

**BEFORE THE PUBLIC UTILITIES COMMISSION  
OF THE STATE OF CALIFORNIA**

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

Rulemaking 11-02-019  
(Filed February 24, 2011)

**PACIFIC GAS AND ELECTRIC COMPANY'S  
PIPELINE SAFETY ENHANCEMENT PLAN (PSEP)  
COMPLIANCE REPORT**

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Dated: April 30, 2013

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**PACIFIC GAS AND ELECTRIC COMPANY**  
**PIPELINE SAFETY ENHANCEMENT PLAN (PSEP)**  
**COMPLIANCE REPORT**

**NO. 2013-01**

**REPORTING PERIOD**  
**APRIL 1, 2011 – MARCH 31, 2013**

**IN COMPLIANCE WITH CPUC DECISION 12-12-030**

**SUBMITTED APRIL 30, 2013**

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IN COMPLIANCE WITH CPUC DECISION 12-12-030**

**Introduction and Background**

In response to the California Public Utilities Commission's (CPUC or Commission) order in Rulemaking 11-02-019, Pacific Gas and Electric (PG&E) filed its Pipeline Safety Enhancement Plan (PSEP or Implementation Plan) on August 26, 2011 with the goal of enhancing safety and improving operations. Subsequently, the Commission issued Decision 12-12-030 on December 28, 2012. Ordering Paragraph (OP) 10 of that decision directs PG&E to file and serve quarterly compliance reports to keep the CPUC and the public informed of PG&E's progress and actual cost experience related to the Implementation Plan. Per OP 10, the PSEP Compliance Reports are to be submitted in compliance with instructions set forth in Attachment D of the decision, which is separated into 29 specific requirements.

PSEP Compliance Report No. 2013-01<sup>1</sup> is submitted in compliance with the instructions set forth in Attachment D and reflects the reporting period April 1, 2011 through March 31, 2013. It is being served on the directors of the Commission's Energy Division (ED) and the Safety and Enforcement Division (SED) (formerly the Consumer Protection and Safety Division), and to the service list in the PSEP proceeding (R.11-02-019). It will also be posted on the PG&E website at <http://apps.pge.com/regulation/>.<sup>2</sup> Each subsequent report shall cover the preceding three months and will be served no later than 30 days after the conclusion of each calendar quarter.<sup>3</sup>

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- <sup>1</sup> This report is labeled "No. 2013-01," to designate that it covers the reporting period ending the first quarter of 2013. Subsequent report submissions will follow this nomenclature (i.e., No. 2013-02 will cover the second quarter of 2013, etc.).
  - <sup>2</sup> Click on "Search" under Public Case Documents. Select "Gas Pipeline Safety OIR" from the "Case:" dropdown menu. Select filing date of 04/30/13 to narrow the search criteria. Then click Search. Report filename is "01\_GasPipelineSafetyOIR\_Other-Doc\_PGE\_20130430\_PSEP Qrtly Compliance Report.docm."
  - <sup>3</sup> D.12-12-030, Attachment D, p. D1.

## Summary

PG&E has demonstrated its commitment to rigorous natural gas safety standards, improved operations and better service to its customers and the public by investing more than \$1 billion since April 1, 2011 to enhance the safety of its gas transmission pipeline infrastructure through our transmission integrity management programs, including PSEP. The majority of this work was undertaken in advance of Commission approval and at shareholder expense. Some of the key accomplishments as of March 31, 2013 resulting from these investments and efforts include:

- Completing over 435 miles of strength testing;<sup>4</sup>
- Replacing 45 miles of pipeline;<sup>5</sup>
- Upgrading 78 miles of pipeline to accept in-line inspection technology; and
- Automating 67 valves.

In addition, PG&E has focused on needed improvements identified by the National Transportation Safety Board (NTSB) relating to its corporate culture, Integrity Management, and pipeline operations. To date, PG&E has addressed and received NTSB approval to close seven of the 12 NTSB recommendations<sup>6</sup> with the status of the 5 remaining recommendations being currently deemed as “open—acceptable pending completion.”<sup>7</sup>

Following the framework set out by the Commission in Attachment D of Decision 12-12-030, in this report PG&E describes the progress it has made on the PSEP and provides insight into how the PSEP activities relate to the work scope outlined in PG&E’s Implementation Plan filing. As the Commission recognized in Decision 12-12-030:

Although PG&E has presented sufficient detail of its specific projects currently expected to be performed, substantial amounts of new data on in-service pipeline will be brought to light by the unprecedented number of pressure tests and pipeline

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<sup>4</sup> Pipeline mileage for which new strength tests have been completed as well as mileage for which records of prior strength tests have been identified and validated as meeting the traceable, verifiable and complete standard.

<sup>5</sup> Pipeline mileage for which construction activities have been completed ('backfilled').

<sup>6</sup> March 13, 2012 NTSB Letter to PG&E classified P-10-2 as “Closed—Acceptable Action.”  
August 29, 2012 NTSB Letter to PG&E classified P-11-3, P-11-25, and P-11-28 as “Closed—Acceptable Action.”  
March 14, 2013 NTSB Letter to PG&E classified P-10-3, P-11-24, and P-11-31 as “Closed—Acceptable Action.”

<sup>7</sup> P-10-4, P-11-26, P-11-27, P-11-29, and P-11-30.



replacement construction that will be performed in the upcoming years.”  
(D.12-12-030, p. 86).

As PG&E has moved forward with the execution of its PSEP subsequent to the time of the Implementation Plan filing, it has naturally progressed project definition and design, incorporating the results of strength testing, further asset documentation identification and review and more project-specific information. This has allowed PG&E to progress from the preliminary work scope and associated estimates and work plans included in its Implementation Plan filing to more specific work plans, refined estimates and schedules, consistent with the normal progression of capital project design and development.

Considering the above discussion, this report describes PG&E’s performance on PSEP activities, how risks originally identified in the filing have influenced the actions taken on a project-by-project basis, and how PSEP program management activities have enabled and provided assurance regarding completion of work in compliance with PG&E’s safety and quality standards.

Having completed and returned to operations 227 PSEP projects to date, PG&E has consistently sought to expediently and efficiently execute project activities throughout PG&E’s service area by:

- Engaging customers and local communities with over 505,000 phone calls, 228,000 customer mailings, and 70 open house meetings to increase public awareness of project operations;
- Establishing a competitive Alliance partnership with qualified construction contractors;
- Developing, executing and monitoring project plans that put the safety of public, contractors, and employees first;
- Monitoring the quality of all critical work performed by employees and contractors;
- Updating the prioritization and scheduling of work based upon changes in pipeline information from the results of the Pipeline Records Integration Program;<sup>8</sup> and

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<sup>8</sup> The Pipeline Records Integration Program consists of Maximum Allowable Operating Pressure (MAOP) validation work and the Gas Transmission Asset Management (GTAM) Project (now referred to as the Mariner Project).

- Identifying improvements to existing procedures and work alignment and applying these changes consistently across the program to increase the Program's capability to meet schedule and cost commitments.

This report demonstrates the progress PG&E has made in executing its Implementation Plan while recognizing that significant elements of the PSEP scope, particularly within pipeline replacement, pressure testing and valve automation, remain to be completed through 2014. Many of the risks that PG&E identified in its contingency estimate have materialized and, in spite of all mitigation efforts, have driven significant upward cost variances into both individual projects and workstreams.

Given the naturally evolving project scope and design development associated with PG&E's continuing efforts on PSEP, this first report compares PG&E's incurred costs to adopted amounts at a program level to provide a meaningful, consistent comparison. PG&E will quantify the total costs paid by PG&E's shareholders for work at the project level after it has completed an Update Application<sup>9</sup> to be filed later this year. This will enable PG&E to perform a comprehensive, summary level reconciliation between the amounts adopted by the Commission in Decision 12-12-030 for anticipated work efforts and the incurred program costs.

Table 1, below, provides a summary of the PSEP activities and actual costs for the period April 1, 2011 to March 31, 2013.

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<sup>9</sup> "Pacific Gas and Electric Company must file an application within 30 days after the completion of its Maximum Allowable Operating Pressure validation and records search to present the results of those efforts and update its Implementation Plan authorized revenue requirements and related budgets, consistent with this decision." (Decision 12-12-030, OP 11.)

**TABLE 1  
PACIFIC GAS AND ELECTRIC COMPANY  
SUMMARY OF PSEP ACTIVITIES AND ACTUAL COSTS**

| PSEP Workstream  | PSEP Filing Estimate <sup>(a)(b)</sup><br>(\$ in millions) | Approved Scope<br>(Miles/Valves) | Actual Costs<br>4/1/11 – 3/31/13<br>(\$ in millions) | Completed Scope<br>4/1/11 – 3/31/13<br>(Miles/Valves) |
|--|--|----------------------------------|--|---|
| <b>Pipeline Modernization</b>                                  |  |                                  |  |   |
| Pipeline Replacement   | \$838.5  | 185.5                            | \$286.1  | 45  |
| Strength Testing   | 452.6  | 783                              | 388.4  | 435   |
| In-Line Inspections (ILI) / Upgrades                           | 40.0   | 234 / 199                        | 28.2   | 78  |
| <b>Subtotal</b>  | <b>\$1,331.0</b>   |                                  | <b>\$702.6</b>                                       |   |
| <b>Valve Automation</b>  | 143.6  | 228                              | 47.1   | 67  |
| <b>Pipeline Records Integration</b>                            | 286.0  | n/a                              | 277.7  | n/a   |
| <b>Interim Safety Enhancement Measures</b>                     | 3.2  | n/a                              | 2.9  | n/a   |
| <b>Program Management Office (PMO) and Other<sup>(c)</sup></b> | 34.8   | n/a                              | 37.9   | n/a   |
| <b>Total</b>   | <b>\$1,798.6</b>   |                                  | <b>\$1,068.3</b>                                     |   |

(a) Excludes Stanpac and contingency amounts.

(b) Dollars represent PG&Es filed PSEP request. Decision 12-12-030 did not authorize rate recovery for the Pipeline Records Integration Program or contingency. PG&E's Update Application to be filed later this year in compliance with Ordering Paragraph 11 of D.12-12-030 will provide an additional level of segment detail that supports the data provided in this project-level report.

(c) Other includes costs of activities not directly associated with an individual workstream.

## Decision-Making Process

### 1. Project Planning and Prioritization of Work

*Describe PG&E's project planning process including how the projects were and are being scheduled and sequenced and what measures were and are being taken to conduct the work in a cost effective manner.*

#### **Response**

The process by which PSEP projects were and continue to be scheduled and sequenced is consistent with the work prioritization and scheduling process outlined in the testimony supporting PG&E's August 26, 2011 Implementation Plan.<sup>10</sup> As outlined in that testimony, the PSEP Pipeline Modernization Program Decision Trees were constructed to provide a high level prioritization with the use of phases. Phase 1 of the Pipeline Modernization Program started in 2011 and will continue through December 31, 2014. This phase primarily focuses on pipeline segments that are operating in High Consequence Areas (HCA) without a documented strength test.

Pipeline work was further prioritized by work type (pipe replacement, and strength testing) by considering population density to a particular pipe segment (specifically by using class location and HCA footage per project), the highest Potential Impact Radius (PIR)<sup>11</sup> of any segment per project, and PG&E's ability to provide a margin of safety. Projects were then prioritized based on the following hierarchy factored prioritization system:

- First – descending order of class location: Class 4 to Class 1 (the highest class location pipe segment within a unique project).
- Second – Decreasing PIR (highest to lowest), broken out into four tier groups: top 25 percent of PIR work started first, second set of 25 percent of PIR work started second, etc.
- Third – Percentage of HCA pipe (HCA footage/total footage) within each project from highest to lowest.

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<sup>10</sup> PG&E PSEP Implementation Plan (R.11-02-019) Prepared Testimony, Chapter 3 – Gas Transmission Pipeline Modernization Program, Section A.5, page 3-33, Work Prioritization and Scheduling.

<sup>11</sup> PIR is defined by the radius of a circle within which the potential failure of a pipeline could have significant impact on people or property. PIR is a calculated value based on pipeline diameter and pressure to represent the energy contained in the pipeline.

This prioritization system served as the basis for developing the annual project schedules included in our August 2011 Implementation Plan filing.

As anticipated in our testimony, the scheduling and sequencing of projects has been subject to change based on the following:

- (1) Ongoing assessment of the margin of safety for the pipeline as pipeline information is updated via records validation using the prioritization criteria above, including interim safety enhancement measures and normal operating conditions, to ensure that public safety is the primary driver for scheduling project work.
- (2) The existence of a significant safety component in re-establishing operating pressures where pressure reductions would require curtailments of critical gas service.
- (3) Permitting restrictions or delays.
- (4) The need to maintain customer service and minimize customer impact (outages).
- (5) Coordination of Phase 1 Pipeline Modernization Program projects with other Phase 1 work or other gas transmission pipeline work and maintenance to ensure efficient use of resources and cost-effective project execution, and minimize overall gas system impacts.

