs all California pipeline operators to file a plan “to comply with the requirement that all in-service natural gas transmission pipeline in California have been pressure tested in accord with 49 CFR 192.619, excluding subsection 49 CFR 192.619(c).” (emphasis added) On the other hand, Ordering Paragraph three of D.11-06-017 provides that for “...pressure tests conducted prior to the effective date of General Order 112, one hour is the minimum acceptable duration for a pressure test.” It is unclear from these statements what the Commission will recognize as “modern standards for safety” as part of this proceeding. Due to this uncertainty, SoCalGas and SDG&E included pipelines that were not required to be pressure tested in accordance with current industry practice and code requirements in Phase 2.

⁷¹ See D.11-06-017, Ordering ¶ 4.

1 As discussed in Section IV.D above, SoCalGas and SDG&E propose to validate the use of
2 TFI as an alternative to pressure testing in Phase 1, and may subsequently seek Commission
3 authorization to utilize TFI in lieu of pressure testing or replacement in Phase 2. It is estimated
4 that almost 56% of the Phase 2 miles are already retrofitted to accommodate in-line inspections.
5 If in-line inspection using TFI technology is validated through the process proposed herein and
6 adopted as an authorized alternative to pressure testing by the Commission, this would reduce the
7 amount of mileage requiring pressure testing or replacement potentially saving hundreds of
8 millions of dollars.

9 In addition, adoption of our proposal to modify General Order 112-E to eliminate reliance
10 on the Grandfather Clause, in lieu of precluding California pipeline operators from utilizing 49
11 CFR 192.619(c), would further reduce the scope and costs of Phase 2.

12

1 X.

2 **RATEMAKING AND REGULATORY ACCOUNTING TREATMENT**

3 This chapter is to request approval and recovery of the revenue requirements resulting
4 from the Capital and O&M forecasts of the Pipeline Safety Enhancement Plan for the years 2011
5 through 2015, to coincide with SoCalGas' and SDG&E's anticipated next General Rate Case
6 cycles.⁷² The Phase 1A Proposed Case interim revenue requirements for the years 2011 through
7 2015 totals \$593 million for SoCalGas and \$62 million for SDG&E.

8 Pipeline Safety Enhancement Plan funding requests for the remaining years will be
9 reassessed and approved in our next General Rate Cases, subsequent rate case cycles, or in other
10 applicable proceedings, as needed. We propose for the authorized Pipeline Safety Enhancement
11 Plan revenue requirement and post-test year spending requests to have a separate attrition
12 mechanism and the regulatory accounting treatment to be handled as described below.⁷³

13 We propose to recover the costs of implementing our Pipeline Safety Enhancement Plan
14 through a separate line-item "PSEP Surcharge" to be reflected on our customers' bills on a
15 monthly basis. Even though approval of Pipeline Safety Enhancement Plan costs for 2016 and
16 beyond will be rolled into other proceedings, we propose to continue to recover those costs
17 through the PSEP Surcharge. Should there be a delay of our 2016 General Rate Cases, we
18 request approval to continue recovering the Pipeline Safety Enhancement Plan revenue
19 requirements consistent with the proposal laid out in our ten-year Phase 1 plan, for the time
20 period not addressed due to a delay in the General Rate Case(s).

21 **A. Revenue Requirement**

22 The revenue requirements associated with the Pipeline Safety Enhancement Plan are
23 derived from the forecasted incremental Capital costs related to the Pipeline Safety Enhancement
24 Plan as well as estimates of incremental O&M costs. The costs provided in previous sections are

⁷² References to the next rate case cycles as having 2016 test years herein is based on a proposal by SoCalGas and SDG&E in their 2012 General Rate Case Applications now pending before the Commission, and subject to Commission approval.

⁷³ This is similar to how the generation revenue requirement is authorized for SDG&E in its General Rate Case proceeding and recovered and tracked in SDG&E's Non-Fuel Generation Balancing Account through its commodity rates.

1 direct costs only; they do not include overhead, escalation or other necessary costs to support the
 2 investment. In order to illustrate the full impact of Phase 1 cost recovery of the Pipeline Safety
 3 Enhancement Plan, the revenue requirements for the entire investment are provided in the tables
 4 below.

5 The incremental Capital and O&M costs for the Proposed Case and Base Case are
 6 adjusted to include applicable overhead rates and escalation rates. Overhead rates are applied to
 7 each direct cost input, according to its classification as company labor, contract labor, purchased
 8 services and materials. Overhead rates are estimated using Year 2010 actuals, but are only
 9 intended to be indicative for forecasting purposes; actual overhead rates each year will be used in
 10 the calculation of the actual revenue requirement. Only overheads that are considered
 11 incremental to each Pipeline Safety Enhancement Plan Case are included. For example,
 12 overheads associated with incremental labor and additional procurement activities are included.⁷⁴
 13 Table X-1 below shows overhead rates that were applied in this analysis.

14 **Table X-1**
 15 ***SoCalGas and SDG&E Pipeline Safety Enhancement Plan Overhead Loaders***

16

Overhead Category	SoCalGas	SDG&E	LoadingBase
Payroll Taxes	7.73%	7.27%	Direct Labor
Vacation and Sick Time	17.44%	15.67%	Direct Labor
Benefits (non-balanced only)	19.74%	18.85%	Direct Labor
Workers' Compensation	5.74%	1.46%	Direct Labor
Public Liability/ Property Damage	2.80%	3.33%	Direct Labor
Incentive Compensation Plan	18.17%	17.79%	Management and Associate Direct Labor
Purchased Services and Materials	1.28%	0.40%	Contract Labor, Services and Purchased Materials
Administrative and General	4.27%	2.05%	Capital Direct Costs

17

18 Overhead-loaded constant-dollar values for the Proposed Pipeline Safety Enhancement
 19 Plan Case and Base Case incremental costs are escalated for inflation using the following
 20 escalation factors for Years 2012 through 2021.⁷⁵ As these factors vary over the ten-year horizon,
 21 Table X-2 shows the range of annual escalation rates applied to each cost type.
 22

⁷⁴ Pension and Post-Retirement Benefits Other Than Pensions overhead costs are excluded, as these costs are subject to a separate balancing account mechanism and addressed in connection with the our General Rate Cases.

⁷⁵ See IHS Global Insight's 1st Quarter 2011 Utility Cost Forecast.

Table X-2
SoCalGas and SDG&E Pipeline Safety Enhancement Plan Escalation Rates⁷⁶

Cost Category	Escalation Factor	Range of Annual % Change
Capital (Labor & Non-Labor)	Gas Plant (Various)	-0.1% - 4.3%
O&M (Labor)	Gas Utility Labor O&M	2.3% - 2.7%
O&M (Non-Labor)	Gas Utility O&M Non-Labor	2.3% - 2.9%

The revenue requirement evaluation assumes all Capital costs, including Allowance For Funds Used During Construction, are recovered through depreciation⁷⁷ over the book-life of the assets and assumes that O&M is recovered in the period it is spent. In addition to the actual expenditure amounts, the revenue requirements include all other expenses required to support the investment, including authorized return on investment, income and property taxes, franchise fees, uncollectibles, and working cash associated with O&M.⁷⁸ The SoCalGas revenue requirement calculation reflects the current authorized rate of return of 8.68% based on 10.82% return on equity. The rate of return for SoCalGas reflects the rate of return authorized for SoCalGas, as submitted for filing and approval in Advice Letter 3199-A, Supplemental Performance Based Regulation, Market Indexed Capital Adjustment mechanism. This supplemental filing was made in compliance with Decision 97-07-054. The SDG&E revenue requirement calculation reflects the current authorized rate of return of 8.40% based on 11.10% return on equity. The rate of return for SDG&E reflects the rate of return authorized per the 2008 Test Year Cost of Capital proceeding Decision 07-12-049 and implemented in Advice Letters 1954-E and 1740-G for electric and gas services, respectively.

⁷⁶ Factors shown are from escalation indices published in IHS Global Insight's 1st Quarter 2011 Utility Cost Forecast.

⁷⁷ The revenue requirements reflect the incorporation of the bonus depreciation provisions recently enacted as part of the Tax Relief, Unemployment Insurance Reauthorization, and Job Creation Act of 2010 ("Tax Relief Act of 2010"). The Tax Relief Act of 2010 is an economic stimulus tool that President Obama called on Congress to enact in 2010. The Tax Relief Act 2010 was signed on December 17, 2010.

⁷⁸ The revenue requirement components and rate base calculations may be found in the Workpapers supporting Chapter X.

1 **1. Revenue Requirement for the Proposed Pipeline Safety Enhancement Plan**

2 Table X-3 below summarizes the direct costs for the proposed Pipeline Safety
3 Enhancement Plan from Chapter IX.

4
5 **Table X-3**
6 ***Direct Costs Summary for Proposed Pipeline Safety Enhancement Plan***
7 ***(In Millions of 2011 Dollars)***
8

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
SoCalGas - Capital	-	159.76	345.28	339.39	338.78	200.75	201.25	198.73	158.13	158.36	158.80	2,259
SoCalGas - O&M	5.93	59.00	64.61	65.59	65.78	2.07	2.78	2.89	2.92	3.03	3.15	278
TotalSoCalGas	5.93	218.76	409.89	404.98	404.56	202.82	204.03	201.62	161.05	161.39	161.95	2,537
SDG&E- Capital	-	30.40	66.57	65.93	65.76	112.12	112.28	112.25	5.92	5.92	5.92	583
SDG&E- O&M	0.88	1.09	0.22	4.76	0.46	0.37	0.39	0.41	10.51	0.44	0.46	20
Total SDG&E	0.88	31.49	66.79	70.69	66.22	112.49	112.67	112.65	16.43	6.37	6.39	603

9
10 The direct costs are then loaded and escalated into expected nominal spend with the
11 factors described in Table X-1 and Table X-2. Table X-4 below summarizes the loaded and
12 escalated direct costs from Table X-3.