Also outlined in PG&E's August 26, 2011 testimony, the PSEP Valve Automation Program Decision Trees were constructed to provide a high level prioritization with the use of phases as well by determining the installation of automated valves on pipeline segments based on population density (i.e., class location, presence of HCAs, and the PIR of the pipeline) and criteria for earthquake fault crossings. Phase 1 of the Valve Automation Program started in 2011 and will continue through December 31, 2014. This phase primarily focuses on line segments that have a sustained length of HCA pipe within a Class 3 location with a PIR of three hundred feet (300') or greater or is within a Class 4 with a PIR of one hundred feet (100') or greater.

The Valve Automation Program also includes the ability to modify plans and the prioritization of work. Potential causes of such changes include changes to pipeline segment classification, e.g., class location and HCA, the adjustment of valves required upon completing of detailed engineering, and changes required to effectively and efficiently manage the program in a coordinated manner with other

work, including the Pipeline Modernization Program and the Gas Transmission and Storage (GT&S) rate case.

During 2012 and on an ongoing basis, the project planning process has incorporated significant scope and schedule changes driven by the validation of pipe segment attribute data, changes in integrity management assessments, and commitments to maintain ongoing public safety. The PSEP project construction schedule reflects the consolidated output of the planning and prioritization process described above.

To ensure that these projects were conducted in a cost-effective manner, PG&E took a coordinated approach to the management of project scope, schedules, resources and risks. This approach increased the capability to communicate issues and responses immediately, and provided a continuous focus upon individual project activities and upcoming milestones. In addition, at a workstream-level, program managers focused on implementing consistent process improvements to improve project delivery across workstreams. Details on many of these improvements are provided in response to Questions 6, 17 and 18 in this report.

## Resource Procurement and Oversight

### 2. Resource Planning

*Explain how PG&E decided whether to do the work in-house (e.g., use own employees and equipment) or contract the work out to other parties.*

#### **Response**

To ensure that Implementation Plan work is completed on a timely basis, PG&E has implemented a model whereby the skills and experience of existing employees are augmented by contractor resources. PG&E also uses contractor resources where it has identified the need to efficiently leverage new skills or equipment within an accelerated or an uncertain timeframe. Where it has identified that these resources are important to the ongoing success of the Program or its gas system operations, PG&E is in the process of training existing, or hiring additional, employees.

Central to the adoption of this strategy was the scope and timeline inherent in the CPUC Decision 11-06-017 to commence Implementation Plan activities and the significant scope of the work identified in PG&E's Implementation Plan. PG&E's August 2011 PSEP filing itself leveraged significant support from contractor resources (e.g., engineering and construction estimators) and fully anticipated that a significant level of contractor support would be required to execute the Program. PG&E indicated in its testimony that much of the work identified in the Implementation Plan was considered to be in addition to current activities and in response to the implementation of new industry standards. As such, the use of contractor resources was an intrinsic element in how PG&E formulated and proposed to execute the Implementation Plan.

Finally, in engaging third-party contractors, PG&E is aware that their actions are central to the success of the Program. PG&E requires that retained contractors provide appropriately trained staff and deliver work in compliance with PG&E standards, while taking all actions consistent with maintaining the safety of the public and employees.

### 3. Contractor Selection Process

*For work contracted out to other parties, what criteria did PG&E use to select the contractors and did PG&E use a competitive bidding process to select the contractor(s)? If not, explain why.*

#### **Response**

The majority of Implementation Plan contracts to date are with existing PG&E suppliers that had existing Master Service Agreements (MSA) that were previously subject to competitive bidding. The supplier MSA governs the terms and conditions that apply to all work performed by the supplier. Project work scopes and details are subsequently agreed upon using Contract Work Authorizations (CWA), the majority of which under the PSEP Implementation Plan PG&E has awarded to suppliers via competitive bidding processes.

PG&E has also added additional suppliers to execute the Implementation Plan, and has completed the required due diligence and supplier qualification process. Though not an exhaustive list, and each item may not be applicable to each work activity performed, this process evaluates the extent to which a prospective supplier:

- Has adequate company size, facilities, and equipment, with experienced management and technical personnel for the type of proposed work.
- Has current required license(s), certificates or permits for the proposed work, or a willingness to obtain necessary permits and certificates.
- Has good reputation, product knowledge, and experience, especially performing jobs of the type and size requested.
- Has been in business for at least three years, or key personnel have equivalent experience from another firm.
- Has performed work for a similar company, either as a prime contractor or a subcontractor, and performance was acceptable.
- Has special technology, expertise, equipment, or tools, if required, for the proposed work.
- Is able to deliver materials and/or services in appropriate geographic area of operations.



- Has the financial resources to complete the work, and if available, has submitted an audited financial statement or an annual report to verify financial resources.
- Has bonding capacity equal to or greater than the proposed job size (required only for certain construction-related projects).
- Has or can obtain insurance coverage in the types and amounts required for the proposed work; and
- Has references to evaluate a potential supplier's capabilities.

PG&E policy requires goods and services to be competitively bid if the aggregate or planned contract award is \$100,000 or greater. This policy includes a direct award exception in certain circumstances where it is not feasible to use a competitive bidding process. Circumstances where this exception applies include, but may not be limited to:

- Limited supplier base for proprietary equipment, processes, or highly specialized technical requirements;
- CPUC mandated supplier;
- Work that has already begun;
- Emergencies or Natural Disaster;
- Work mandated to be completed in a certain timeframe; and
- Other mandates

In certain instances, PG&E has awarded work directly to a qualified supplier who was selected due to an existing proven track record with PG&E, where feasible. Specific examples where PG&E has direct awarded Implementation Plan work include instances where current similar work is already being completed by an existing contractor (cost efficiency) and where significant acceleration of work schedules based upon work prioritization has occurred.

In 2013, PG&E has begun implementing an Alliance Construction Contractor delivery model having completed a comprehensive screening and selection process of qualified contractors. The primary objectives of this strategy include the establishment of best-in-class safety performance, a robust construction delivery model, and the maintenance of a qualified/skilled workforce to perform

work planned in 2013 and the future. Having selected the four alliance contractors and assigned to them construction regions in the first quarter of 2013, this delivery model will also seek to increase the Program's ability to meet cost, schedule and construction commitments.

#### 4. **Quality – Outside Contractors**

*How does PG&E monitor the quality of work performed by outside contractors? Has PG&E found any instances where a contractor failed to do the work properly? If so, what actions did PG&E take in response?*

##### **Response**

PG&E's contracts require contractors to follow the same PG&E standards followed by internal resources consistently, and holds contractors accountable for instances where such standards have not been followed.

The PSEP PMO structure and procedures incorporate PG&E procedures that monitor contractor compliance with these contractual quality commitments and check the quality of work performed from two perspectives. The first involves oversight within each line of business to ensure individual process quality and ensure compliance with PG&E standards. For example, construction inspection procedures follow PG&E's inspection standards and involve the checking of field construction activities using a Quality Control (QC) manual to ensure proper procedures are followed and the appropriate forms are completed. Given the scope of PSEP construction activities much of this work may itself be performed by third-party contractors and partially for this reason and more importantly to provide additional Quality Assurance (QA) that PG&E procedures are being followed and that work is consistently being performed to PG&E standards, additional quality procedures are undertaken by staff not linked to the performance of the original work. This second area of responsibility is conducted on a randomized basis to support analysis and involves assessments that document the performance of reviews that check adherence to PG&E standards and the completion of required work process forms. These random assessment activities on PSEP construction projects include, but are not limited to, areas such as trenching, backfill and compaction, water discharge plan compliance, test plan compliance, inspector qualification, welder qualification and compliance with weld procedures, weld repair rates, pipeline surface prep and field-applied coating application. The results of these quality monitoring processes are documented and used to measure the level of quality and provide feedback to PG&E and our contractors on issues discovered. In addition to communicating these issues back to the contractor, PG&E has implemented a formal corrective action

program. This program is used to address internal process, material and systemic issues that are discovered.

PG&E has found instances where the contractor did not perform quality work and has taken specific actions to maintain the integrity of the gas transmission system and ensure such instances do not reoccur. An example of this was when performing a Non-Destructive Examination (NDE), a contractor did not follow proper procedure when they were setting up their equipment to perform testing on a weld. The contractor was lowering the NDE testing tool into the bell hole by the cable. This improper handling of the equipment may damage the connections and result in equipment damage. On the same job, the contractor failed to follow PG&E's procedure to set up the perimeter before performing the NDE (X-ray) of the welds. The contractor was advised and both items were immediately corrected. Communication of the incident and proper equipment handling was undertaken to ensure awareness and avoid reoccurrence.

Another example involved a pipe coating issue. While conducting Quality Control assessments of a contractor's performance, PG&E discovered a high fail rate with too much coating being applied to the pipe. PG&E also notified the contractors that performed this work to make corrections as needed, including any re-work necessary to comply. In addition and upon further investigation PG&E updated the specification to incorporate updated manufacturer's recommendation and communicated the updated specification to the appropriate internal process owners to correct the PG&E standard and all assessment documentation was promptly changed.

As recently outlined as part of the PSEP Update Application Workshop, the MAOP Validation Project uses several outside contractors for records collection, records review, and MAOP data validation. Outside contractors perform MAOP project work activities both at PG&E sites, and at external locations. PG&E monitors the quality of the work performed by these contractors using a combination of process reviews, quality control reviews, and QA sample testing. The process reviews comprised of process reviews by both PG&E Utility Performance Improvement professionals, and, where appropriate, specialized technical review by external engineering firms. These reviews helped establish the project parameters and to set expectations for contractor work product quality performance.

PG&E implemented a comprehensive approach to project quality using both embedded quality control checks and Quality Assurance sample testing designed specifically for the MAOP project's unique requirements. Contractor work products delivered to PG&E are first subjected to a 100 percent quality control review to verify completeness and accuracy of the work product, and the traceability of the documentation. In addition a Quality Assurance sample testing is performed using a combination of manual review and automated data validity checks.

Periodically, the quality process described above does highlight instances where contractors' work does not meet expectations. Some examples are:

- Errors due to misinterpretation of requirements
- Incomplete work product
- Lack of documentation

Errors in the contractor work product typically result in the contractor performing rework to correct and re-submit to PG&E. PG&E conducts weekly communication with each contractor to discuss updates to any requirements, delivery schedule, and the quality of submitted work product. Contractors with repeated quality issues are removed from the project. Work product that has been rejected and sent back for rework with comments and corrective action requests is subject to re-checks via the quality control procedures to ensure correction action has been completed.

**5. Quality Assurance – Internal Resources**

*What quality assurance procedures does PG&E have in place to determine whether the project work is being done correctly by its own employees? Has PG&E found any instances where the work was not done properly? If so, what actions did PG&E take in response?*

**Response**

The PSEP PMO structure and procedures include specific areas of responsibility for Quality Assurance. While each line of business maintains oversight to ensure individual process quality and ensure compliance with PG&E standards, the PSEP PMO since inception has established procedures to independently monitor work performed by employees to ensure its adherence to PG&E standards and thereby assure quality. These assurance procedures involve random assessments that review work activities and documentation for completeness and adherence to the PG&E standard. These random assessment activities on PSEP construction projects include, but are not limited to, areas such as trenching, backfill and compaction, test plan compliance, water discharge plan compliance, inspector qualification, welder qualification and compliance with weld procedures, weld repair rates, pipeline surface prep and field applied coating application. The results of these quality monitoring processes are documented and used to measure the level of quality and provide feedback to the line of business on issues discovered. In addition to communicating these issues back to the line of business, PG&E has implemented a formal corrective action program. This program is used to address internal process, material and systemic issues that are discovered.

PG&E has found instances where our employees did not perform quality work. For example, PG&E welders made multiple repairs on a tie-in weld without a formal weld repair procedure. When this issue was discovered, it was communicated immediately and the weld was then cut out and re-worked using an approved repair procedure. Communication of the incident and proper procedures was undertaken to ensure awareness and avoid reoccurrence.

Similarly within the MAOP Project, internal PG&E employees are subject to the same quality oversight activities described in Question 4 above. They often work side by side with contractor employees to produce the same work product, and the types of errors are the same as described above.

When PG&E employees' work product contains errors or is rejected as non-compliant, it is returned to the employee for correction when appropriate. The rejected work product contains a similar type of technical corrective action request that a contractor would receive.