13
14 **Table X-4**
15 ***Loaded and Escalated Costs Summary for Proposed Pipeline Safety Enhancement Plan***
16 ***(In Millions of dollars, nominal)***
17

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
SoCalGas - Capital	-	180.35	393.06	398.46	408.69	251.01	256.66	259.44	213.16	219.19	225.66	2,806
SoCalGas - O&M	6.15	63.90	71.45	74.86	77.27	3.25	4.20	4.47	4.64	4.92	5.21	320
TotalSoCalGas	6.15	244.25	464.51	473.32	485.96	254.26	260.86	263.91	217.80	224.11	230.88	3,126
SDG&E- Capital	-	33.29	73.86	75.39	76.98	131.69	134.81	138.56	7.93	8.14	8.35	689
SDG&E- O&M	0.89	1.21	0.30	5.63	0.69	0.60	0.64	0.68	13.45	0.77	0.81	26
Total SDG&E	0.89	34.50	74.17	81.02	77.67	132.29	135.45	139.24	21.38	8.91	9.16	715

18
19 Table X-5 below summarizes the necessary revenue requirements for SoCalGas and
20 SDG&E to implement the projects with the loaded and escalated costs shown in Table X-4.

21
22 **Table X-5**
23 ***Revenue Requirement Summary for Proposed Pipeline Safety Enhancement Plan***
24 ***(In Millions of Dollars, nominal)***
25

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023+	Total
SoCalGas	6.37	57.74	100.25	182.30	246.69	233.86	266.22	296.43	325.76	350.35	375.80	396.54	6580.50	9,419
SDG&E	0.92	0.35	5.18	24.53	30.73	44.14	64.42	83.68	116.81	100.31	98.76	96.03	1762.63	2,428

2. **Revenue Requirement for Base Case**

Table X-6 below summarizes the direct costs for the Base Case from Chapter IX.

Table X-6
Direct Costs Summary for Base Case
(In Millions of 2011 Dollars)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
SoCalGas - Capital	-	115.91	271.13	275.37	275.98	32.32	31.65	29.35	28.66	28.88	29.33	1,119
SoCalGas - O&M	5.93	52.57	64.30	64.79	64.95	1.27	1.96	2.05	2.06	2.15	2.25	264
TotalSoCalGas	5.93	168.48	335.43	340.16	340.93	33.59	33.61	31.41	30.72	31.04	31.57	1,383
SDG&E - Capital	-	28.30	64.22	64.98	64.98	111.89	111.89	111.89	5.70	5.70	5.70	575
SDG&E - O&M	0.88	0.64	0.18	4.65	0.34	0.26	0.28	0.29	10.39	0.32	0.34	19
Total SDG&E	0.88	28.93	64.40	69.63	65.32	112.16	112.17	112.19	16.09	6.03	6.04	594

The direct costs are then loaded and escalated into expected nominal spend with the factors described in Table X-1 and Table X-2. Below is a summary of the loaded and escalated direct costs from Table X-6.

Table X-7
Loaded and Escalated Costs Summary for Base Case
(In Millions of Dollars, nominal)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
SoCalGas - Capital	-	131.22	308.92	324.32	333.59	41.84	41.90	39.69	39.75	41.18	43.01	1,345
SoCalGas - O&M	6.15	56.67	70.92	73.61	75.96	1.98	2.86	3.07	3.17	3.38	3.61	301
TotalSoCalGas	6.15	187.89	379.84	397.92	409.55	43.82	44.76	42.76	42.92	44.56	46.62	1,647
SDG&E - Capital	-	30.90	71.11	74.28	76.08	131.43	134.34	138.13	7.65	7.85	8.05	680
SDG&E - O&M	0.89	0.70	0.23	5.47	0.51	0.43	0.46	0.50	13.26	0.56	0.60	24
Total SDG&E	0.89	31.60	71.34	79.74	76.59	131.86	134.81	138.62	20.90	8.41	8.65	703

Table X-8 below summarizes the necessary revenue requirement for each utility to implement the projects, with the loaded and escalated costs in Table X-7.

Table X-8
Revenue Requirement Summary for Base Case
(In Millions of Dollars, nominal)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023+	Total
TotalSoCalGas	6.37	58.68	95.57	150.69	205.43	182.49	181.85	183.46	183.85	184.41	185.18	182.37	2730.90	4,531
Total SDG&E	0.92	0.98	5.27	22.31	28.56	41.91	62.37	82.16	115.83	99.32	97.74	95.21	1749.35	2,402

1 **B. Regulatory Accounting Treatment**

2 In this Section, we seek approval of our proposed regulatory accounting treatment. We
3 also propose to file an Update Report with the Commission each year.

4 The costs to be recovered through the PSEP Surcharge described below will be
5 incorporated into rates on January 1 each year and will continue until Pipeline Safety
6 Enhancement Plan investments are fully recovered. In connection with SoCalGas' and SDG&E's
7 annual regulatory account balance update filings, the current-year forecasted year-end balance in
8 a proposed "Pipeline Safety Enhancement Plan Cost Recovery Account," combined with the
9 revenue requirement for the coming year, will be incorporated into rates, as necessary, to ensure
10 appropriate recovery of the revenue requirement in between rate case cycles. Any residual
11 balance will be amortized in rates at the completion of the Pipeline Safety Enhancement Plan.

12 **1. Pipeline Safety Enhancement Plan Cost Recovery Account**

13 As indicated above, we propose to establish a Pipeline Safety Enhancement Plan Cost
14 Recovery Account for each utility to recover costs associated with the Pipeline Safety
15 Enhancement Plan. These will be interest bearing accounts that are recorded on SoCalGas' and
16 SDG&E's respective financial statements. These accounts will record the difference between the
17 authorized revenue requirements collected through the PSEP Surcharge and actual O&M and
18 capital-related revenue requirements associated with implementation of the Pipeline Safety
19 Enhancement Plan.

20 **2. Pipeline Safety Enhancement Plan Implementation and First Year of PSEP**
21 **Surcharge**

22 Upon approval of the Pipeline Safety Enhancement Plan, SoCalGas and SDG&E each
23 propose to file an advice letter to implement the Commission's decision. These advice letters
24 shall include updated revenue requirements and timing to reflect any decision-ordered changes to
25 the Pipeline Safety Enhancement Plan. This will allow SoCalGas and SDG&E to reflect any
26 delays and incorporate the surcharge into rates, should approval of the Pipeline Safety
27 Enhancement Plan occur after January 1, 2012.

1 This will also include the Pipeline Safety Enhancement Plan costs recorded in the Pipeline
2 Safety and Reliability Memorandum Accounts, proposed in our joint motion filed May 4, 2011, if
3 approved in sufficient time; and, any costs that would have been recorded in these memo
4 accounts, if it had been approved in sufficient time.

5 **3. Cost True-Up Proposal and Expedited Advice Letter**

6 As stated above, in connection with our annual regulatory account balance update filings
7 in October of each year, the current-year forecasted year-end balances in the Pipeline Safety
8 Enhancement Plan Cost Recovery Accounts, combined with the revenue requirements for the
9 coming year, will be incorporated into rates, as appropriate. We propose to file expedited advice
10 letters requesting approval for any adjustments to the overall level of Pipeline Safety
11 Enhancement Plan funding requirements previously approved. These advice letters will include
12 an explanation for changes from the original revenue requirements, as previously proposed and
13 approved. We also propose to use this advice letter process in requesting any additional revenue
14 requirement associated with the Enterprise Asset Management System or the expansion of the
15 Pipeline Safety Enhancement Plan for pipeline safety enhancement activities not covered by this
16 filing that may subsequently be adopted by the Commission.

17 **4. Annual Pipeline Safety Enhancement Plan Update Report**

18 Beginning in 2013, we propose to provide an annual status report to the Commission on or
19 before March 31 each year that will include the following:

- 20 1. Information on any work completed during the previous year (scope and cost);
- 21 2. Work planned for the upcoming year (scope and cost);
- 22 3. Discussion of progress made to date in order to keep the Commission informed
23 and provide transparency to the public regarding our progress; and
- 24 4. Confirmation of our Commission-approved annual Pipeline Safety
25 Enhancement Plan budget.

1 **C. Rates**

2 **1. Introduction and Summary**

3 In this Section, SoCalGas and SDG&E present the customer rate impacts resulting from
4 the proposals in this filing. These rates are for illustrative purposes only and will be adjusted to
5 reflect actual costs and schedules when placed into rates.

6 We propose to recover all Pipeline Safety Enhancement Plan costs through a PSEP
7 Surcharge. The surcharge will be comprised of the estimated revenue requirements for that year,
8 as proposed in Section X.A, which in the initial year will include costs being incurred in 2011,
9 combined with the balance in the Pipeline Safety Enhancement Plan Cost Recovery Account to
10 be incorporated into rates, as appropriate. The PSEP Surcharge will be implemented upon
11 Commission approval and updated on January 1 of each year as part of SoCalGas and SDG&E's
12 respective Annual Consolidated Rate Update Filings.

13 The costs to be recovered each year through the PSEP Surcharge will be allocated to
14 customer classes using the Equal Percent Authorized Margin method proposed in Chapter II. The
15 PSEP Surcharge will be a separate line item on customers' bills. The illustrative surcharges at the
16 end of Phase 1A are summarized in Table X-10.

17 **2. Review of Current Rates**

18 The following is a brief description of existing transportation rates and recent relevant
19 filings.

20 a) Authorization

21 The Commission is responsible for regulating investor-owned electric, natural gas,
22 telecommunications, and water utilities. The Commission sets retail natural gas rates and
23 allocates costs for different categories of gas customers through traditional General Rate Cases
24 and/or cost allocation proceedings.

25 b) 2009 Cost Allocation Proceeding Decision

26 Pursuant to D.09-11-006, SoCalGas and SDG&E established the currently-effective
27 natural gas transportation rates. The rate design models for SoCalGas and SDG&E allocate to
28 customer classes, the authorized revenue requirements that are determined in General Rate Cases.

1 The rate design models then further incorporate transmission system integration and other costs
2 incurred by SoCalGas and SDG&E to provide basic transportation services to their customers
3 during the forecasted cost allocation period. These other costs include Fuel Use, Advanced Meter
4 Infrastructure, and Commission-authorized regulatory account amortizations.