In the first quarter of 2013, the PSEP PMO, as part of the further integration of PSEP with areas of responsibility that span across Gas Operations, has commenced the integration of these Quality Assurance activities covering both employees and contractors into the Gas Operations Quality and Improvement organization.

## 6. Project Management Office Overview

*Describe the role of the PMO (see p. 7-10 of Prepared Testimony) in containing project costs. Provide specific examples where the PMO's recommendations led to cost savings.*

### **Response**

The role of the PMO, as described in the testimony referenced above, remains unchanged and its objectives can be summarized as follows:

- To help manage the overall Program execution and to coordinate the activities of inter-related projects or work streams.
- To provide oversight and provide observations and recommendations for process improvements and enhanced performance.
- To provide assurance that Program controls and procedures are operating in the way they are intended to achieve Program objectives.

The operation of the PMO supports these objectives and contributes directly to the cost effective execution of the Implementation Plan. The PMO has prioritized its recommendations on areas and actions that are anticipated to provide the most benefit to the Program, including costs effectiveness. While it is not possible to accurately segregate and quantify individual cost savings impacts, specific examples of instances where the PMO has made recommendations that have led to cost savings include, but are not limited to (Workstream<sup>12</sup>):

- Development and maintenance of a Primavera P6 Master Control Schedule (MCS) that details activities for each workstream and provides a robust baseline plan to guide the project teams to deliver each task in time for the next dependent task to occur in a production line-type process (all workstreams).
- Development of workstream meetings with process team leads and project managers promotes an open forum to discuss each project (multiple times a week) and resolve any project problems immediately to reduce delays and stand-by time (all workstreams).

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<sup>12</sup> Workstreams refer to component activities identified within PG&E's PSEP Implementation Plan and include Pipeline Replacement, Strength Testing, Valve Automation, In-Line Inspection Upgrades, and Records Improvement, including MAOP and Mariner.



- MCS alignment of project schedules across workstreams to consistently track progress and maintain resource planning across multiple support organizations and across PG&E's service area (all workstreams).
- Extension of initial planning activities to include supplemental engineering reviews and search for records of prior strength tests to ensure that costs are incurred on pipeline that does not already have additional records identified or already validated (Strength Testing).
- Establishing a Construction Management organization, responsible for the delivery of construction activities on all transmission projects, to better integrate contractor and PG&E construction, including Implementation Plan projects and GT&S base work (all workstreams).
- Standardization of project construction schedules to restrict weekend and overtime activities (Strength Testing).
- Consistent productivity and quality performance measurement (all workstreams).
- Standardization of competitive bidding strategy, process and evaluation criteria (all workstreams).
- Development of a Risk Management Plan to understand key program risks and address them prior to their occurrence to avoid project delays and additional costs (all workstreams).
- Development of workstream process delivery manuals to improve the consistent delivery of projects (all workstreams).
- Development of standardized reports to inform PG&E leadership of the progress of the program (all workstreams).
- Development of 2012 Strength Test cost improvement initiatives that led to a 30 percent reduction in Strength Testing costs per mile between 2011 and 2012.
- Development of an Alliance contract model for construction contracting in 2013 (all workstreams).

- Development of a process and model to calculate earned value on each project to gauge efficiency and allow management to intervene on projects as required (all workstreams).

## 7. Project Management Office Costs and Benefits

*Provide the costs incurred by the PMO year-to-date and describe the specific work they did for the benefit of PG&E customers.*

### **Response**

The PSEP PMO incurred \$7.3 million and \$8.6 million in costs in 2011 and 2012, respectively, and \$2.3 million in costs for the first three months of 2013, ending March 31, 2013.

The PMO's overall role in ensuring the timely and cost-effective execution of PG&E's Implementation Plan is consistent with PG&E's customers' interest in receiving safe, reliable and affordable gas service. During 2012, the PMO, in partnership with cross-functional leads from PG&E's Customer Care, Government Relations and Corporate Communications departments, focused on many areas that directly benefited Cities, Counties and customers including:

- Consistency of customer communication prior to construction activities: During 2012, lessons learned in 2011 regarding customer communications, including pre-venting notifications for pipeline depressurization, open houses and customer communication materials, were extended across all Implementation Plan workstream construction activities.
- Focus on improving Traffic Management planning: During 2012, the PMO focused on improving the quality and consistency of traffic management planning, particularly supporting permit documentation, and the oversight activities to ensure their appropriate execution in the field.
- Improved pipeline clearance management in 2012 focused upon improving the alignment of project scheduling (pipeline clearances to enable construction) and ongoing gas system operations.
- Planning construction activities to avoid peak winter demand and commercial activity periods (e.g., agricultural harvesting, drying).
- Customer outage management: During 2012, the PMO worked with Gas Operations to increase its compressed and liquefied natural gas (CNG/LNG) equipment fleet to better enable the Program to conduct construction-related pipeline outages within impacting customer service. In support of this effort the PMO helped to improve project planning steps to better identify customer demand requirements, and better integrate this

information into project schedules to ensure the availability of sufficient equipment to meet customer demand and thereby minimize planned customer outages and potentially eliminate unplanned customer outages.

The PMO's role includes many activities that also indirectly impact customers including the implementation and management of consistent program controls and governance, quality control, reporting and initiatives designed to improve project success and increase cost efficiencies.

## Budgeting and Spending

### 8. Factors Impacting Cost Effectiveness

*Describe any factors, either internal or external, that may have prevented or affected PG&E from conducting the work in a more cost effective manner.*

*Quantify the cost impact of such factors.*

#### **Response**

PG&E has consistently sought to address factors that it identified in its Implementation Plan contingency estimate. These include foreseeable factors to executing the PSEP work and challenges that from the nature of the work itself it could not yet identify but could reasonably expect to encounter through the normal course of executing a program of PSEP's scope and depth. Many of these uncertainties and risks have materialized and, in spite of all mitigation efforts, have driven significant upward cost variances into both individual projects and workstreams. These factors have included, but are not limited to the following:

- Changes in pipeline segment attribute data upon completion of data validation and prioritization of individual pipeline segments to maintain system integrity and public safety. This affected the number, scope and location of various PSEP Projects.
- Pipeline replacement routing locations within urban franchise areas is limited based on existing utilities and infrastructure resulting in very complex pipeline routing and construction challenges. PG&E had no way of quantifying the cost and impact this would have on individual projects.
- High water table, trench dewatering costs, excessive permitting conditions, site specific contamination, and excessive waste disposal fees.
- Delays and uncertainty in receiving permits from state and local authorities and agencies, and acquiring additional land rights from customers (compacted construction schedules).
- Specific permitting conditions and restrictions from various cities and counties that dictated the project routing, pipeline depth, restricted work hours (e.g., commute traffic) and limited construction areas.

- Additional construction activities including pipeline cleaning existing pipelines to remove hazardous material (e.g., oil, grease, pipeline liquids, mercury) prior to strength testing to meet unique waste water disposal requirements; the removal of known and unknown pipeline anomalies (included “rings,” windows and a communication cable); the repair and replacement of pipe, valve and fittings due to condition; and construction obstructions and re-engineering due to previously unidentified non-PG&E structures or utilities (increased construction duration and costs).
- Limited availability of gas system clearances due to seasonal customer demand and system operations, safety-related pressure reductions, CNG/LNG resources, and the availability of PG&E crews to execute and complete pipeline clearances and tie-ins, particularly towards the end of the construction season.

The specific impact of these risks upon individual projects completed in 2012 is provided in our response to Question 19.

In aggregate, the above items resulted in 2012 strength testing costs being approximately 100 percent higher than original filing estimates<sup>13</sup> included in the August 2011 Implementation Plan. While individual pipeline replacement projects particularly in urban areas have been materially affected by the above factors, total 2012 costs were approximately 15 percent higher than the 2012 filing estimate on a portfolio basis. Valve automation was materially impacted by delays in receiving environmental and encroachment permits on certain San Francisco peninsula projects and, while the Program was able to accelerate other valve automation projects to meet annual installation forecasts, the cost impact on these delayed projects remains to be fully determined. Finally, the Program also experienced a 25 percent increase above the filing estimate for ILI upgrade work due to engineering and construction costs that were higher than anticipated.

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<sup>13</sup> Filing estimate refers to baseline costs excluding requested risk-based contingency.

## 9. Procurement Policy and Practices

*Describe PG&E's procurement policy and practices for pipe and other materials used for projects. Was a competitive bidding process used? If not, explain why. Describe what factors PG&E considers in procuring material ranked by importance. Identify the manufacturer(s) or suppliers of the pipe used for the replacement projects and for any material that cost more than \$100,000 per item.*

### **Response**

PG&E's practice for the procurement of pipe and other materials follows the same process that we use to procure services and equipment, as noted in PG&E's response to Question 2 in this report. The majority of all material is purchased from existing suppliers through MSAs, the terms and conditions of which (including unit pricing) are the result of a competitive bidding process.

The factors that are generally considered when working with vendors to procure materials in order of importance are: quality, price and availability, supplier diversity, and sustainability. Specific demand requirements, be they project based or for inventory requirements, are submitted to PG&E's transmission pipeline materials distributor, Redman McJunkin (RMC) and Supplies and Solutions (S&S), for quotation among PG&E's three approved pipe manufacturers, provided below. Award is then based on pricing and adherence to required schedule.

Manufacturers or suppliers of the pipe used for PSEP replacement projects during the reporting period are listed below:

- Berg Pipe
- Durabond Industries
- California Steel Industries (CSI)

There were no other materials that cost more than \$100,000 per item procured during the reporting period.

## 10. Pipeline Disposition Procedures and Costs

*What was the disposition (e.g., sold) of replaced pipe and other material? Identify all the amounts earned for the disposition of the material, costs incurred to transport or dispose of the material and regulatory treatment of the incurred costs and revenues.*

### **Response**

The disposition of transmission pipeline and other material replaced as part of the PSEP program is one of the following:

- Stored – Pipe segments removed from certain designated pipelines (e.g., L-132) is retained in designated PG&E storage yards as directed by the CPUC pending the completion of certain activities, including destructive testing. The ultimate disposition of this pipeline remains to be determined. The costs associated with the storage of this material are not charged directly to the PSEP program.
- Hazardous Waste – Removed pipe and other materials that are identified as hazardous waste are handled and disposed of consistent with PG&E standards and applicable rules and regulations. The costs of transport and disposal of such materials are an integral part of the costs of each project and are included within the costs provided in response to Questions 11 and 12. PG&E has incurred significant costs related to the cleaning of pipeline, and the associated costs of managing and disposing of hazardous waste as a result of such cleaning activities. All such costs are considered costs of the project and subject to PSEP recovery criteria.
- Retired in Place – Pipeline that is being retired in place (i.e., being left in the ground and disconnected from PG&E's gas system) is similarly subject to environmental testing and cleaning procedures. The costs of completing retirement procedures including environmental cleaning are charged to the individual projects and subject to PSEP recovery criteria.
- Salvage – Remaining pipeline and other materials are processed for scrap, net of transportation, disposal and cleaning costs. Due to the labor involved with excavating, transporting, backfilling and surface repair/restoration the resulting recovery amount is small. In 2012 and on a year-to-date basis through March 31, 2013, PG&E has recovered approximately \$0.20 million



and \$0.17 million, respectively, as a result of this recycling process. All such amounts are credited to customers as a reduction to rate base via accumulated depreciation.

## Project Status Summaries

### 11. Projects Completed During Reporting Period

*Provide a complete description or a specific reference to proceeding workpapers, of projects completed during this reporting period and those completed Year-to-Date, include the start and finish dates. On a project-by-project basis, provide the amount budgeted for the project and an itemized list of the costs, including labor and material, incurred completing of the project. Identify the amount that a project was over or under-budget. Indicate whether the work was done in-house or by outside contractor(s). Identify the outside contractor(s). Explain how the work was done in compliance with D.11-0--017 and PG&E's Decision Tree and, if so, provide the Decision Tree outcome identifier associated with each project. Identify costs that shareholders will absorb.*

#### **Response**

Table 11-1 of the Appendix provides detail on 227 individual projects across four construction workstreams that have been completed by PG&E since the inception of the PSEP program. Table 11-1 includes specific reference to proceeding workpapers of projects completed<sup>14</sup> during this reporting period and those completed year-to-date, including the construction start and finish dates.<sup>15</sup> In addition it provides, on a project-by-project basis, the amount budgeted for the project and an itemized list of the costs, including labor and material, incurred in completing the project; the amount that a project was over or under-budget; and whether the work was completed in-house or by outside contractor(s), including the identification of the outside contractor(s). All work detailed in the table was undertaken in compliance with D.11-06-017; each project included pipeline segments for which a prior strength test has previously not been performed and/or for which traceable, verifiable and complete records of such a test do not exist.