5 c) 2011 Firm Access Rights Update Implementation Advice Letters AL-4269
6 (for SoCalGas) and AL-2055-G (for SDG&E)

7 Advice letters are commonly used by utilities to make changes to their tariffs. The
8 purpose of a consolidated advice letter filing is to consolidate several previously-filed advice
9 letters and Commission decisions that reflect gas rate changes for the upcoming calendar year.
10 These are primarily for updating the regulatory account amortizations and updating the authorized
11 revenue requirement.

12 Advice Letters AL-4269 (for SoCalGas), and AL-2055-G (for SDG&E) established the
13 following class-average rates in Table X-9:
14

Table X-9
Current Natural Gas Transportation Rates
Class Average Rates for SoCalGas and SDG&E
(\$/therm, Except as Noted)

	SoCalGas	SDG&E
Core Rates		
Residential	\$0.52526	\$0.66424
Average Residential Bill \$/month	\$38.96	\$38.70
Commercial & Industrial	\$0.30528	\$0.23968
Natural Gas Vehicles	\$0.07993	\$0.07812
Gas Engine	\$0.09605	N/A
Gas Air Conditioning	\$0.07512	N/A
Non-Core Rates		
Commercial & Industrial – Distribution	\$0.06529	\$0.14451
Electric Generation – Distribution	\$0.02970	\$0.02920
Transmission Level Service	\$0.01589	\$0.01590
Backbone Transmission Service \$/dth/day	\$0.10955	N/A
SDG&E	\$0.00778	N/A
Enhanced Oil Recovery	\$0.02304	N/A
System Average Rates		
	\$0.20083	\$0.22555

d) Firm Access Rights Update Filing

In D.06-12-031, the Commission approved the request of SoCalGas and SDG&E to establish a system of Firm Access Rights and, among other things, required the utilities to file a joint application eighteen months after the initial Open Season concluded in order to initiate a review of the Firm Access Rights system to assess how it has been working, and whether any changes or modifications are needed.

On March 29, 2010, SoCalGas and SDG&E filed a joint application to initiate Commission review of Firm Access Right service implemented pursuant to D.06-12-031. On April 19, 2011 in D.11-04-032, the Commission issued a decision that assessed the performance of the Firm Access Right system, adopted operational changes to improve the system, and established the revenue requirement, rate design, and rates for natural gas Backbone

1 Transportation Service for the period from October 1, 2011 until the effective date of rates
2 established in the next Triennial Cost Allocation Proceeding.

3 The Backbone Transportation Service rate is reflected in this Amended Testimony, since
4 it has now been implemented. The Backbone Transportation Service rate was implemented on
5 October 1, 2011.

6 e) 2012 General Rate Case

7 Our 2012 General Rate Case Applications are currently before the Commission and are
8 not reflected in this filing.

9 f) 2016 General Rate Case⁷⁹

10 We anticipate filing our General Rate Case Applications for test year 2016 in late 2014. It
11 is estimated that a decision in our 2016 General Rate Cases will be implemented on around
12 January 1, 2016. While these rate cases are not directly reflected in this filing, they are
13 referenced as proceedings to request funding beyond 2015.

14 **3. PSEP Surcharge**

15 The PSEP Surcharge will include Pipeline Safety Enhancement Plan costs based upon:

- 16 (i) The Pipeline Safety Enhancement Plan revenue requirements, as proposed in
17 Section X.A above, which include costs to be tracked in the Pipeline Safety
18 and Reliability Memorandum Account proposed in our joint motion filed May
19 4, 2011;
- 20 (ii) Any balance in the Pipeline Safety Enhancement Plan Cost Recovery Account
21 to be incorporated into rates, as appropriate.

22 These Pipeline Safety Enhancement Plan costs will be incorporated into rates upon
23 implementation of the Commission's decision; and on January 1 of each subsequent year, as part
24 of the Annual Consolidated Update Filing. Costs will be allocated among customer classes via
25 the Equal Percent Authorized Margin method and recovered through the PSEP Surcharge.

⁷⁹ The reference to the next rate case cycle as having a 2016 test year is based on a proposal by SoCalGas and SDG&E in their 2012 General Rate Case Applications now pending before the Commission, and subject to Commission approval.

1 SoCalGas and SDG&E propose to charge a flat monthly surcharge for residential
2 customers and a volumetric surcharge for non-residential customers. Since it is not practical to
3 develop a single flat-monthly or volumetric surcharge that would apply to all customers in all rate
4 classes using an Equal Percent Authorized Margin allocation, a different surcharge is required to
5 be calculated for each customer class. The surcharges for customers within each customer class
6 may be flat monthly surcharges, volumetric surcharges, or a combination. Since the residential
7 market is a relatively homogeneous market in terms of natural gas demand, SoCalGas and
8 SDG&E determined that a fixed monthly PSEP Surcharge is reasonable for this class. Due to the
9 wide range of demand profiles among the non-residential customer classes, a volumetric
10 surcharge is more reasonable for these customers. Wholesale customers, along with others on the
11 transmission-level service rate, will be charged the PSEP Surcharge, however, SDG&E will not
12 be charged the PSEP Surcharge as part of wholesale service. This is due to the integration of the
13 Pipeline Safety Enhancement Plan between the two utilities, with the Surcharge being determined
14 on a combined cost and demand basis.

15 As stated earlier, rates will be adjusted on January 1 each year as part of our proposed
16 Annual Consolidated Rate Update Filings. See Appendix G for illustrative PSEP Surcharges for
17 each year of Phase 1. We propose to apply this PSEP Surcharge methodology until the assets are
18 fully recovered.

19 Table X-10 below shows an illustrative PSEP Surcharge for the year 2015. A summary
20 rate table showing the PSEP Surcharges resulting from the proposed Pipeline Safety
21 Enhancement Plan revenue requirements through the year 2022 is shown in Appendix F. Also,
22 Table X-13, which summarizes the consolidated rate impacts of the proposed Pipeline Safety
23 Enhancement Plan, shows that the allocation of Phase 1A costs is fairly even among residential
24 and non-residential classes. By the end of the four-year period of Phase 1A, most rates will
25 increase by approximately ten to thirteen percent.

26

Table X-10⁸⁰
SoCalGas and SDG&E PSEP Surcharges for Phase 1A in Year 2015

	Proposed Case	Base Case
<u>SoCalGas</u>		
Monthly PSEP Surcharge (\$/mo)		
Residential	\$2.89	\$2.44
Volumetric PSEP Surcharges (\$/th)		
Core Commercial & Industrial	\$0.03503	\$0.02954
Gas Air Conditioning	\$0.00922	\$0.00778
Gas Engine	\$0.01223	\$0.01031
Natural Gas Vehicles	\$0.00959	\$0.00809
Noncore C&I - Distribution Level Service	\$0.00897	\$0.00756
Electric Generation - Distribution Level Service	\$0.00335	\$0.00282
EOR - Distribution Level Service	\$0.00335	\$0.00282
Transmission Level Service	\$0.00183	\$0.00154
<u>SDG&E Gas</u>		
Monthly PSEP Surcharges (\$/mo)		
Residential	\$2.89	\$2.44
Volumetric PSEP Surcharges (\$/th)		
Core Commercial & Industrial	\$0.03503	\$0.02955
Natural Gas Vehicles	\$0.00960	\$0.00810
Noncore C&I - Distribution Level Service	\$0.00902	\$0.00761
Electric Generation - Distribution Level Service	\$0.00336	\$0.00284
Transmission Level Service	\$0.00184	\$0.00155

a) CARE Applicability for Low Income Customers and Illustrative PSEP Surcharge

We propose to apply the 20% rate discount to the PSEP Surcharge for those customers on the California Alternate Rate for Energy (CARE) rate schedule. The discounted amounts shall be included in the CARE program costs and recovered through the Public Purpose Program Surcharge rate. An example of the calculation of the PSEP Surcharge applicable to CARE participants is shown in Table X-11 for the year 2015. A summary of the CARE rate table through 2022, showing the PSEP Surcharges resulting from the proposed Pipeline Safety Enhancement Plan revenue requirements, is shown in Appendix G. As discussed above, upon approval of proposed Pipeline Safety Enhancement Plan, an advice letter will be filed to

⁸⁰ Surcharges reflected are for 2015. See Appendix F for ten-year rate schedule.

1 implement the Commission’s decision. The advice letter will include an update to the applicable
 2 Public Purpose Program Surcharge rate.

3 **Table X-11⁸¹**
 4 ***CARE PSEP Surcharge and Discounted Amounts for Phase 1A in Year 2015***
 5

	Proposed Case	Base Case
<u>SoCalGas</u>		
Non-Care PSEP Surcharge \$/mo	\$2.89	\$2.44
* 20% CARE Discount	(\$0.58)	(\$0.49)
= CARE PSEP Surcharge \$/mo	\$2.31	\$1.95
* # CARE Participants	1,708,706	1,708,706
* 12 months	12	12
= CARE Discount \$ million/yr	\$11.8	\$10.0
<u>SDG&E</u>		
Non-Care PSEP Surcharge \$/mo	\$2.89	\$2.44
* 20% CARE Discount	(\$0.58)	(\$0.49)
= CARE PSEP Surcharge \$/mo	\$2.31	\$1.95
* # CARE Participants	203,547	203,547
* 12 months	12	12
= CARE Discount \$ million/yr	\$1.4	\$1.2

6
 7 b) Impact on Existing Public Purpose Program Surcharge Rate

8 An example of the impact of the discounted amounts recovered through the Public
 9 Purpose Program Surcharge rate is shown in Table X-12 for 2015. Additionally, a summary rate
 10 table showing the impacts of the Pipeline Safety Enhancement Plan on the Public Purpose
 11 Program Surcharge rates through 2022 is shown in Appendix H.

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 81 Numbers may not add due to rounding. Impact reflected is for 2015. See Appendix G for ten-year rate schedule.

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Table X-12⁸²
Public Purpose Program Surcharge for Phase 1A in Year 2015

	Current Rates \$/th	Proposed Case \$/th	Base Case \$/th
<u>SoCalGas</u>			
Residential	\$0.07687	\$0.07966	\$0.07922
Core C&I	\$0.06809	\$0.07088	\$0.07044
NGV	\$0.03076	\$0.03354	\$0.03311
Noncore C&I	\$0.03476	\$0.03755	\$0.03711
<u>SDG&E</u>			
Residential	\$0.07560	\$0.07861	\$0.07814
Core C&I	\$0.12037	\$0.12338	\$0.12291
NGV	\$0.03193	\$0.03494	\$0.03447
Noncore C&I	\$0.11412	\$0.11713	\$0.11666

c) Illustrative Residential Bill Impact and Non-Residential Rate Impacts

Combining the charges described above for the PSEP Surcharge with the Public Purpose Program Surcharge rate impact will result in the illustrative Residential monthly bills and Non-Residential class average volumetric rates shown in Table X-13. The Residential bills are based on system-wide average monthly usage for SoCalGas of 38 therms/month and SDG&E of 33 therms/month, using current transportation rates and core procurement rates. The Non-Residential rates are based on current class-average transportation rates, excluding Firm Access Rights charges and gas commodity. Table X-13 below shows the residential bill impact and the non-residential customer rate impact. Additionally, a summary rate table showing the consolidated impacts of the Pipeline Safety Enhancement Plan through 2022 is provided in Appendix I.

⁸² Impact reflected is for 2015. See Appendix H for ten-year rate schedule.

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Table X-13⁸³
Consolidated Rate Impacts for Phase 1A

	Current	Proposed Case		Base Case	
<u>SoCalGas</u>			% Change		% Change
Residential Avg Monthly Bill - \$/mo	\$38.96	\$41.95	7.7%	\$41.49	6.5%
Avg Monthly Bill w/out G-CP - \$/mo	\$21.57	\$24.56	13.9%	\$24.09	11.7%
Non-res Rates (\$/th)					
Core C&I	\$0.37337	\$0.41119	10.1%	\$0.40527	8.5%
NGV	\$0.11069	\$0.12306	11.2%	\$0.12112	9.4%
Noncore C&I - Distribution	\$0.10005	\$0.11181	11.7%	\$0.10997	9.9%
EG - Distribution	\$0.02970	\$0.03304	11.3%	\$0.03252	9.5%
Transmission Level Service	\$0.01589	\$0.01772	11.5%	\$0.01743	9.7%
<u>SDG&E</u>					
Residential Avg Monthly Bill - \$/mo	\$38.70	\$41.70	7.7%	\$41.23	6.5%
Avg Monthly Bill w/out G-CP - \$/mo	\$23.60	\$26.59	12.7%	\$26.12	10.7%
Non-res Rates (\$/th)					
Core C&I	\$0.36005	\$0.39810	10.6%	\$0.39214	8.9%
NGV	\$0.11005	\$0.12266	11.5%	\$0.12068	9.7%
Noncore C&I - Distribution	\$0.25863	\$0.27066	4.7%	\$0.26878	3.9%
EG - Distribution	\$0.02920	\$0.03256	11.5%	\$0.03203	9.7%
Transmission Level Service	\$0.01590	\$0.01774	11.5%	\$0.01745	9.7%

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⁸³ Impact reflected is for 2015. See Appendix I for ten-year rate schedule.

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2 ***WITNESS QUALIFICATIONS***

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4 **QUALIFICATIONS OF MICHAEL W. ALLMAN**

5
6 My name is Michael W. Allman. I am President and Chief Executive Officer for Southern
7 California Gas Company (SoCalGas). My business address is 555 West Fifth Street, Los
8 Angeles, California 90013-1011.

9 I received a Bachelor of Science degree in Chemical Engineering from Michigan
10 State University and a Master of Business Administration degree from The University of Chicago
11 Booth School of Business. I am a Certified Management Accountant and a Certified Internal
12 Auditor.

13 I have been employed with SoCalGas since March 2010 in my current position as
14 President and CEO responsible for SoCalGas, a regulated business unit and subsidiary of Sempra
15 Energy. Prior to joining SoCalGas, I was President and CEO of Sempra Generation and in
16 various leadership positions with Sempra Energy and its subsidiaries, including CFO of Sempra
17 Global, President of Sempra Technology Ventures, Vice President of Corporate Planning and
18 Development; and Vice President of Audit Services. Prior to joining Sempra Energy in 1998, I
19 was responsible for marketing and delivering consulting projects for LEK/Alcar, a strategic and
20 financial consulting-services firm. I am on the Board of Directors of the American Gas
21 Association, Los Angeles World Affairs Council and the California Chamber of Commerce.

22 I have not testified previously before the California Public Utilities Commission.
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1 **QUALIFICATIONS OF DAVID M. BISI**

2
3 My name is David M. Bisi. I am employed by Southern California Gas Company
4 (SoCalGas) as the Gas Transmission Planning Department Manager. My business address is 555
5 West Fifth Street, Los Angeles, California 90013-1011.

6 I received a Bachelor of Science degree in Mechanical Engineering from the University of
7 California at Irvine in 1989. I have been employed by SoCalGas since 1989, and have held
8 positions within the Engineering, Customer Services, and Gas Operations departments. The
9 majority of my employment with SoCalGas has been involved with the plan and design of the gas
10 transmission pipeline and storage system.

11 I have held my current position since April 2002. My current responsibilities include the
12 management of the Gas Transmission Planning Department responsible for the design and
13 planning of SoCalGas and SDG&E's gas transmission and storage systems. As such, I am
14 responsible for: ensuring that the transmission system meets the CPUC-mandated design
15 standards for core and noncore firm service over a 25 year forecast period; recommending
16 improvements and additions as necessary; monitoring the changing dynamics of the gas
17 transmission system as new load centers develop and new supply receipt points are created; and
18 alerting management when operating precautions or changes become necessary; performing
19 short-term capacity analyses for customer service requests from the transmission system;
20 evaluating system impacts from storage expansion projects and new product offerings to
21 customers; and developing staff to maintain continuity and consistency in system planning.

22 I have previously testified before the Commission.
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1 **QUALIFICATIONS OF GARY G. LENART**

2
3 My name is Gary G. Lenart. My business address is 555 West Fifth Street, Los Angeles,
4 California, 90013-1011. I am employed by Southern California Gas Company (SoCalGas) as
5 Natural Gas Rate Manager for SoCalGas and San Diego Gas and Electric Company (SDG&E).

6 I hold a Bachelor of Science degree in Business Finance and Computer Science from
7 Bradley University in Peoria, Illinois and a Master of Business Administration from California
8 State University at Northridge, California. I have been employed by SoCalGas since 1988, and
9 have held positions of responsibilities as a General Ledger Accountant for Pacific Interstate
10 Company (an interstate pipeline affiliate), a Financial Analyst for Pacific Enterprises Oil & Gas
11 Company (an oil exploration and production affiliate), as an analyst in the Strategic Planning &
12 Economic Analysis department, as the Financial Analyst for the New Product Development
13 department, as a Market Advisor for the Customer Service & Information department, and as
14 Principle Economic Analyst for the Regulatory Affairs department. I have been in my current
15 position as Natural Gas Transportation Rates Manager since June, 2010.

16 As Manager of Gas Transportation Rates I am responsible for managing the gas
17 transportation rates for both SoCalGas and for SDG&E. This includes allocating authorized
18 revenue requirements to customer rate classes; and, developing the design of the rate for each
19 class; and, managing the impact on customers' monthly bills.

20 I have previously testified before the Commission.
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1 **QUALIFICATIONS OF RICHARD M. MORROW**

2
3 My name is Richard M. Morrow. I am the Vice President of Engineering & Operations
4 Staff for Southern California Gas Company (SoCalGas) and San Diego Gas and Electric
5 Company (SDG&E). My business address is 555 West Fifth Street, Los Angeles, California
6 90013-1011. I have been a vice president of SoCalGas since 1995 and of SDG&E since 2001.

7 I received a Bachelor of Science degree in Chemical Engineering from California State
8 Polytechnic University and a Master of Chemical Engineering degree from the University of
9 California at Davis. I am also a registered petroleum engineer in California. I have been
10 employed by SoCalGas since 1974. I have held various positions for over the past 37 years with
11 SoCalGas, including positions in Engineering, Transmission and Storage, Environmental
12 Engineering, Gas Supply, Gas Acquisition, Gas Exploration, Gas Distribution and Customer
13 Service.

14 I am responsible for the SoCalGas and SDG&E transmission and distribution pipeline
15 integrity programs, gas engineering, measurement, transmission system planning, gas storage and
16 pipeline capacity programs, project development and construction, and account management for
17 our largest energy users including electric generators and wholesale customers. My organization
18 is also responsible for developing and overseeing the gas standards and operating policies
19 pertaining to distribution, transmission and customer service field operations.

20 I have previously testified before the Commission.
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QUALIFICATIONS OF JOSEPH M. RIVERA

My name is Joseph M. Rivera and I am currently the Director of Gas Engineering for SoCalGas and SDG&E. My business address is 555 West Fifth Street, Los Angeles, California 90013-1011.

I hold a Bachelor of Science degree in Civil Engineering from California State Polytechnic University, Pomona, and have completed the Executive Program at the University of Michigan Business School. I have broad background in engineering and natural gas pipeline operations with 36 years of experience with SoCalGas and one year with Sempra Energy Utility Ventures. I have held a number of key managerial positions with increasing responsibility in Engineering, Distribution Operations, and Transmission Operations. In recent years, I have held the positions of Vice President of Operations (with Sempra Energy Utility Ventures), Director of Procurement and Logistics and General Manager of Mountain View Region. Throughout my career, I have been responsible for various areas related to the design, construction, operation and maintenance of transmission and distribution system facilities.

As the Director of Gas Engineering, I am responsible for providing centralized gas infrastructure engineering and technical services to support utility operations. To accomplish this responsibility, I manage an organization of approximately 300 employees. I have held this position since January 2000.

I have previously testified before the Commission.