As PG&E progressed from the preliminary work scope and associated estimates and work plans included in its Implementation Plan filing, it developed

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<sup>14</sup> For the purposes of this report, the completion of a project is the date the pipeline segments and valves are returned to operations.

<sup>15</sup> For projects completed during the reporting period, construction finish dates may reflect the actual finish date of construction activities.

more specific work plans and estimates. These refined estimates<sup>16</sup>, or “Job Estimates,” are used in this report for Questions 11-13 and 15 to represent the budgeted amount by project for a more meaningful comparison. Given the continually evolving project scope associated with PSEP, PG&E will have to reconcile its total incurred costs for the work scope contemplated in the Implementation Plan filing to the amounts adopted by the Commission upon completion of the PSEP Phase 1 work scope. As part of this reconciliation, PG&E will be able to provide descriptions of how work was performed in compliance with D.11-06-017, the associated Decision Tree outcome identifier, and costs in excess of the authorized amount for expense and capital expenditures at the project-level, but that information is not yet available for this report. Table 11-2 provides a reference for the specific data points requested in Question-11 to their corresponding column in Table 11-1 of the Appendix. Additional data points are included for context in navigating the tables.

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<sup>16</sup> In 2011, job estimates were created at the program-level, but not at the project-level, due to the need to focus resources on deploying PSEP quickly to address priority pipeline projects.

**TABLE 11-2  
PACIFIC GAS AND ELECTRIC COMPANY  
DATA POINT/TABLE 11-1 COLUMN REFERENCE**

| Column Name             | Description  |
|-------------------------|--|
| Line #                  | Reference number for this report.  |
| PSEP Filing PSRS        | PSRS number provided in workpapers supporting PG&E's August 26, 2011 filing.   |
| New PSRS                | New PSRS number resulting from project split or addition.  |
| Project Description     | Order Description provided in workpapers supporting PG&E's August 26, 2011 filing.   |
| Construction Contractor | Contractor who performed the work ("GC" refers to PG&E in-house).  |
| Mobilization Date       | Project start date.  |
| Tie-In Date             | Project finish date.   |
| Job Estimate Amount     | Amount budgeted for project after completing project engineering, routing, permitting and construction bids.   |
| Total Cost              | Itemized costs per project completed.  |
| Labor Cost              |  |
| Material Cost           |  |
| Contract Cost           |  |
| Other Cost              |  |
| Variance to Budget      | Variance between Total Cost and Job Estimate (see Question 19).  |
| Disallowed Cost         | Project costs disallowed based on CPUC Decision, i.e., post-1955 pipe work (does not include any estimation of amounts in excess of individual workstream authorized expenses and capital expenditures). |
| >10% Over Budget        | Projects greater than 10 percent over Job Estimate.  |
| Comments                | High-level descriptions of changes to the project agenda including project additions, accelerations, delays, and cancelations.   |

## 12. Projects Started, Pending Completion

*Provide a complete description, or a specific reference to proceeding workpapers, of projects that have begun but are currently unfinished, include the start and anticipated completion dates. On a project-by-project basis, provide the amount budgeted for each project. Explain how the work is being done in compliance with D.11-06-017 and PG&E's Decision Tree and, if so, provide the Decision Tree outcome identifier associated with each project.*

### **Response**

Table 12-1 of the Appendix provides detail on 23 individual projects across four construction workstreams on which construction has been commenced by PG&E and are currently in progress. Table 12-1 includes specific reference to proceeding workpapers, of projects that have started construction but are not yet completed<sup>17</sup> as of the end of the reporting period, including the construction start and anticipated finish dates. In addition, it provides, on a project-by-project basis, the amount budgeted for the project. All work detailed in the table was undertaken in compliance with D.11-06-017; each project included pipeline segments for which a prior strength test has previously not been performed and/or for which traceable, verifiable and complete records of such a test do not exist. PG&E will provide the specific engineering decision tree results supporting the actions being taken within the PSEP program upon completion of its MAOP records validation process and as part of its subsequent Update Application. Table 12-2 provides a reference for the specific data points requested in Question 12 to their corresponding column in Table 12-1 of the Appendix. Additional data points are included for context in navigating the tables.

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<sup>17</sup> For the purposes of this report the completion of a project is the date the pipeline segments are returned to operations.

**TABLE 12-2  
PACIFIC GAS AND ELECTRIC COMPANY  
DATA POINT/TABLE 12-1 COLUMN REFERENCE**

| Column Name         | Description  |
|---------------------|--|
| Line #              | Reference number for this report.  |
| PSEP Filing PSRS    | PSRS number provided in workpapers supporting PG&E's August 26, 2011 filing.   |
| New PSRS            | New PSRS number resulting from project split or addition.  |
| Project Description | Order Description provided in workpapers supporting PG&E's August 26, 2011 filing.   |
| Mobilization Date   | Project start date.  |
| Tie-In Date         | Anticipated project finish date.   |
| Job Estimate Amount | Amount budgeted for project after completing project engineering, routing, permitting and construction bids.                   |
| Comments            | High-level descriptions of changes to the project agenda including project additions, accelerations, delays, and cancelations. |

### 13. Projects Planned, But Yet to Start

*Provide a complete description, or a specific reference to proceeding workpapers, of projects that were forecasted for Phase 1 that have yet to start, include the anticipated start and anticipated completion dates. Rank the priority of these projects and explain the ranking. On a project-by-project basis, provide the amount budgeted for the project. Explain how the work was done in compliance with D.11-06-017 and PG&E's Decision Tree and, if so, identify the Decision Tree outcome identifier associated with each project.*

#### **Response**

Table 13-1 of the Appendix provides detail on 182 individual projects across four construction workstreams on which pre-construction activities have commenced. Table 13-1 provides specific reference to proceeding workpapers, of projects that have yet to commence construction as of the end of the reporting period.<sup>18</sup> For each project, PG&E has supplied the current anticipated construction start and finish dates, which reflect the updated output of the prioritization and schedule procedures or ranking noted above in response to Question 1. In addition, the table provides, on a project-by-project basis, the amount budgeted for the project. All work detailed in the table was undertaken in compliance with D.11-06-017; each project including pipeline segments for which a prior strength test has previously not been performed and/or for which traceable, verifiable and complete records of such a test do not exist. PG&E will provide the specific engineering decision tree results supporting the actions being taken within the PSEP program upon completion of its MAOP records validation process and as part of its subsequent Update Application. Table 13-2 provides a reference for the specific data points requested in Question 13 to their corresponding column in Table 13-1 of the Appendix. Additional data points are included for context in navigating the tables.

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<sup>18</sup> Includes projects that have commenced pre-construction activities, but not yet mobilized.

**TABLE 13-2  
PACIFIC GAS AND ELECTRIC COMPANY  
DATA POINT/TABLE 13-1 COLUMN REFERENCE**

| Column Name         | Description  |
|---------------------|--|
| Line #              | Reference number for this report.  |
| PSEP Filing PSRS    | PSRS number provided in workpapers supporting PG&E's August 26, 2011 filing.   |
| New PSRS            | New PSRS number resulting from project split or addition   |
| Project Description | Order Description provided in workpapers supporting PG&E's August 26, 2011 filing.   |
| Mobilization Date   | Anticipated project start date.  |
| Tie-In Date         | Anticipated project finish date.   |
| Job Estimate Amount | Amount budgeted for project after completing project engineering, routing, permitting and construction bids.                   |
| Comments            | High-level descriptions of changes to the project agenda including project additions, accelerations, delays, and cancelations. |



**14. Additional Projects Not in Original Workpapers**

*Describe, in detail, projects that PG&E has completed, are work-in-progress, or have yet to start that were not included in the workpapers submitted in R.11-02-019. Explain why these projects have been included in Phase 1 and whether these projects have lowered the priority of other projects identified in proceeding workpapers and, if so, why. Explain how this work complies with D.11-06-017 and PG&E's Decision Tree and provide the Decision Tree outcome identifier associated with each project.*

**Response**

In the tables referenced in PG&E's prior responses to Questions 11-13, PG&E has identified 40 projects that were not included in the workpapers submitted in R.11-02-019. In each case, an explanation of why these projects have been included in Phase 1 is provided in the column titled "Comments." To date, PG&E has not lowered the priority of other projects that were planned in the August 2011 filing. PG&E will provide the specific engineering decision tree results supporting the actions being taken within the PSEP program upon completion of its MAOP records validation process and as part of its subsequent Update Application.

**15. Project Costs > 10% Above Estimate**

*For completed projects that are 10% or more over estimated costs, provide a detailed explanation why the overrun occurred.*

**Response**

As PG&E progressed from the preliminary work scope and associated estimates and work plans included in its Implementation Plan filing, it developed more specific work plans and estimates. These refined estimates,<sup>19</sup> or “Job Estimates”, are used in this report to represent the budgeted amount by project for a more meaningful comparison. Table 11-1 of the Appendix includes 46 projects that have cost variances equal to or greater than 10 percent of the estimated amount after completing project engineering, routing, permitting and construction bids, on a project-by-project basis. Identification of the cost and schedule drivers behind these cost variances are included within the project-by-project risk analysis on Table 19-1 provided in response to Question 19.

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<sup>19</sup> In 2011, job estimates were created at the program-level, but not at the project-level due to the need to focus resources on deploying PSEP quickly to address priority pipeline projects.

**16. Pipeline Piggability Status**

*Provide a list and map of pipelines that are currently piggable, highlighting pipe that was made piggable as a result of projects conducted under the PSEP. Provide the total mileage of transmission pipelines, the total mileage of pipelines that are currently piggable and percentage of the total that is piggable.*

**Response**

As shown in Table 16-1 below, 79.13 miles of transmission pipeline (39.35 from transmission pipeline 300A, and 39.78 from transmission pipeline 300B) were made piggable under PSEP, as of March 31, 2013.

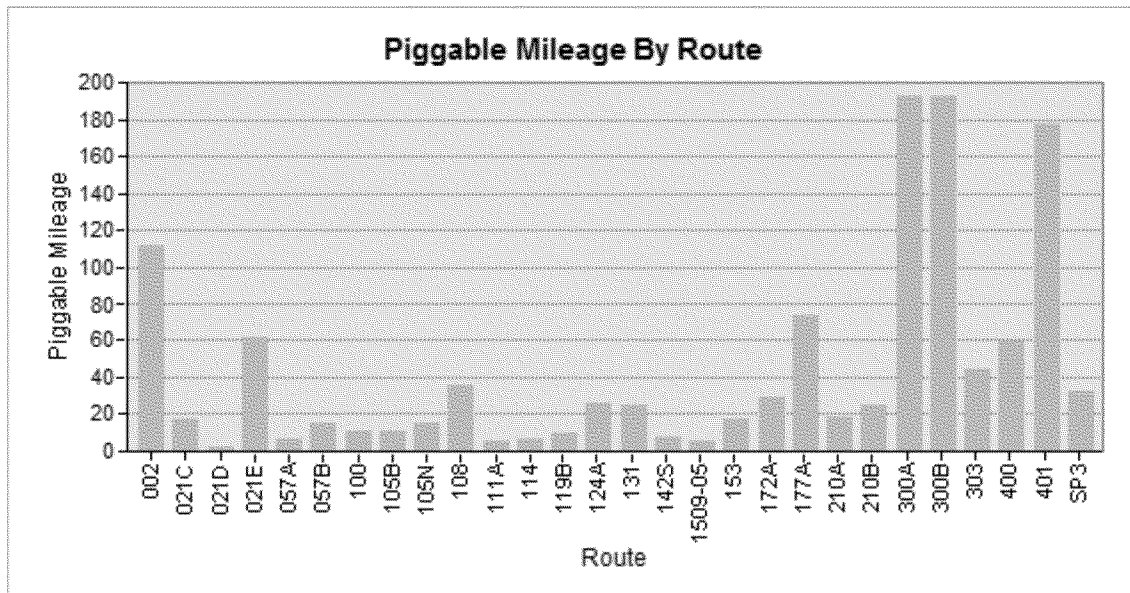
**TABLE 16-1  
PACIFIC GAS AND ELECTRIC COMPANY  
SEGMENTS MADE PIGGABLE UNDER PSEP  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013**

| <u>Route</u> | <u>Launch<br/>Mile Point</u> | <u>Receiver<br/>Mile Point</u> | <u>Piggable<br/>Distance(a)</u> |
|--------------|------------------------------|--------------------------------|---------------------------------|
| 300A         | 354.19                       | 393.53                         | 39.35                           |
| 300B         | 354.09                       | 393.61                         | 39.78                           |

(a) Piggable Distance is measured in PG&E's Geographic Information System (GIS) and does not necessarily equal the difference between launch mile point and receiver mile point.

Figure 16-1, below, shows PG&E's total piggable mileage by transmission pipeline (Route). In total, there are 1,256.56 miles of piggable transmission pipeline (see Table 16-2), which amounts to 18.6 percent of PG&E's 6,738.56 total transmission pipeline miles (as of March 31, 2013). Figure 16-2 provides a map of pipelines that are currently piggable, highlighting pipe that was made piggable as a result of projects conducted under the PSEP.

**FIGURE 16-1  
 PACIFIC GAS AND ELECTRIC COMPANY  
 PIGGABLE MILEAGE BY TRANSMISSION LINE  
 REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013**



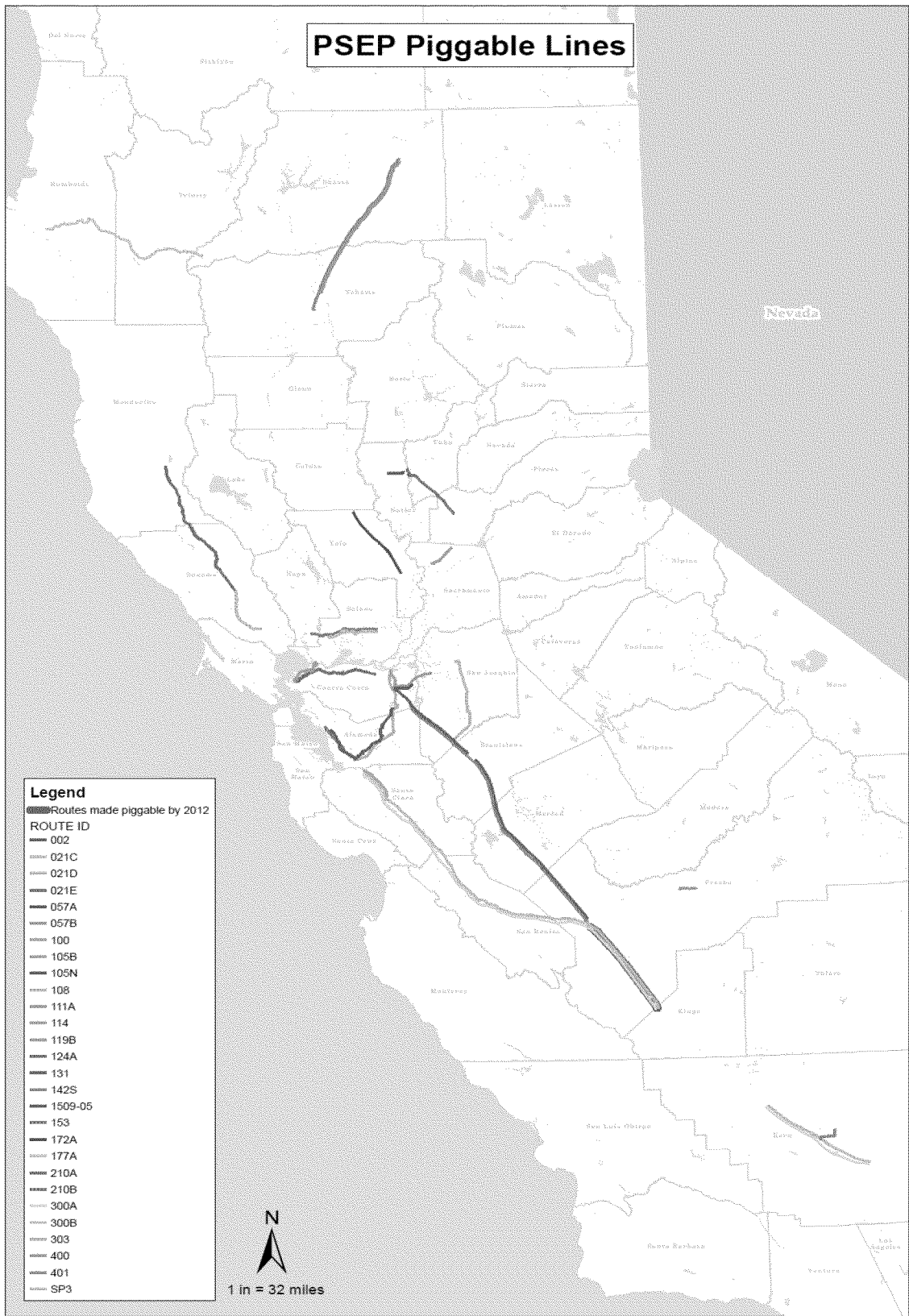
**TABLE 16-2  
PACIFIC GAS AND ELECTRIC COMPANY  
PIGGABLE TRANSMISSION PIPELINE SEGMENTS  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013**

| <b>Route</b> | <b>Launch<br/>Mile Point</b> | <b>Receiver<br/>Mile Point</b> | <b>Piggable<br/>Distance*</b> |
|--------------|------------------------------|--------------------------------|-------------------------------|
| 002          | 43.45                        | 118.02                         | 75.28                         |
| 002          | 122.06                       | 158.00                         | 36.39                         |
| 100          | 138.43                       | 150.13                         | 11.88                         |
| 108          | 0.00                         | 37.15                          | 36.85                         |
| 114          | 9.03                         | 16.59                          | 7.83                          |
| 131          | 24.88                        | 50.57                          | 26.19                         |
| 153          | 0.00                         | 17.65                          | 17.86                         |
| 303          | 0.00                         | 42.83                          | 44.72                         |
| 400          | 82.33                        | 142.61                         | 60.28                         |
| 401          | 82.34                        | 149.19                         | 67.01                         |
| 401          | 317.95                       | 427.98                         | 110.06                        |
| 021C         | 35.05                        | 53.12                          | 18.67                         |
| 021D         | 18.65                        | 21.88                          | 3.22                          |
| 021E         | 53.12                        | 64.36                          | 11.39                         |
| 021E         | 64.54                        | 93.67                          | 30.77                         |
| 021E         | 93.67                        | 114.89                         | 20.20                         |
| 057A         | 9.18                         | 16.68                          | 7.41                          |
| 057B         | 0.00                         | 16.68                          | 16.62                         |
| 105B         | 0.00                         | 11.81                          | 11.84                         |
| 105N         | 7.75                         | 23.00                          | 16.27                         |
| 111A         | 20.89                        | 27.54                          | 6.67                          |
| 119B         | 0.00                         | 10.16                          | 10.54                         |
| 124A         | 0.00                         | 26.03                          | 26.42                         |
| 142S         | 0.00                         | 9.01                           | 9.06                          |
| 1509-05      | 0.00                         | 6.49                           | 6.45                          |
| 172A         | 40.07                        | 69.81                          | 29.78                         |
| 177A         | 88.80                        | 163.04                         | 74.48                         |
| 210A         | 1.38                         | 19.47                          | 18.98                         |
| 210B         | 1.37                         | 25.98                          | 25.57                         |
| 300A         | 256.21                       | 299.00                         | 43.39                         |
| 300A         | 393.53                       | 450.83                         | 57.29                         |
| 300A         | 450.83                       | 502.24                         | 52.01                         |
| 300A**       | 354.19                       | 393.53                         | 39.35                         |
| 300B         | 256.64                       | 299.00                         | 43.23                         |
| 300B         | 393.76                       | 450.79                         | 57.18                         |
| 300B         | 450.79                       | 502.64                         | 52.45                         |
| 300B**       | 354.09                       | 393.61                         | 39.78                         |
| SP3          | 167.31                       | 198.49                         | 33.19                         |
| <b>Total</b> |                              |                                | <b>1,256.56</b>               |

\* Piggable Distance is measured in GIS and does not necessarily equal the difference between launch mile point and receiver mile point.

\*\* PSEP segment.

**FIGURE 16-2  
 PACIFIC GAS AND ELECTRIC COMPANY  
 PIGGABLE TRANSMISSION PIPELINE SEGMENTS  
 REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013**



## 17. Lessons Learned in Phase 1 Work

*Describe any lessons learned from undertaking the Phase 1 work that has led to cost efficiencies and quantify any cost savings.*

### **Response**

In 2012, the Strength Testing workstream undertook a series of cost reduction efforts to improve unit cost performance. Team members identified over 41 separate processes and cost improvement initiatives and worked to identify and implement solutions. As a direct result of following these process improvements, the workstream lowered the cost per mile from \$1.4 million per mile in 2011 to approximately \$1.02 million per mile in 2012. PG&E did not measure the cost savings of every initiative since the improvements to deliver strength testing had a combined impact on lowering the unit costs. However, the following is a list of some of the initiatives implemented that led to cost savings:

- Implemented fixed price bid for construction instead of time and material.
- Expanded the pool of qualified construction contractors from 2 to 7.
- Implemented the use of Poly Tanks, rather than vacuum trucks, to store on-site liquids.
- Purchased, rather than leased, water filtration units and increased their size.
- Developed a Mercury Assessment and Cleaning Team that experimented with mercury cleaning techniques, developed a faster more efficient cleaning procedure, and provided advice to field operations during the cleaning process.
- Combined multiple overlapping inspector roles to reduce the number of inspectors on site.
- Eliminated unnecessary process steps to certify tests and Automatic Ball Indentation (ABI) testing.
- Implemented the use of tracer gas to reduce the time to search for and locate leaks that occur during strength testing.
- Improved water sampling process and sequencing to reduce stand-by time.

Examples of the impact these lessons learned had on operational productivity between 2011 and 2012 include:

- Replacing 40 more miles of pipe in 2012 compared to 2011.
- Retrofitting 78 more miles of pipe in 2012 compared to 2011.
- Automating 33 more valves in 2012 compared to 2011.
- Conducting MAOP Records Integration on 2,112 miles more pipe in 2012 compared to 2011.

In 2013, PG&E has extended this lessons learned process to the other construction workstreams (i.e., Pipeline Replacement, Valve Automation and ILI Upgrades/ILI Inspections). While the workstream teams continue to refine the final list of 2013 improvements, activities on many initiatives have already made significant progress, such as PG&E's implementation of a Transmission Construction Contractor Alliance.

PG&E has recently signed partnership agreements with four highly regarded and experienced construction contractors that are aimed at ensuring the long-term availability of essential construction resources and the consistency of labor and activity rates used to complete construction activities. Each of the Alliance partners is committed to delivering industry-leading levels of safety, quality and cost effectiveness.

PG&E has identified other initiatives for improving costs that are intended for implementation in 2013, which include:

- Developing an IT system to track and approve change orders and documents to reduce stand-by time for contractors waiting for approval to proceed with a change.
- Improving chemical cleaning handling by reducing the amount of waste and using train cars, rather than trucks, to ship waste to an approved facility rather than trucking.
- Utilizing PG&E-owned baker tanks and test heads to reduce lease and fabrication costs.
- Training and utilizing on-site contractors to perform tie-ins work typically done by limited PG&E resources. This should reduce overtime and stand-by time.
- Improving the dispatching of inspectors to reduce unnecessary inspector hours on-site.



## 18. Potential Enhancements to Phase 2 Planning and Budgeting

*How will the work PG&E conducts in Phase 1 influence how PG&E will plan and estimate the costs of its proposed projects for Phase 2?*

### Response

The work PG&E conducts in Phase 1 will have a direct influence on how PG&E will plan and estimate the costs of its proposed projects for future work phases, including:

- Employee and Public Safety – In delivering on its commitments in PSEP Phase 1, PG&E has focused upon maintaining employee and public safety as the primary consideration. As a result, PG&E has taken specific actions to engage employees, contractors and customers on the underlying reason for undertaking the work in Phase 1. This has resulted in increased levels of accountability for customer outreach, safety performance and quality. As PG&E plans future work we will continue to place employee and public safety as the primary consideration in all that we do.
- Scope Definition – Having completed records validation of PG&E's entire gas transmission pipeline system during Phase 1, PG&E will have greater certainty as to the precise scope of future work, including project location and lengths. As a result, schedule and cost uncertainties identified in Phase 1 related to scope uncertainty will likely be reduced.
- Risk Management – Having completed the unprecedented level of construction activities in Phase 1, PG&E will have a clearer understanding of the risk profile of projects and the key mitigation activities that are essential to project success. In 2012, PG&E successfully developed and implemented specific pipeline cleaning and water handling procedures that dramatically improved PG&E's ability to execute effective and efficient strength tests. PG&E identified these and other significant potential risks in its original request and will now be better able to demonstrate the potential impact such factors will have on future work.
- Cost Drivers and Resource Management – Having successfully scaled to meet the unprecedented construction commitments in Phase 1, PG&E will have a greater understanding of the attainable efficiency levels through future years of the Implementation Plan. In 2012, PG&E successfully implemented

cost reduction initiatives that improved the unit cost per mile performance of strength testing by over 30 percent. PG&E anticipates that the process refinements that have led to greater cost efficiency in Phase 1 will provide greater certainty surrounding cost forecasts for future work. Also, particularly for strength testing, the large number of projects completed will provide valid data for a much more accurate cost model than was used to forecast strength test costs in PG&E's August 26, 2011 filing.