1 **QUALIFICATIONS OF DOUGLAS M. SCHNEIDER**

2
3 My name is Douglas M. Schneider. I am employed by Southern California Gas Company
4 (SoCalGas) as the Director of Pipeline Integrity. My business address is 555 West Fifth Street,
5 Los Angeles, California 90013-1011.

6 I graduated from Rutgers University in 1988 with a Bachelor of Arts degree in Chemistry
7 and from California State University Fullerton in 1993 with a Master of Business Administration
8 degree. I am also a Registered Professional Engineer in California and have over 20 years of
9 industry experience related to pipeline safety and corrosion control.

10 I was first employed by SoCalGas as an Engineer from 1991 to 1997, and returned to
11 SoCalGas in 2001. From 1997 to 2001, I was employed as Vice President of Sales and Marketing
12 with Rohrback Cosasco Systems, a manufacturer of corrosion control instrumentation and related
13 systems based in Santa Fe Springs, CA.

14 In my current position, my responsibilities include overseeing the transmission and
15 distribution pipeline integrity programs and other activities related to pipeline safety for
16 SoCalGas and San Diego Gas and Electric Company. My previous experience includes positions
17 of increasing responsibility including Engineering Design Manager, Technical services Manager,
18 Special Projects Manager and Pipeline Integrity Manager.

19 I have not previously testified before the California Public Utilities Commission.
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QUALIFICATIONS OF CHERYL A. SHEPHERD

My name is Cheryl A. Shepherd. I am employed by Southern California Gas Company (SoCalGas) as the Director of Financial Analysis and Assistant Treasurer. My business address is 555 W. Fifth Street, Los Angeles, California, 90013.

I received a Bachelor of Science degree in Economics from the University of California at Los Angeles, where my area of emphasis was accounting and finance.

I have been in my current position since December, 2010. In my current position my responsibilities include overseeing the strategic and financial analysis in support of new investment opportunities, the development and analysis of ratebase, and implementation of revenue requirements, regulatory accounts, and cost recovery strategies for SoCalGas.

I have been employed by SCG in various positions and responsibilities since 1981. My experience is in numerous areas including Cost Accounting, Treasury, Financial Planning, Market Services, Human Resources, Accounting Operations, Real Estate, and Customer Operations.

I have previously testified before the California Public Utilities Commission.

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**Appendix A
Table of Acronyms**

Acronym	Definition
ASV	Automatic Shutoff Valve
Bcf	Billion Cubic Feet
CAISO	California Independent System Operator
CARE	California Alternate Rate for Energy
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
COF	Consequence of Failure
EAMS	Enterprise Asset Management System
EPAM	Equal Percent of Authorized Margin
GIS	Geographical Information System
GO	General Order
HCA	High Consequence Area
ILI	In-Line Inspection
LOF	Likelihood of Failure
MAOP	Maximum Allowable Operating Pressure
MFL	Magnetic Flux Leakage
MinOP	Minimum Operating Pressure
MMcfd	Million Cubic Feet Per Day
NDE	Non-Destructive Examination
NGV	Natural Gas Vehicle
NTSB	National Transportation Safety Board
O&M	Operating and Maintenance
PG&E	Pacific Gas and Electric Company
PG&E/GTN	Pacific Gas and Electric Company/Gas Transmission Northwest

Acronym	Definition
PPPS	Public Purpose Program Surcharge
PSEP	Pipeline Safety Enhancement Plan
PSEP PMO	Pipeline Safety Enhancement Plan Project Management Organization
RCV	Remote Control Valve
SCADA	Supervisory Control and Data Acquisition
SMYS	Specified Minimum Yield Strength
SoCalGas	Southern California Gas Company
SPEC Services	System Planning Engineering and Consulting Services
TFI	Transverse Field Inspection
TIMP	Transmission Integrity Management Program

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Appendix B⁸⁴
Proposed Case Pipeline Safety Enhancement Plan Direct Costs
(In Millions of Dollars)

SoCalGas												
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
Pipeline Replacement												
Capital	\$0	\$90	\$243	\$243	\$243	\$0	\$0	\$0	\$0	\$0	\$0	\$818
O&M	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pressure Testing												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$36	\$49	\$48	\$48	\$0	\$0	\$0	\$0	\$0	\$0	\$182
In-Line-Inspection												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$12	\$15	\$15	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$58
Remote Control & Automatic Shutoff Valves												
Capital	\$0	\$26	\$28	\$33	\$33	\$32	\$32	\$29	\$29	\$29	\$29	\$301
O&M	\$0	\$0	\$0	\$1	\$1	\$1	\$2	\$2	\$2	\$2	\$2	\$14
Mitigation of Pre-1946 Construction Methods												
Capital	\$0	\$29	\$57	\$57	\$57	\$167	\$167	\$167	\$128	\$128	\$128	\$1,084
O&M	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Technology Enhancements												
Capital	\$0	\$15	\$17	\$7	\$6	\$2	\$3	\$3	\$2	\$2	\$2	\$57
O&M	\$0	\$0	\$0	\$1	\$1	\$1	\$1	\$1	\$1	\$1	\$1	\$7
Enterprise Asset Management System												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6
Interim Safety Enhancement Measures												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$6	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11
Implementation Costs												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1
Total												
Capital	\$0	\$160	\$345	\$339	\$339	\$201	\$201	\$199	\$158	\$158	\$159	\$2,259
O&M	\$6	\$59	\$65	\$66	\$66	\$2	\$3	\$3	\$3	\$3	\$3	\$278

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⁸⁴ Numbers may not add up due to rounding.

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Appendix B (Cont'd)⁸⁵
Proposed Case Pipeline Safety Enhancement Plan Direct Costs
(In Millions of Dollars)

SDG&E												
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
Pipeline Replacement												
Capital	\$0	\$23	\$58	\$58	\$58	\$106	\$106	\$106	\$0	\$0	\$0	\$515
O&M	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pressure Testing												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10	\$0	\$0	\$11
In-Line-Inspection												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$0	\$0	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4
Remote Control and Automatic Shutoff Valves												
Capital	\$0	\$5	\$6	\$7	\$7	\$6	\$6	\$6	\$6	\$6	\$6	\$61
O&M	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3
Mitigation of Pre-1946 Construction Methods												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Technology Enhancements												
Capital	\$0	\$2	\$2	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$8
O&M	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1
Enterprise Asset Management System												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1
Interim Safety Enhancement Measures												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2
Implementation Costs												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1
Total												
Capital	\$0	\$30	\$67	\$66	\$66	\$112	\$112	\$112	\$6	\$6	\$6	\$583
O&M	\$1	\$1	\$0	\$5	\$0	\$0	\$0	\$0	\$11	\$0	\$0	\$20

⁸⁵ Numbers may not add up due to rounding.

Appendix C⁸⁶
Base Case Direct Costs
(In Millions of Dollars)

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SoCalGas												
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
Pipeline Replacement												
Capital	\$0	\$90	\$243	\$243	\$243	\$0	\$0	\$0	\$0	\$0	\$0	\$818
O&M	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pressure Testing												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$36	\$49	\$48	\$48	\$0	\$0	\$0	\$0	\$0	\$0	\$182
In-Line-Inspection												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$12	\$15	\$15	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$58
Remote Control & Automatic Shutoff Valves												
Capital	\$0	\$26	\$28	\$33	\$33	\$32	\$32	\$29	\$29	\$29	\$29	\$301
O&M	\$0	\$0	\$0	\$1	\$1	\$1	\$2	\$2	\$2	\$2	\$2	\$14
Interim Safety Enhancement Measures												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$6	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11
Implementation Costs												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1
Total												
Capital	\$0	\$116	\$271	\$276	\$276	\$32	\$32	\$29	\$29	\$29	\$29	\$1,119
O&M	\$6	\$53	\$64	\$65	\$65	\$1	\$2	\$2	\$2	\$2	\$2	\$264

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⁸⁶ Numbers may not add up due to rounding.

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Appendix C (Cont'd)⁸⁷
Base Case Direct Costs
(In Millions of Dollars)

SDG&E												
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
Pipeline Replacement												
Capital	\$0	\$23	\$58	\$58	\$58	\$106	\$106	\$106	\$0	\$0	\$0	\$515
O&M	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pressure Testing												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10	\$0	\$0	\$11
In-Line-Inspection												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$0	\$0	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4
Remote Control & Automatic Shutoff Valves												
Capital	\$0	\$5	\$6	\$7	\$7	\$6	\$6	\$6	\$6	\$6	\$6	\$61
O&M	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3
Interim Safety Enhancement Measures												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2
Implementation Costs												
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O&M	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1
Total												
Capital	\$0	\$28	\$64	\$65	\$65	\$112	\$112	\$112	\$6	\$6	\$6	\$575
O&M	\$1	\$1	\$0	\$5	\$0	\$0	\$0	\$0	\$10	\$0	\$0	\$19

5

⁸⁷ Numbers may not add up due to rounding.