In spite of all the activities noted above, it should be anticipated that the costs associated with risks that were identified by PG&E in its original PSEP filing as involving large elements of uncertainty, such as water handling and pipeline cleaning, pipeline replacement routing designs and construction challenges in urban areas, especially the San Francisco Peninsula have materialized for many projects. As a result, costs have been significantly higher to complete strength testing and urban pipeline replacement than originally forecast in the PSEP filing. Also, other risks rarely encountered in Phase 1 are still possible for future phases and will create some forecast uncertainty. For example, as strength testing begins on long pipelines through Class 1 areas, which are also typically environmentally sensitive areas and are the single source of gas for large communities, such as long single radial pipelines with no alternative natural gas supply, e.g., L-177 from Red Bluff to Eureka (approximately 100 miles long), there will be significant challenges to overcome how to serve the community when the pipe is out of service for months to conduct strength testing.

Based on the experiences of Phase 1, PG&E will be able to anticipate where these higher cost risks are likely to occur and adjust the project cost estimates accordingly with more certainty and better accuracy.

## 19. Cost Impacts of Unexpected or Unforeseen Items

*What, if any, significant unexpected or unforeseen items did PG&E encounter in undertaking the projects and what were the resulting cost impacts on a project-by-project basis?*

### Response

Table 19-1 of the Appendix provides PG&E's most recent risk management analysis with a project-by-project analysis of unexpected or unforeseen items that have affected 2012 projects and the resulting cost impacts and identifies ways in which PG&E is incorporating the lessons learned into ongoing project delivery processes.

"Changes After Issue for Bid (After IFB)"<sup>20</sup> and "Permitting"<sup>21</sup> caused the greatest cost increases overall totaling about \$6.2 million and \$3.4 million, respectively. "Productivity Impacts"<sup>22</sup> and Permitting accounted for the greatest number of schedule delays with an average of 11-12 days per project for a total of 344 and 193 days of delay, respectively.

This report identified the following main risk areas and mitigation activities:

- **Productivity Impacts**
  - Results – This risk was experienced in all except the valve automation workstream and accounted for the greatest impact on scheduling; however, it is important to note that this data refers only to issues experienced during the construction phase and if broadened would have affected all workstreams because some valve projects had to be completely rescheduled due to productivity and permitting delays. The primary cause behind this issue was lack of a variety of resource availability when needed.
  - Recommendations – Utilize the Contractor Alliance and regional planning to coordinate scheduling projects from different workstreams in the same vicinity to avoid resource scheduling conflicts (e.g., CNG/LNG and General Construction (GC)) that affect productivity. Include a

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<sup>20</sup> Any scope changes made to the project after IFB.

<sup>21</sup> Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g., limited working hours, limited access, delays in issuance, etc.).

<sup>22</sup> Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.

requirement in the issued for bid documentation for the construction contractor to provide bid prices for non-work days. This can then be used for pricing delays caused by productivity impacts, but also for other causes such as the potential identification of endangered and weather.

- **Changes After IFB**

- Results – Primarily occurring on strength test and valve automation projects, this risk had the greatest impact on cost and the third greatest impact on scheduling. The most frequently occurring changes were additional excavation, sniff holes, bell holes, and/or welding.
- Recommendations – The Contractor Alliance should help reduce this risk because the contractors will be involved earlier in the planning process and familiar with the type of work being done so they can better plan their resources, be aware of the risks and contribute to mitigation plans. In addition, our own experience from 2012 will allow for better project planning and design which should reduce the number of changes needed. The more common changes that occurred in 2012, mentioned above, should be identified as potential risks early in planning with the costs detailed in the CWA to reduce the cost increase if they occur.

- **Permitting**

- Results – Arising as a top issue particularly for pipeline replacement and valve automation projects, permitting had the second greatest impact on both cost and scheduling typically due to strict permitting constraints that required renegotiation and extended contractor labor hours in order to complete work in a timely manner and due to certain agencies that were particularly slow and difficult to obtain permits from. Some projects not represented here, particularly in the valve automation workstream, had such great permitting issues that they had to be rescheduled to a later year entirely.
- Recommendations – Regional planning between workstreams so that projects in the same vicinity are not competing for permits where a city or agency will only allow one project at a time should reduce the number of permitting issues that resulted in one or more projects being delayed in 2012. Also, since the contractors will be brought on board sooner, they

can obtain their encroachment permits with sufficient time before IFC to avoid delays which was an issue particularly on pipeline replacement projects in 2012. Also, with our gained experience in 2012, we know which cities or agencies require more time or attention to obtain permits so we can plan for those accordingly by involving PG&E's Government Relations department early in project planning.

- **Field Conditions Differ From Expected Conditions**

- Results – Occurring primarily on strength test projects as a cost impact, this issue was generally a result of GIS inaccuracies or insufficient information resulting in the as-built drawings not matching what was encountered in the field so re-engineering and additional work was required.
- Recommendations – This is a risk that will be further explored to determine how to reduce its impact going into 2013. However, some items may be avoidable with more thorough QC during engineering drawing review, limited details that perhaps could have been researched, or too specific detail where a margin of error should be included to account for the risk of GIS inaccuracy.

PG&E is in the process of supplementing this risk analysis with the results of the 2013 PSEP projects and will provide updates to this information on an ongoing basis. Table 19-2 provides a reference for the specific data points requested in Question 19 to their corresponding column in Table 19-1 of the Appendix. Additional data points are included for context in navigating the tables.

**TABLE 19-2  
PACIFIC GAS AND ELECTRIC COMPANY  
DATA POINT/TABLE 19-1 COLUMN REFERENCE**

| Column Name               | Description  |
|---------------------------|--|
| Line #                    | Reference number for this report.  |
| New PSRS                  | New PSRS number resulting from project split or addition.                          |
| Project Description       | Order Description provided in workpapers supporting PG&E's August 26, 2011 filing. |
| Region                    | Region where line is located.  |
| Risk                      | Categorization of risk factor affecting the project.                               |
| Description               | Description of risk factor.  |
| Cost Impact (\$)          | Impact of risk to project cost.  |
| Cost Impact (\$/Mi)       | Impact of risk to project cost per mile.   |
| Schedule Impact (Days)    | Impact of risk to schedule in number of days.                                      |
| Schedule Impact (Days/Mi) | Impact of risk to schedule in number of days per mile.                             |
| >10% Variance             | Projects greater than 10 percent over Job Estimate.                                |
| Comments                  | Description of how risk factor materialized.                                       |

**20. Program Amount Authorized and Spent**

*Provide a table showing the total amount authorized for recovery from ratepayers and the total amount spent by PG&E year-to-date shown by month and broken down activity (e.g., hydrotesting, pipe replacement).*

**Response**

Table 20-1, below, shows the total amount spent by activity for the first quarter of 2013 (including by month January 1 – March 31), the period from program inception to December 31, 2011, and the full year 2012. Amounts authorized for customer recovery during these periods and the amounts funded by shareholders are provided at the program level, consistent with the presentation in Attachment E to the December 2012 CPUC PSEP Decision.

**TABLE 20-1  
PACIFIC GAS AND ELECTRIC COMPANY  
AUTHORIZED AND ACTUAL PSEP COSTS BY ACTIVITY  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013<sup>(a)</sup>**

All values in millions of dollars

| Pipeline Safety Enhancement Plan                   | Actual Costs            |       |          |        |        |        |                                   | Customer Recovery Authorized <sup>(a)</sup> |       |       |                                  | Total Shareholder<br>Funded 4/1/2011<br>to 3/31/2013 |
|--|-------------------------|-------|----------|--------|--------|--------|-----------------------------------|---|-------|-------|----------------------------------|--|
|  | 4/1/2011-<br>12/31/2011 | 2012  | 2013 YTD | Jan-13 | Feb-13 | Mar-13 | Total<br>4/1/2011 to<br>3/31/2013 | 4/1/11-<br>12/31/2011                       | 2012  | 2013  | Total<br>4/1/2011-<br>12/31/2013 |  |
| <b>PSEP Expense</b>                                |                         |       |          |        |        |        |                                   |   |       |       |                                  |  |
| <b>Pipeline Modernization</b>                      |                         |       |          |        |        |        |                                   |   |       |       |                                  |  |
| Pipe Replacement                                   | 0.0                     | 0.0   | 0.3      | 0.3    | 0.0    | (0.0)  | 0.3                               |   |       |       |                                  |  |
| In Line Inspection                                 | 0.0                     | 0.0   | 0.2      | 0.0    | 0.0    | 0.1    | 0.2                               |   |       |       |                                  |  |
| Strength Test                                      |                         |       |          |        |        |        |                                   |   |       |       |                                  |  |
| Pre-1955 Installation                              | 228.2                   | 130.7 | 5.4      | 0.6    | 3.1    | 1.7    | 364.3                             |   |       |       |                                  |  |
| Post-1955 Installation                             |                         |       | 4.1      | 1.4    | 0.9    | 1.7    | 4.1                               |   |       |       |                                  |  |
| Strength Test Total                                | 228.2                   | 130.7 | 9.5      | 2.0    | 4.1    | 3.4    | 368.4                             |   |       |       |                                  |  |
| <b>Pipeline Modernization Total</b>                | 228.2                   | 130.7 | 10.0     | 2.4    | 4.1    | 3.5    | 368.9                             | 0.0   | 2.3   | 65.9  | 68.2                             | 360.6  |
| <b>Pipeline Records Integration</b>                |                         |       |          |        |        |        |                                   |   |       |       |                                  |  |
| MAOP   | 90.5                    | 120.3 | 16.9     | 4.6    | 5.5    | 6.9    | 227.7                             |   |       |       |                                  |  |
| Mariner  | 1.2                     | 3.8   | 1.6      | 0.4    | 0.5    | 0.8    | 6.6                               |   |       |       |                                  |  |
| <b>Pipeline Records Integration Total</b>          | 91.6                    | 124.1 | 18.6     | 4.9    | 6.0    | 7.7    | 234.3                             | 0.0   | 0.0   | 0.0   | 0.0                              | 234.3  |
| <b>Valve Automation</b>                            | 0.0                     | 0.5   | 0.6      | 0.1    | 0.3    | 0.2    | 1.1                               | 0.0   | 0.1   | 3.0   | 3.1                              | 0.4  |
| <b>Interim Safety Measures</b>                     | 0.0                     | 2.4   | 0.5      | (0.0)  | 0.0    | 0.5    | 2.9                               | 0.0   | 0.0   | 1.1   | 1.1                              | 2.4  |
| <b>PMO</b>   | 5.0                     | 6.5   | 0.3      | 0.2    | 0.1    | (0.0)  | 11.9                              | 0.0   | 0.1   | 3.3   | 3.4                              | 11.4   |
| <b>Other</b>                                       | 6.8                     | 6.3   | 1.4      | 0.3    | 0.3    | 0.7    | 14.5                              | 0.0   | 0.0   | 0.0   | 0.0                              | 13.1   |
| <b>Total PSEP Expense</b>                          | 331.7                   | 270.4 | 31.4     | 7.9    | 10.9   | 12.6   | 633.5                             | 0.0   | 2.6   | 73.3  | 75.8                             | 622.2  |
| <b>PSEP Capital</b>                                |                         |       |          |        |        |        |                                   |   |       |       |                                  |  |
| <b>Pipeline Modernization</b>                      |                         |       |          |        |        |        |                                   |   |       |       |                                  |  |
| Pipe Replacement                                   |                         |       |          |        |        |        |                                   |   |       |       |                                  |  |
| Pipe Replacement less Post-1955 Strength Test Cost | 11.5                    | 226.0 | 43.6     | 15.5   | 11.6   | 16.5   | 281.2                             |   |       |       |                                  |  |
| Post-1955 Strength Test Cost                       | 0.0                     | 2.1   | 2.5      | 2.5    | 0.0    | 0.0    | 4.6                               |   |       |       |                                  |  |
| Pipe Replacement Total                             | 11.5                    | 228.1 | 46.1     | 18.0   | 11.6   | 16.5   | 285.8                             |   |       |       |                                  |  |
| Strength Test Related                              | 5.9                     | 12.3  | 1.8      | 1.0    | 0.7    | 0.1    | 20.0                              |   |       |       |                                  |  |
| In Line Inspection Retrofitting                    | 0.6                     | 16.0  | 11.4     | 2.0    | 3.9    | 5.5    | 28.0                              |   |       |       |                                  |  |
| <b>Pipeline Modernization Total</b>                | 18.0                    | 256.4 | 59.3     | 21.0   | 16.2   | 22.1   | 333.7                             | 30.5  | 214.9 | 290.1 | 535.5                            | 4.6  |
| <b>Pipeline Records Integration</b>                |                         |       |          |        |        |        |                                   |   |       |       |                                  |  |
| MAOP   | 1.7                     | 0.3   | 0.0      | 0.0    | 0.0    | 0.0    | 2.0                               |   |       |       |                                  |  |
| Mariner  | 4.9                     | 29.3  | 7.2      | 2.3    | 1.2    | 3.7    | 41.4                              |   |       |       |                                  |  |
| <b>Pipeline Records Integration Total</b>          | 6.5                     | 29.6  | 7.3      | 2.3    | 1.2    | 3.8    | 43.4                              | 0.0   | 0.0   | 0.0   | 0.0                              | 43.4   |
| <b>Valve Automation</b>                            | 13.0                    | 27.2  | 5.9      | 1.3    | 2.6    | 2.0    | 46.0                              | 13.7  | 38.9  | 51.6  | 104.2                            | 0.0  |
| <b>Interim Safety Measures</b>                     | 0.0                     | 0.0   | 0.0      | 0.0    | 0.0    | 0.0    | 0.0                               | 0.0   | 0.0   | 0.0   | 0.0                              | 0.0  |
| <b>PMO</b>   | 2.3                     | 2.1   | 2.0      | 0.6    | 0.4    | 0.9    | 6.3                               | 3.0   | 6.5   | 6.5   | 16.0                             | 0.0  |
| <b>Other</b>                                       | 0.0                     | 3.0   | 2.3      | 0.8    | 0.7    | 0.8    | 5.2                               | 0.0   | 0.0   | 0.0   | 0.0                              | 5.2  |
| <b>Total PSEP Capital</b>                          | 39.8                    | 318.2 | 76.7     | 26.1   | 21.0   | 29.6   | 434.8                             | 47.2  | 260.3 | 348.2 | 655.7                            | 53.2   |
| <b>Total PSEP</b>                                  | 371.5                   | 588.6 | 108.1    | 34.0   | 31.9   | 42.2   | 1068.3                            | 47.2  | 262.9 | 421.5 | 731.6                            | 675.4  |