Appendix D

Pressure Testing Cost Estimating Methodology and Assumptions

The following methodology and assumptions were used to prepare the cost estimates for performing pressure testing of existing pipelines:

1. Total pipeline testing length was obtained from pipeline stationing used in tabulating Category 4 pipeline segments.
2. Pipeline data, such as pipeline diameter and operating pressure, were provided to SPEC Services by SoCalGas and SDG&E.
3. Based on SPEC Services review of pipeline stationing, the total number of hydrotest sections was determined. For cost and efficiency reasons, some hydrotest sections include multiple individual pipeline segments requiring pressure testing. As a result, pipeline segments not requiring pressure testing, which bridge the required segments together, are included in the hydrotest section.
4. The elevation profile for each pipeline was assumed to be flat for reasons of simplicity. Understanding that additional hydrotest sections could be required for some pipelines with significant elevation change, provisions were included in the cost estimates to allow for additional hydrotest sections, if necessary.
5. For each hydrotest section it was assumed that SoCalGas will launch a pig from an existing launcher station. At the point the pig passes a mainline block valve upstream of a hydrotest segment, the block valve will be closed and a nitrogen truck will be connected downstream of the valve. The nitrogen will be used to continue to push the pig and purge the pipeline. At this point the valve will be closed and the nitrogen flow shut off and disconnected. This will leave the hydrotest section full of nitrogen and isolated between two mainline block valves. It was assumed existing valve spacing is 4 miles for nitrogen purging purposes.
6. The isolated pipeline will be purged of nitrogen from an existing vent or from a new tap. At points upstream and downstream of the hydrotest section the line will be cut and a temporary launcher and receiver will be installed.
7. Estimate assumes on-site water supply will be available for purchase at one end of the pipeline segment. Water from source will be diverted into an on-site vacuum truck connected to a temporary launcher. Once the pipeline is full of water and static, pumps

- 1 will be used to bring pressure up to desired test limit. Test pressure will be held for 8
2 hours. Estimate includes cost of third party witness.
- 3
- 4 8. Estimate assumes Baker Tanks (500 BBL capacity) will be positioned at the end of each
5 hydrotest section to collect water after each hydrotest. For each Baker Tank there will be
6 a dedicated vacuum truck collecting water for disposal. Estimate assumes that the
7 maximum quantity of Baker Tanks for any hydrotest segment will be 10. This quantity of
8 tanks assumes dewatering and disposal can occur simultaneously at a comparable rate.
9 Water disposal location was assumed to allow for ten round trips per day for each vacuum
10 truck. Estimate assumes a 1-hour round trip return, contaminated water, and a disposal
11 fee.
- 12
- 13 9. For each hydrotest segment, it was assumed that multiple swab pigs will be sent through
14 each hydrotest segment followed by compressed air for drying of the pipeline. Once the
15 segments have been dried, tie-ins will be performed returning the pipeline back to
16 operation.
- 17
- 18 10. Miscellaneous materials include air compressors, pigs, valves, fittings, disposables, etc.
- 19
- 20 11. Labor includes test technicians, welders, helpers, pipe fitter, etc. for setting the test heads
21 and required equipment such as pumps, tanks, meters, filters, etc.
- 22
- 23 12. Costs are based on databases and recent construction estimates and/or bid data from
24 projects SPEC Services has been involved. Labor rates are applicable through 2011 and
25 do not include escalation.
- 26
- 27 13. Material costs were supplied by local material vendors. Material prices are based on
28 current quotations and do not include escalation.
- 29
- 30 14. A “day” is defined as eight hours.
- 31
- 32 15. Estimate assumes the disposal of contaminated test water through Baker Tanks with
33 filtration and testing at an approved location.
- 34
- 35 16. Estimate includes rental rate for a 1,200 GPM pump for filling the line.
- 36

1 17. Estimate includes all labor, materials, and equipment for one eight-person crew, working
2 eight hours per day for estimated duration. The duration includes mobilization, set-up,
3 hydrotest work, clean-up and purging of pipeline.

4
5 18. Construction management activities are based on total construction duration with
6 contractor.

7
8 19. This estimate is based on preliminary engineering only and includes several assumptions.
9 As a result, the estimate includes a 20% or 30% contingency depending on total estimated
10 cost. Once detailed engineering and design are completed a revised estimate can be
11 generated to reflect the actual scope of project and associated permit conditions.

12

1 **Appendix E**
2 **Pipeline Replacement Estimate Assumptions**

3
4 The following methodology and assumptions were used to prepare cost estimates for pipeline
5 replacements:

- 6 1. Total pipeline length was provided to SPEC Services by SoCalGas and SDG&E.
- 7 2. Pipeline data, such as pipeline diameter and operating pressure, were provided to SPEC
8 Services by SoCalGas and SDG&E.
- 9 3. GIS maps of each pipeline were studied to identify the location and type of construction
10 applicable for each relocation area.
- 11 4. Construction types were assumed and applied to individual projects, as follows:

12 **Type 1 – Rural:** Pipeline installations within Rural include no paving, minimum 36-inch
13 cover depth, native backfill, minimum 30-foot wide workspace, limited existing
14 substructures along alignment, no traffic control, no environmental restrictions and
15 unrestricted work hours.*

16 **Type 2 – Secondary Roadway:** Pipeline installations within Secondary Roadway
17 include asphalt paving, minimum 48-inch cover depth, native backfill, minimum two-lane
18 workspace, medium-density substructures, limited traffic control, no environmental
19 restrictions, and normal working hours.*

20 **Type 3 – Primary Roadway:** Pipeline installations within Primary Roadway include
21 asphalt/concrete paving, minimum 48-inch cover, slurry backfill, minimum two-lane
22 workspace, high-density substructures, heavy traffic control, no environmental
23 restrictions, and restricted working hours (9:00 am to 3:30 pm).*

24 **Type 4 – Auger Bore:** Installations within Auger Bore include bore/receiving pit
25 excavation (15-foot maximum depth), auger bore equipment rental, and casing
26 stringing/welding.**

27 **Type 5 – Horizontal Directional Drilling:** Installations within Horizontal Directional
28 Drilling include rig equipment rental, 2,000-foot maximum drill length, and pipe
29 stringing/welding.**

1 **Type 6 – Special Circumstances** (e.g., bridge crossing, etc.)

2 **Type 7 – Night Work on Primary Roadway** (30% more than Type 3): Installations
3 within Night Work on Primary Roadway include asphalt/concrete paving, minimum 48-
4 inch cover depth, slurry backfill, minimum two-lane workspace, high-density
5 substructures, heavy traffic control, no environmental restrictions, and restricted working
6 hours (10:00 pm to 5:00 am).*

7

8 * General construction labor rates include all activities associated with pipe installation,
9 including but not limited to: trench excavation, pipe stringing/welding, pipe
10 lowering/fitting, backfill/compaction, hydrotesting, pipeline cleaning, and surface
11 restoration.

12 ** Specialty construction labor rates include sub-contracting equipment, pit excavation,
13 pipe/casing stringing, welding, and backfill/compaction associated with auger bore and
14 HDD.

15

- 16 5. The construction cost per foot of pipeline replacement is based on recent construction
17 estimates and/or bid data from projects SPEC Services has been involved.
- 18 6. Material costs were obtained through acquiring quotes from suppliers. Material prices are
19 based on current quotations and do not include escalation.
- 20 7. The estimates prepared include the following assumptions/clarifications:
- 21 a) Estimates do not currently include cost or time for the following items: contaminated
22 soil handling/disposal, asbestos abatement, right-of-way acquisition, construction permits
23 and environmental permits. Costs for these items will be added on a case by case basis.
- 24 b) Miscellaneous materials include: shrink sleeves, test stations, small fittings,
25 disposables, etc.
- 26 c) Construction labor costs are based on SPEC Service’s project database, and input
27 provided by local construction contractors. Labor rates are applicable for construction
28 through 2011 and do not include escalation.

- 1 e) Analogous and parametric estimating techniques were used to prepare the project cost
2 estimates.
- 3 f) Estimates assume production rates based on construction type, inspection by SoCalGas
4 or SDG&E, radiographic inspection, construction staking and as-built surveying. The
5 following production rates (one day is 8 hrs.) were applied:
- 6 Type 1 – 1,500 feet/day
7 Type 2 – 500 feet/day
8 Type 3 – 300 feet/day
9 Type 4 – 100 feet/day
10 Type 5 – 100 feet/day
- 11 g) Construction is assumed to have a minimum duration of ten days for each pipeline
12 replacement, regardless of length.
- 13 h) Valve costs include: actuator (gas and electric), ASV/RCV capability, vault, and
14 conduit from valve to control panel.
- 15 i) Tie-in crew rates (including welders, helpers, pipe-fitters, etc.) were based on pipeline
16 outside diameter involved in tie-in:
- 17 - Pipe diameters less than 12” have a crew rate of \$25,000
18 - Pipe diameters greater than 12” and less than 24” have a crew rate of \$35,000
19 - Pipe diameters greater than 24” have a crew rate of \$60,000
- 20 j) SoCalGas and SDG&E labor /inspection percentages include the following internal
21 SoCalGas or SDG&E costs: inspection, engineering, project management and overhead.
- 22 k) This estimate is based on preliminary engineering only and includes several
23 assumptions
- 24 l) Radiographic Inspection and Construction Stake As-Built Survey are assumed to have
25 minimum base periods of two days.

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Appendix F Illustrative PSEP Surcharge for Phase 1 Proposed Case

	2011	Phase 1A				Phase 1A & 1B						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
SoCalGas												
Monthly PSEP Surcharges (\$/mo)												
Residential	0.00	0.68	1.10	2.15	2.89	2.89	3.44	3.95	4.60	4.69	4.94	5.13
Volumetric PSEP Surcharges (\$/th)												
Core Commercial & Industrial	0.000	0.008	0.013	0.026	0.035	0.035	0.042	0.048	0.056	0.057	0.060	0.062
Gas Air Conditioning	0.000	0.002	0.004	0.007	0.009	0.009	0.011	0.013	0.015	0.015	0.016	0.016
Gas Engine	0.000	0.003	0.005	0.009	0.012	0.012	0.015	0.017	0.019	0.020	0.021	0.022
Natural Gas Vehicle	0.000	0.002	0.004	0.007	0.010	0.010	0.011	0.013	0.015	0.016	0.016	0.017
Noncore C&I - Distribution	0.000	0.002	0.003	0.007	0.009	0.009	0.011	0.012	0.014	0.015	0.015	0.016
Electric Generation - Distribution	0.000	0.001	0.001	0.002	0.003	0.003	0.004	0.005	0.005	0.005	0.006	0.006
Enhanced Oil Recovery - Distribution	0.000	0.001	0.001	0.002	0.003	0.003	0.004	0.005	0.005	0.005	0.006	0.006
Transmission Level Service	0.000	0.000	0.001	0.001	0.002	0.002	0.002	0.003	0.003	0.003	0.003	0.003
SDG&E												
Monthly PSEP Surcharges (\$/mo)												
Residential	0.00	0.68	1.10	2.16	2.89	2.90	3.44	3.96	4.61	4.69	4.94	5.13
Volumetric PSEP Surcharges (\$/th)												
Core Commercial & Industrial	0.000	0.008	0.013	0.026	0.035	0.035	0.042	0.048	0.056	0.057	0.060	0.062
Natural Gas Vehicle	0.000	0.002	0.004	0.007	0.010	0.010	0.011	0.013	0.015	0.016	0.016	0.017
Noncore C&I - Distribution	0.000	0.002	0.003	0.007	0.009	0.009	0.011	0.012	0.014	0.015	0.015	0.016
Electric Generation - Distribution	0.000	0.001	0.001	0.003	0.003	0.003	0.004	0.005	0.005	0.005	0.006	0.006
Transmission Level Service	0.000	0.000	0.001	0.001	0.002	0.002	0.002	0.003	0.003	0.003	0.003	0.003