(a) Amounts authorized for customer recovery are consistent with Authorized Program Expenses and Authorized Capital Costs presented in Attachment E to the December 2012 CPUC PSEP Decision, and are subject to update upon completion of PG&E's records validation process and subsequent Update Application filing, as directed by the CPUC in Ordering Paragraph 11 of that decision. 2013 authorized reflects a full year (January – December 2013).



**21. Shareholder Costs Absorbed**

*Provide a table showing the total amount of costs that shareholders will absorb year-to-date shown by month and broken down activity (e.g., hydrotesting, pipe replacement).*

**Response**

Table 20-1 included in response to Question 20 provides the total amount of costs that shareholders have absorbed on a year-to-date basis for the period from Program inception (April 1, 2011) through the first quarter of 2013 (March 31, 2013). The amounts are provided at the program level, consistent with the presentation in Attachment E to the December 2012 CPUC PSEP Decision.

**22. Forecast vs. Actual Mileage – Replacements**

*Provide a table showing the total mileage of pipe PG&E forecast to replace in R.11-02-019 and the mileage PG&E has replaced year-to-date. Identify the location, Line #, milepost, Class of the pipe replaced. Indicate whether the pipe is located in a High Consequence Area.*

**Response**

As of March 31, 2013, PG&E has replaced over 45 miles of gas transmission pipeline as part of the PSEP Program. Table 22-1, below, provides the total pipeline miles PG&E forecast to replace in R.11-02-019 and the total pipeline replaced through the end of this reporting period. Table 22-2 of the Appendix provides detail on 24 completed projects and identifies the location, pipeline number, milepost, class of the pipeline section replaced, and indicates whether the pipeline section is located in a HCA on a project-by-project detail. Table 22-3 provides a reference for the specific data points requested in Question 22 to their corresponding column in Table 22-2 of the Appendix. Additional data points are included for context in navigating the tables.

**TABLE 22-1  
PACIFIC GAS AND ELECTRIC COMPANY  
TOTAL PIPELINE MILES REPLACED – FORECAST AND ACTUAL  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013**

| <b>Pipeline Replacement</b> | <b>2011</b> | <b>2012</b> | <b>2013 YTD</b> | <b>2013</b> |
|-----------------------------|-------------|-------------|-----------------|-------------|
| Forecast R.11-02-019        | 0.3         | 39          | n/a             | 64          |
| Replaced and Tied-In(a)     | 0.3         | 29.4        | 1.6             | n/a         |
| Installed pending Tie-In    | –           | 10.8        | 3.3             | n/a         |
| <b>Total</b>                | <b>0.3</b>  | <b>40.2</b> | <b>4.9</b>      | <b>n/a</b>  |
| Current Forecast            |             |             |                 | 64          |

(a) Mileage subject to final engineering review of “as-built” drawings to validate segment-level completion of PSEP scope.

**TABLE 22-3  
PACIFIC GAS AND ELECTRIC COMPANY  
DATA POINT/TABLE 22-2 COLUMN REFERENCE**

| Column Name         | Description  |
|---------------------|--|
| Line #              | Reference number for this report.  |
| PSEP Filing PSRS    | PSRS number provided in workpapers supporting PG&E's August 26, 2011 filing.       |
| New PSRS            | New PSRS number resulting from project split or addition.                          |
| Project Description | Order Description provided in workpapers supporting PG&E's August 26, 2011 filing. |
| Miles Completed     | Miles of pipeline replaced or tested.  |
| Line                | Pipeline identifier.   |
| MP1                 | Beginning project mile point.  |
| MP2                 | Ending project mile point.   |
| City                | Location of project.   |
| HCA                 | Project includes a High Consequence Area.  |
| Class Code          | Class of pipeline included in project.   |
| Clearance Date      | Date pipe was cleared and work authorized to begin.                                |
| Tie-In Date         | Date pipe became operational and project completed.                                |

**23. Forecast vs. Actual Mileage – Strength Testing**

*Provide a table showing the mileage of pipe PG&E forecast to hydrotest in R.11-02-019 and the mileage PG&E has tested year-to-date. Identify the location, Line #, milepost, Class of the pipe tested. Indicate whether the pipe is located in a High Consequence Area.*

**Response**

As of March 31, 2013, PG&E has completed strength testing on over 432 miles of gas transmission pipeline since the inception of the PSEP program, including the validation of the records of over 90 miles of prior hydrotests as meeting the “traceable, verifiable and complete” standard. Table 23-1 below, provides the total pipeline PG&E forecast to strength test in R.11-02-019 and the total strength tested through the end of this reporting period. Table 23-2 of the Appendix provides detail on 175 completed projects and identifies the location, pipeline number, milepost, class of the pipe replaced, and indicates whether the pipe is located in a HCA on a project-by-project detail. Table 23-3 provides a reference for the specific data points requested in Question 23 to their corresponding column in Table 23-2 of the Appendix. Additional data points are included for context in navigating the tables.

**TABLE 23-1  
PACIFIC GAS AND ELECTRIC COMPANY  
TOTAL PIPELINE MILES STRENGTH TESTED – FORECAST AND ACTUAL  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013**

| <b>Pipeline Strength Testing</b>           | <b>2011</b>  | <b>2012</b>  | <b>2013 YTD</b> | <b>2013</b> |
|--|--------------|--------------|-----------------|-------------|
| Forecast R.11-02-019                       | 236          | 185          | n/a             | 204         |
| Actual tested and Tied-In                  | 163.6        | 176.7        | 1.38            | n/a         |
| Records Validated(a)                       | 50.9         | 27.8         | 13.7            | n/a         |
| <b>Total Tied-In and Records Validated</b> | <b>214.5</b> | <b>204.5</b> | <b>15.1</b>     | <b>n/a</b>  |
| Current Forecast                           |              |              |                 | 204         |

(a) Includes pipeline miles for which records of a prior hydrotest were validated as meeting the traceable, verifiable and complete records standard.

**TABLE 23-3  
PACIFIC GAS AND ELECTRIC COMPANY  
DATA POINT/TABLE 23-2 COLUMN REFERENCE**

| Column Name         | Description  |
|---------------------|--|
| Line #              | Reference number for this report.  |
| PSEP Filing PSRS    | PSRS number provided in workpapers supporting PG&E's August 26, 2011 filing.       |
| New PSRS            | New PSRS number resulting from project split or addition.                          |
| Project Description | Order Description provided in workpapers supporting PG&E's August 26, 2011 filing. |
| Miles Completed     | Miles of pipeline replaced or tested.  |
| Line                | Pipeline identifier.   |
| MP1                 | Beginning project mile point.  |
| MP2                 | Ending project mile point.   |
| City                | Location of project.   |
| HCA                 | Project includes a High Consequence Area.  |
| Class Code          | Class of pipeline included in project.   |
| Clearance Date      | Date pipe was cleared and work authorized to begin.                                |
| Tie-In Date         | Date pipe became operational and project completed.                                |

## 24. Public Outreach Costs

*Provide the costs of the public outreach PG&E has incurred year-to-date by month as compared to the amount authorized. Explain in detail what public outreach activities PG&E has engaged in.*

### Response

Customer Outreach is included as an integral part of each of PG&E's PSEP construction projects. Table 24-1 below provides customer and community outreach costs incurred since program inception shown annually for 2011-2012 and monthly during 2013.

**TABLE 24-1**  
**PACIFIC GAS AND ELECTRIC COMPANY**  
**PUBLIC OUTREACH COSTS**  
**REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013**  
**(IN MILLIONS OF DOLLARS)**

| <b>Public Outreach Costs</b> | <b>2011</b> | <b>2012</b> | <b>January 2013</b> | <b>February 2013</b> | <b>March 2013</b> | <b>YTD 2013</b> |
|------------------------------|-------------|-------------|---------------------|----------------------|-------------------|-----------------|
| Total Costs                  | 2.62        | 4.54        | 0.36                | 0.35                 | 0.38              | 1.09            |

The CPUC's PSEP decision approved customer outreach costs, including governmental outreach, within individual project estimated costs. PG&E's estimated customer outreach costs varied by workstream driven by the nature of the work and were based upon a percentage of project costs before project management and escalation. For pipeline replacement and strength testing projects, the customer outreach estimate was 2.9 percent, and for valve automation projects was 0.54 percent. Specific monthly authorized amounts cannot be accurately determined from the CPUC decision due to individual project durations and the timing of activities within projects; however, PG&E notes that customer outreach costs have averaged approximately 1 percent of total project costs. PG&E has been able to reduce customer outreach costs through effective integration of customer impact planning and outreach activities within each project, the successful leverage of additional portable CNG/LNG equipment to minimize customer impacts, and the reduction of unit costs for outreach materials, mailing and communications delivery. Public outreach activities undertaken by PSEP have included the use of Interactive Voice Responses (IVR, or automated phone notifications), letters, open houses, signage, door-to-door canvassing,

one-on-one customer phone calls and meetings, and customer group presentations.

Customer Outreach activities are managed on a consistent basis across all PSEP workstreams by a dedicated team within PG&E's Customer Care organization. Each project follows a standardized process for customer outreach which includes, but is not limited to:

- Site walk with project team to identify customer impacts.
- Letter to impacted customers.
- Invitation to an open house, hosted within the affected project area.
- Work location signage prior to mobilization.
- IVR sent to area customers prior to significant activities (e.g., venting/release of natural gas).
- Additional customer outreach and accommodations as dictated by the nature of the project (e.g., temporary relocation for nitrogen strength test).
- Local customer canvassing to identify and incorporate feedback into ongoing procedures.

PG&E periodically conducts telephone surveys among PG&E customers in areas affected by PSEP work. The key objectives of this research are to determine customer awareness of specific communications or outreach efforts, assess these efforts in terms of recall, clarity, completeness, effectiveness, and other factors, measure overall customer satisfaction with PG&E's communication and outreach efforts, and identify areas for improvement in future communications and outreach efforts. The initial survey was completed in 2011, and two additional surveys were conducted in the second quarter of 2012 (Q2 2012), and the fourth quarter of 2012 (Q4 2012). Survey results indicate PG&E's communications and outreach program has steadily improved customer perception of safety:

- Customers feel safer knowing PG&E completed pipeline testing in their neighborhood – 90 percent in Q4 2012, up from 82 percent in 2011 and 86 percent in Q2 2012.

- Customers feel much safer knowing PG&E completed pipeline testing in their neighborhood – 50 percent in Q4 2012, up from 32 percent in 2011 and 42 percent in Q2 2012.
- Customers were mostly satisfied with communications they received from PG&E regarding pipeline testing – 79 percent in Q4 2012, up from 69 percent in 2011 and 75 percent in Q2 2012.