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Base Case

	2011	Phase 1A				Phase 1A & 1B						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
SoCalGas												
Monthly PSEP Surcharges (\$/mo)												
Residential	0.00	0.70	1.05	1.80	2.44	2.34	2.54	2.76	3.12	2.95	2.94	2.89
Volumetric PSEP Surcharges (\$/th)												
Core Commercial & Industrial	0.000	0.008	0.013	0.022	0.030	0.028	0.031	0.034	0.038	0.036	0.036	0.035
Gas Air Conditioning	0.000	0.002	0.003	0.006	0.008	0.007	0.008	0.009	0.010	0.009	0.009	0.009
Gas Engine	0.000	0.003	0.004	0.008	0.010	0.010	0.011	0.012	0.013	0.012	0.012	0.012
Natural Gas Vehicle	0.000	0.002	0.003	0.006	0.008	0.008	0.008	0.009	0.010	0.010	0.010	0.010
Noncore C&I - Distribution	0.000	0.002	0.003	0.006	0.008	0.007	0.008	0.009	0.010	0.009	0.009	0.009
Electric Generation - Distribution	0.000	0.001	0.001	0.002	0.003	0.003	0.003	0.003	0.004	0.003	0.003	0.003
Enhanced Oil Recovery - Distribution	0.000	0.001	0.001	0.002	0.003	0.003	0.003	0.003	0.004	0.003	0.003	0.003
Transmission Level Service	0.000	0.000	0.001	0.001	0.002	0.001	0.002	0.002	0.002	0.002	0.002	0.002
SDG&E												
Monthly PSEP Surcharges (\$/mo)												
Residential	0.00	0.70	1.05	1.80	2.44	2.34	2.54	2.77	3.12	2.95	2.94	2.89
Volumetric PSEP Surcharges (\$/th)												
Core Commercial & Industrial	0.000	0.008	0.013	0.022	0.030	0.028	0.031	0.034	0.038	0.036	0.036	0.035
Natural Gas Vehicle	0.000	0.002	0.003	0.006	0.008	0.008	0.008	0.009	0.010	0.010	0.010	0.010
Noncore C&I - Distribution	0.000	0.002	0.003	0.006	0.008	0.007	0.008	0.009	0.010	0.009	0.009	0.009
Electric Generation - Distribution	0.000	0.001	0.001	0.002	0.003	0.003	0.003	0.003	0.004	0.003	0.003	0.003
Transmission Level Service	0.000	0.000	0.001	0.001	0.002	0.001	0.002	0.002	0.002	0.002	0.002	0.002

Appendix G
Illustrative PSEP Surcharge for CARE Participants for Phase 1

Proposed Case

	2011	Phase 1A				Phase 1A & 1B						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Monthly CARE PSEP Surcharges												
SoCalGas - Residential \$/mo	0.00	0.54	0.88	1.72	2.31	2.31	2.75	3.16	3.68	3.75	3.95	4.10
SDG&E - Residential \$/mo	0.00	0.55	0.88	1.72	2.31	2.32	2.76	3.17	3.69	3.76	3.95	4.11

Base Case

	2011	Phase 1A				Phase 1A & 1B						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Monthly CARE PSEP Surcharges												
SoCalGas - Residential \$/mo	0.00	0.56	0.84	1.44	1.95	1.87	2.03	2.21	2.49	2.36	2.35	2.31
SDG&E - Residential \$/mo	0.00	0.56	0.84	1.44	1.95	1.87	2.03	2.21	2.49	2.36	2.36	2.31

Appendix H
Illustrative Public Purpose Program Surcharge Rates for Phase 1

Proposed Case

	2011	Phase 1A				Phase 1A & 1B						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<u>SoCalGas - \$/th</u>												
Residential	0.077	0.078	0.078	0.079	0.080	0.080	0.080	0.081	0.081	0.081	0.082	0.082
Core Commercial & Industrial	0.068	0.069	0.069	0.070	0.071	0.071	0.071	0.072	0.073	0.073	0.073	0.073
Natural Gas Vehicle	0.031	0.031	0.032	0.033	0.034	0.034	0.034	0.035	0.035	0.035	0.036	0.036
Noncore C&I	0.035	0.035	0.036	0.037	0.038	0.038	0.038	0.039	0.039	0.039	0.040	0.040
<u>SDG&E - \$/th</u>												
Residential	0.076	0.076	0.077	0.078	0.079	0.079	0.079	0.080	0.080	0.080	0.081	0.081
Core Commercial & Industrial	0.120	0.121	0.122	0.123	0.123	0.123	0.124	0.124	0.125	0.125	0.126	0.126
Natural Gas Vehicle	0.032	0.033	0.033	0.034	0.035	0.035	0.036	0.036	0.037	0.037	0.037	0.037
Noncore C&I	0.114	0.115	0.115	0.116	0.117	0.117	0.118	0.118	0.119	0.119	0.119	0.119

Base Case

	2011	Phase 1A				Phase 1A & 1B						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<u>SoCalGas - \$/th</u>												
Residential	0.077	0.078	0.078	0.079	0.079	0.079	0.079	0.080	0.080	0.080	0.080	0.080
Core Commercial & Industrial	0.068	0.069	0.069	0.070	0.070	0.070	0.071	0.071	0.071	0.071	0.071	0.071
Natural Gas Vehicle	0.031	0.031	0.032	0.032	0.033	0.033	0.033	0.033	0.034	0.034	0.034	0.034
Noncore C&I	0.035	0.035	0.036	0.037	0.037	0.037	0.037	0.037	0.038	0.038	0.038	0.038
<u>SDG&E - \$/th</u>												
Residential	0.076	0.076	0.077	0.077	0.078	0.078	0.078	0.078	0.079	0.079	0.079	0.079
Core Commercial & Industrial	0.120	0.121	0.121	0.122	0.123	0.123	0.123	0.123	0.124	0.123	0.123	0.123
Natural Gas Vehicle	0.032	0.033	0.033	0.034	0.034	0.034	0.035	0.035	0.035	0.035	0.035	0.035
Noncore C&I	0.114	0.115	0.115	0.116	0.117	0.117	0.117	0.117	0.117	0.117	0.117	0.117

Appendix I
Consolidated Impact of Pipeline Safety Enhancement Plan Phase 1

Proposed Case

	2011	Phase 1A				Phase 1A & 1B						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
SoCalGas												
Residential Avg Monthly Bill - \$/mo (1)	38.96	39.67	40.10	41.19	41.95	41.96	42.53	43.06	43.73	43.82	44.08	44.27
Non-res Rates (\$/th) (2)												
Core Commercial & Industrial	0.373	0.382	0.388	0.402	0.411	0.411	0.418	0.425	0.434	0.435	0.438	0.440
Natural Gas Vehicle	0.111	0.114	0.115	0.120	0.123	0.123	0.125	0.128	0.130	0.131	0.132	0.133
Noncore C&I - Distribution	0.100	0.103	0.105	0.109	0.112	0.112	0.114	0.116	0.119	0.119	0.120	0.121
Electric Generation - Distribution	0.030	0.030	0.031	0.032	0.033	0.033	0.034	0.034	0.035	0.035	0.035	0.036
Transmission Level Service	0.016	0.016	0.017	0.017	0.018	0.018	0.018	0.018	0.019	0.019	0.019	0.019
SDG&E												
Residential Avg Monthly Bill - \$/mo (1)	38.70	39.41	39.84	40.93	41.70	41.70	42.27	42.80	43.47	43.56	43.82	44.01
Non-res Rates (\$/th) (2)												
Core Commercial & Industrial	0.360	0.369	0.375	0.388	0.398	0.398	0.405	0.412	0.421	0.422	0.425	0.428
Natural Gas Vehicle	0.110	0.113	0.115	0.119	0.123	0.123	0.125	0.127	0.130	0.131	0.132	0.132
Noncore C&I - Distribution	0.259	0.261	0.263	0.268	0.271	0.271	0.273	0.275	0.278	0.278	0.279	0.280
Electric Generation - Distribution	0.029	0.030	0.030	0.032	0.033	0.033	0.033	0.034	0.035	0.035	0.035	0.035
Transmission Level Service	0.016	0.016	0.017	0.017	0.018	0.018	0.018	0.018	0.019	0.019	0.019	0.019

(1) Residential Average Monthly Bill includes transportation rates, commodity charges, commission fees, PSEP surcharge, and PPPS rates.

(2) Non-res Rates are current class-average transportation rate plus volumetric PSEP surcharge and PPPS rates.

Base Case

	2011	Phase 1A				Phase 1A & 1B						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
SoCalGas												
Residential Avg Monthly Bill - \$/mo (1)	38.96	39.68	40.05	40.83	41.49	41.38	41.59	41.82	42.19	42.02	42.01	41.95
Non-res Rates (\$/th) (2)												
Core Commercial & Industrial	0.373	0.383	0.387	0.397	0.405	0.404	0.407	0.410	0.414	0.412	0.412	0.411
Natural Gas Vehicle	0.111	0.114	0.115	0.118	0.121	0.121	0.122	0.123	0.124	0.123	0.123	0.123
Noncore C&I - Distribution	0.100	0.103	0.104	0.107	0.110	0.110	0.110	0.111	0.113	0.112	0.112	0.112
Electric Generation - Distribution	0.030	0.031	0.031	0.032	0.033	0.032	0.033	0.033	0.033	0.033	0.033	0.033
Transmission Level Service	0.016	0.016	0.017	0.017	0.017	0.017	0.017	0.018	0.018	0.018	0.018	0.018
SDG&E												
Residential Avg Monthly Bill - \$/mo (1)	38.70	39.43	39.79	40.57	41.23	41.12	41.34	41.57	41.93	41.76	41.75	41.69
Non-res Rates (\$/th) (2)												
Core Commercial & Industrial	0.360	0.369	0.374	0.384	0.392	0.391	0.394	0.396	0.401	0.399	0.399	0.398
Natural Gas Vehicle	0.110	0.113	0.115	0.118	0.121	0.120	0.121	0.122	0.124	0.123	0.123	0.123
Noncore C&I - Distribution	0.259	0.262	0.263	0.266	0.269	0.268	0.269	0.270	0.272	0.271	0.271	0.271
Electric Generation - Distribution	0.029	0.030	0.030	0.031	0.032	0.032	0.032	0.032	0.033	0.033	0.033	0.033
Transmission Level Service	0.016	0.016	0.017	0.017	0.017	0.017	0.018	0.018	0.018	0.018	0.018	0.018

(1) Residential Average Monthly Bill includes transportation rates, commodity charges, commission fees, PSEP surcharge, and PPPS rates.

(2) Non-res Rates are current class-average transportation rate plus volumetric PSEP surcharge and PPPS rates.

Appendix J
Summary and Index of Amendments

SoCalGas/SDG&E filed their proposed Pipeline Safety Enhancement Plan (PSEP) on August 26, 2011, to meet the requirements set forth in D.11-06-017. The plan seeks approval of the Capital and Operation & Maintenance (O&M) forecasts for Phase 1A efforts and approval of the revenue requirements resulting from the Capital and O&M forecasts for the years 2011 through 2015. As noted on page 7, note 12 of the proposed Pipeline Safety Enhancement Plan and on page 18, note 16 of the Testimony in Support of the Pipeline Safety Enhancement Plan, SoCalGas and SDG&E intended to exclude costs to pressure test or replace pipeline segments installed after 1970. After the proposed Pipeline Safety Enhancement Plan was submitted, it was discovered that some costs for pressure testing and replacement of segments installed after 1970 were inadvertently included. This amendment excludes those costs from the Capital and O&M forecasts, as well as the revenue requirement.⁸⁸ In total, removal of these costs from the estimated costs of the proposed Pipeline Safety Enhancement Plan reduces the Capital forecast by \$505,600 and the O&M forecast by \$798,300.

The following table details the costs removed by this Amendment:

Pipeline	Original Cost in Filing	Adjusted Cost	Δ O&M Forecast	Δ Capital Forecast
30-32	\$ 8,051,600	\$ 7,829,800	\$ -	\$ 221,800
44-137	\$ 4,369,000	\$ 4,340,700	\$ -	\$ 28,300
36-9-06	\$ 23,280,300	\$ 23,227,800	\$ -	\$ 52,500
36-9-06 F	\$ 242,400	\$ -	\$ 242,400	\$ -
49-26	\$ 9,615,300	\$ 9,591,200	\$ -	\$ 24,100
49-28	\$ 17,890,400	\$ 17,863,100	\$ -	\$ 27,300
2001 West	\$ 39,841,000	\$ 39,340,100	\$ 500,900	\$ -
2003	\$ 16,203,600	\$ 16,148,600	\$ 55,000	\$ -
765ST2	\$ 151,600	\$ -	\$ -	\$ 151,600
<i>Total</i>			\$ 798,300	\$ 505,600

The updated revenue requirement is set forth in Tables X-2 through X-8 of the amended testimony of Cheryl Shepherd.

⁸⁸ Six post-1970 segments of very small footages (less than 100 feet) remain in the pressure test scope, and therefore the O&M forecast. The pressure test costs for these segments are anticipated to be negligible.

1 In addition, this Amendment reflects the impact on the PSEP Surcharge of (i) this updated
 2 revenue requirement; and, (ii) implementation of the Backbone Transmission Service rate that
 3 went into effect on October 1, 2011. These changes are reflected in Tables X-10 through X-13
 4 and Appendices F, G, H and I of the amended testimony of Gary Lenart. The allocation and the
 5 rate design methods used in this Amendment remain the same as the original proposal.

6 On October 1, 2011, subsequent to the filing of our proposed Pipeline Safety
 7 Enhancement Plan on August 26, 2011, the current Backbone Transmission Service rate was
 8 implemented as directed in Commission D.11-04-032. The implementation of this rate changed
 9 the amount of base margin costs that are unbundled from end-use transportation rates and
 10 collected through the Backbone Transmission Service rate. The Backbone Transmission Service
 11 rate is for transportation from a SoCalGas/SDG&E transmission system receipt point to the
 12 SoCalGas Citygate. The unbundled amount of the Backbone Transmission Service rate increased
 13 from approximately \$50 million as of the filing of the proposed Pipeline Safety Enhancement
 14 Plan on August 26, 2011 to \$135 million on October 1, 2011, and consequently, this Amendment
 15 reflects this increase.

16 The impact of this Backbone Transmission Service rate is a change in the Equal Percent
 17 Authorized Margin (EPAM) allocation from approximately 92% core/8% noncore in the original
 18 Pipeline Safety Enhancement Plan filing to approximately 93% core/7% noncore in this
 19 Amendment.

20 The following is an index of all changes reflected in the Amended Testimony in Support
 21 of the Pipeline Safety Enhancement Plan:

22

Citation	Prior Text	Amended Text
Page 5	Replaced Table I-2	
Page 6, Line 7	...Plan during the time period of 2012 through 2015 of approximately \$256 million for...	...Plan during the time period of 2012 through 2015 of approximately \$255 million for...

Citation	Prior Text	Amended Text
Page 22	SoCalGas and SDG&E estimate that by 2015, Phase 1A will result in a \$2.82/month surcharge on residential bills for SoCalGas and \$2.83/month surcharge on residential bills for SDG&E.	SoCalGas and SDG&E estimate that by 2015, Phase 1A will result in a \$2.89/month surcharge on residential bills for both SoCalGas and SDG&E.
Page 104, Line 1	...the Proposed Case Pipeline Safety Enhancement Plan for Phase 1A is \$256 million for SoCalGas...	...the Proposed Case Pipeline Safety Enhancement Plan for Phase 1A is \$255 million for SoCalGas...
Page 104	Replaced Table IX-1	
Page 106, Lines 1-2	The forecast total capital cost for the Base Case Pipeline Safety Enhancement Plan for Phase 1A is \$939 million for SoCalGas and \$223 million for SDG&E.	The forecast total capital cost for the Base Case Pipeline Safety Enhancement Plan for Phase 1A is \$938 million for SoCalGas and \$222 million for SDG&E.
Page 106, Lines 2-3	The forecast total O&M cost for the Base Case Pipeline Safety Enhancement Plan for Phase 1A is \$247 million for SoCalGas...	The forecast total O&M cost for the Base Case Pipeline Safety Enhancement Plan for Phase 1A is \$246 million for SoCalGas...
Page 107	Replaced Tables IX-3 and IX-4	
Page 108, Lines 13-14	In total, 407 miles of transmission pipeline will be pressure tested in Phase 1 at a cost of \$194 million.	In total, 407 miles of transmission pipeline will be pressure tested in Phase 1 at a cost of \$193 million.
Page 109	Replaced Table IX-6	
Page 109, Line 24	...\$1,333 million. Table IX-7 below summarizes the scope of pipeline replacement construction to...	...\$1,332 million. Table IX-7 below summarizes the scope of pipeline replacement construction to...
Page 110	Replaced Tables IX-7 and IX-8	
Page 121, Lines 6-7	The Phase 1A Proposed Case interim revenue requirements for the years 2011 through 2015 totals \$594 million for SoCalGas and \$62 million for SDG&E	The Phase 1A Proposed Case interim revenue requirements for the years 2011 through 2015 totals \$593 million for SoCalGas and \$62 million for SDG&E
Page 123	Replaced Table X-2	
Page 124	Replaced Tables X-3, X-4 and X-5	
Page 125	Replaced Tables X-6, X-7 and X-8	

Citation	Prior Text	Amended Text
Page 129, Lines 5-6	2010 year-end Consolidated Advice Letter Filing	2011 Firm Access Rights Update Implementation Advice Letters AL-4269 (for SoCalGas) and AL-2055-G (for SDG&E)
Page 129, Lines 7-11	Advice letters are commonly used by utilities to make changes to their tariffs. The purpose of a consolidated advice letter filing is to consolidate several previously-filed advice letters and Commission decisions that reflect gas rate changes for the upcoming calendar year. These are primarily for updating the regulatory account amortizations and updating the authorized revenue requirement.	Advice letters are commonly used by utilities to make changes to their tariffs. The purpose of this advice letter was to implement D.11-04-032, the decision in the Firm Access Rights (FAR) Update Proceeding (A.10-03-028).
Page 129, Lines 12-13	Consolidated Advice Letters AL-4190 (for SoCalGas), and AL-2002-G (for SDG&E) established the following class-average rates in Table X-9:	Advice Letters AL-4269 (for SoCalGas), and AL-2055-G (for SDG&E) established the following class-average rates in Table X-9:
Page 130	Replaced Table X-9	
Page 131, Lines 3-5	The Backbone Transportation Service rate is not reflected in this filing, since it has not yet been implemented. The Backbone Transportation Service rate is scheduled to be implemented on October 1, 2011.	The Backbone Transportation Service rate is reflected in this Amended Testimony, since it has now been implemented. The Backbone Transportation Service rate was implemented on October 1, 2011.
Page 133	Replaced Table X-10	
Page 134	Replaced Table X-11	
Page 135	Replaced Table X-12	
Page 136	Replaced Table X-13	
Appendix B, Page B-1	Replaced Table	
Appendix C, Page C-1	Replaced Table	

Citation	Prior Text	Amended Text
Appendix F		Replaced both tables
Appendix G		Replaced both tables
Appendix H		Replaced both tables
Appendix I		Replaced both tables

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