As part of project design and planning activities, PG&E also identifies and reviews specific customer impacts. Where customer loads are significant, PG&E will work with assigned account representatives to schedule activities to minimize the impact to customers. This may involve scheduling tests outside of agricultural peak periods or scheduling project activities to occur outside of school hours or key events.



**25. Service Outage Performance**

*Describe (e.g., provide date(s), location, Line #) all planned and unplanned service outages PG&E experienced in conducting the project work and explain how PG&E addressed customer needs during the outages. Were customers notified of any outages beforehand?*

**Response**

PG&E has successfully conducted gas transmission pipeline outages supporting 227 completed construction projects, with minimal impact to customer service. Tables 22-2 and 23-2 provide pipeline outage dates, locations and pipeline numbers, on a project-by-project basis for completed pipeline replacement and strength testing projects. Table 25-1 of the Appendix supplements these tables by providing information for completed valve automation and ILI projects. Table 25-2 provides a reference for the specific data points requested in Question 25 to their corresponding column in Table 25-1 of the Appendix. Additional data points are included for context in navigating the tables.

**TABLE 25-2  
PACIFIC GAS AND ELECTRIC COMPANY  
DATA POINT/TABLE 25-1 COLUMN REFERENCE**

| Column Name                      | Description  |
|----------------------------------|--|
| Line #                           | Reference number for this report.  |
| PSEP Filing PSRS                 | PSRS number provided in workpapers supporting PG&E's August 26, 2011 filing.       |
| New PSRS(s)                      | New PSRS number resulting from project split or addition.                          |
| Project Description              | Order Description provided in workpapers supporting PG&E's August 26, 2011 filing. |
| Miles Completed/Valves Automated | Miles of pipeline strength tested, replaced or number of valves automated.         |
| Line                             | Pipeline identifier.   |
| MP1                              | Beginning project mile point.  |
| MP2                              | Ending project mile point.   |
| City                             | Location of project.   |
| HCA                              | Project includes a High Consequence Area.  |
| Class Code                       | Class of pipeline included in project.   |
| Clearance Date                   | Date pipe was cleared and work authorized to begin.                                |
| Tie-In Date                      | Date pipe became operational and project completed.                                |

As previously mentioned, initial project design and planning activities include identification of potential customer impacts. PG&E specifically works to minimize the impact to customers and schedules work where possible to avoid customer outages by using existing system redundancies (e.g., cross compression, parallel pipes or back-feeds to maintain customer service). This is a primary reason why many construction activities cannot take place during seasonal winter gas demand periods.

PG&E has previously identified that it will not be possible to complete the entire scope of the Implementation Plan without impacting customer service in certain circumstances. To eliminate this potential customer impact in most cases, PG&E has increased its portable CNG/LNG program to provide an alternative option to avoid customer outages. PG&E grew the portable equipment from 22 units in 2010 to 174 units in 2013. Most of the equipment is custom designed

and built specifically to support customers during pipeline outages. The CNG/LNG portable program and operations is now an integral part of project planning and scheduling activities and supported over 316,000 days of customer service across 171 projects in 2012. In one operation in Felton in July 2012, LNG portions of this fleet maintained two weeks of continuous 24-hours-a-day/7-days-a-week service to over 20,000 customers in the Santa Cruz area in support of a strength test and included fire department training as part of PG&E's commitment to ensure ongoing public safety.

Where customer loads or pressure requirements are so significant that portable CNG/LNG becomes impossible or impractical, PG&E has worked with assigned account representatives to schedule activities to minimize impact. This has involved scheduling tests outside of agricultural peak periods, commercial work hours and scheduling project activities to occur outside of school hours or key events. Several times, the outage was redesigned to ensure continuous service to a customer. For example, when planning for a strength test near Sonol included the input of an impacted commercial customer, the test and related outage was rescheduled from during the week to occur over the weekend to minimize the impact to the customer's commercial operations.

**26. Forecast Projects Not Completed or Replaced**

*Describe or provide a specific reference to PG&E's work papers of the projects that were not completed or replaced by a higher priority project and show the uncompleted project's associated costs. Compute the corresponding reduction to the Implementation Plan adopted amounts set out in Attachment E, as required by Ordering Paragraph 6.*

**Response**

PG&E estimates 86 projects that were originally planned to be executed in 2011 and 2012 may no longer be required (e.g., identification and validation of the records of a prior strength test). Table 26-1 of the Appendix includes a list of planned projects, with specific reference to prior PG&E work papers that were not completed or replaced by a higher priority project through March 31, 2013.

Considering the natural evolution of the specific project work scope within the programs included in the August 2011 Implementation Plan filing and the preliminary nature of the associated cost estimates at the time (i.e., program level estimates based on limited project definition and design completion), PG&E is unable to quantify potential reductions to the adopted amounts set out in Attachment E of D.12-12-030 until it completes its detailed segment analysis and updated estimates associated with the Update Application later this year. Following the completion of this Update Application, PG&E will be able to reconcile its incurred PSEP costs with the adopted program amounts in D.12-12-030, and compute the corresponding reduction to the Implementation Plan adopted amounts set out in Attachment E, if any, as required by Ordering Paragraph 6.

Table 26-2 provides a reference for the specific data points requested in Question 26 to their corresponding column in Table 26-1 of the Appendix. Additional data points are included for context in navigating the tables.

**TABLE 26-2  
PACIFIC GAS AND ELECTRIC COMPANY  
DATA POINT/TABLE 26-1 COLUMN REFERENCE**

| Column Name         | Description   |
|---------------------|---|
| Line #              | Reference number for this report.   |
| PSEP Filing PSRS    | PSRS number provided in workpapers from proceedings.                      |
| New PSRS            | New PSRS number resulting from project split or addition.                 |
| Project Description | Order Description provided in workpapers from proceedings.                |
| PSEP Filing Year    | Year project anticipated to begin as stated in the filing.                |
| Current Status      | Current project status.   |
| Comments            | High-level descriptions for projects that were not completed or replaced. |

## 27. Project Cost Recovery

*Provide a clear explanation, for each project for which expenditures have been incurred, of how the project is necessary to comply with PSEP requirements rather than being included among projects that are already funded in D.11-04-031.*

### **Response**

The scope of PG&E's PSEP is based upon pipeline segments previously identified as not having been strength tested and/or without traceable, verifiable and complete records of such a test. The specific actions to be taken under PSEP and the prioritization of such projects are based upon the results of consistently applying a sequential decision process (Decision Tree) to pipeline segment features information. PG&E's original PSEP scope was based upon pipeline data as of April 2011 and PG&E anticipated that the update and completion of the review of pipeline segment information would alter the scope of PSEP's projects. During the PSEP proceeding, PG&E confirmed that the PSEP scope, as filed, excluded any pipeline segments previously included within other recovery mechanism, including projects approved as part of the Gas Accord V Settlement in D.11-04-031.

To the extent that additional scope has been added to a PSEP project that does not meet the PSEP Decision Tree criteria (or it is a non-adjacent non-HCA Class 1 of 2 pipe segment) PG&E has identified and is separately tracking costs associated with this increased project scope. Examples would be an increase in pipeline diameter to support future capacity needs or a project identified in D.11-04-031 is engineered, permitted and constructed with an adjacent PSEP project to capture efficiencies.

PG&E will provide the specific engineering decision tree results supporting the actions being taken within the PSEP program upon completion of its MAOP records validation process and as part of its subsequent Update Application.

**28. Record Improvement Efforts Progress**

*Progress report on record improvement efforts, including report on costs absorbed by shareholders.*

**Response**

PG&E's Mariner Project (formerly referred to as the GTAM Project), is part of the Pipeline Records Integration Program proposed in the PSEP filing. The Mariner Project will further enhance the safety and reliability of PG&E's gas transmission system through increased access to pipeline systems data, integrated risk management and integrity management analytics.

The Mariner project made progress in several functional areas by providing new mobile devices to field personnel, replacing outdated hardware, providing access to electronic maps, and converting records as part of the MAOP Validation Project. Mariner is also progressing toward deploying integrated risk management tools, integrating work management and asset systems, and mobilizing corrective and preventative maintenance processes.

**29. Additional Relevant Information**

*Any additional relevant information not listed above as specified in hearing Exh. 2 at 8E-1 and 8E-2.*

**Response**

PG&E considers that the information provided within this report covers all aspects previously outlined in *hearing Exh. 2 at 8E-1 and 8E-2.*



**PACIFIC GAS AND ELECTRIC COMPANY**  
**APPENDIX**

TABLE 11-1  
 PACIFIC GAS AND ELECTRIC COMPANY  
 PROJECT STATUS SUMMARY - PROJECTS COMPLETED  
 REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing PSRS | New PSRS | Order Number | Project Description  | Construction Contractor | Mobilization Date | Tie-in date | Job Estimate Amount | Total Cost       | Labor Cost      | Materials Cost  | Contracts Cost   | Other Cost      | Variance to Budget | Disallowed Cost | >10% Over Budget | Comments   |
|--------|------------------|----------|--------------|--|-------------------------|-------------------|-------------|---------------------|------------------|-----------------|-----------------|------------------|-----------------|--------------------|-----------------|------------------|--|
| 1      | 24012            | 24012    | 30846923     | I-002 L-300B MP 351.8-390.9 UPGRADE PH-1                         | GC                      | 25-Apr-12         | 18-Nov-12   | \$ 8,079,437.00     | \$ 7,469,204.54  | \$ 2,980,197.07 | \$ 1,734,409.70 | \$ 1,644,292.17  | \$ 1,110,305.60 | \$ 610,232.46      | \$ -            | No               |  |
| 2      | 24021            | 24021    | 30846925     | I-004 L-300A MP 352.3-391.2 UPGRADE PH-1                         | GC                      | 16-May-12         | 05-Nov-12   | \$ 6,759,729.00     | \$ 6,554,811.53  | \$ 2,759,708.10 | \$ 1,820,550.34 | \$ 984,082.55    | \$ 990,470.54   | \$ 204,917.47      | \$ -            | No               |  |
| 3      | 23816            | 23816    | 30841613     | R-004 L-1425 REPL 1.04mi MP 5.32-6.35 PH1                        | ARB                     | 09-Jul-12         | 29-Sep-12   | \$ 5,816,423.00     | \$ 5,395,373.02  | \$ 372,021.58   | \$ 222,956.44   | \$ 4,659,988.56  | \$ 140,406.44   | \$ 421,049.98      | \$ 1,295,225.21 | No               |  |
| 4      | 23832            | 26029    | 30842215     | R-006 L-111A REPL 8.83MI MP 18.70-27.54 PH1                      | Snelson                 | 21-Aug-12         | 28-Feb-13   | \$ 34,567,931.00    | \$ 32,921,161.42 | \$ 857,146.71   | \$ 5,588,642.82 | \$ 24,036,528.02 | \$ 2,438,843.87 | \$ 1,646,769.58    | \$ 344.77       | No               | Delayed tie-in from 2012 to 2013 due to additional Integrity Management (IM) tie-in and construction complications including land acquisition delays.  |
| 5      | 23797            | 23797    | 30842228     | R-012 L-167-1 REPL 2.09MI MP 4.45-6.55 PH1                       | GC                      | 06-Jun-12         | 22-Sep-12   | \$ 5,128,244.00     | \$ 5,638,893.40  | \$ 1,800,345.00 | \$ 899,421.19   | \$ 2,072,888.00  | \$ 866,239.21   | \$ (510,649.40)    | \$ 472.45       | Yes              |  |
| 6      | 23698            | 27572    | 30842237     | R-013 L-210A REPL 0.61MI MP 19.69-20.22 PH1                      | GC                      | 10-Jul-12         | 30-Aug-12   | \$ 4,038,841.00     | \$ 3,967,488.14  | \$ 1,265,123.57 | \$ 655,264.49   | \$ 1,494,826.63  | \$ 552,273.45   | \$ 71,352.86       | \$ 322.59       | No               |  |
| 7      | 23746            | 23746    | 30841475     | R-017 L-131_2 REPL 0.29MI MP 8.15-8.44 PH1                       | Rockford                | 02-Aug-12         | 22-Aug-12   | \$ 2,497,481.00     | \$ 2,744,606.69  | \$ 376,271.29   | \$ 99,816.67    | \$ 1,877,967.75  | \$ 390,550.98   | \$ (247,125.69)    | \$ -            | Yes              |  |
| 8      | 23688            | 26045    | 30841472     | R-018 L-114_2 REPL 1.72MI MP 9.03-10.52 PH1                      | Rockford                | 21-Sep-12         | 12-Jan-13   | \$ 13,961,750.00    | \$ 16,483,229.05 | \$ 1,083,483.23 | \$ 1,989,983.59 | \$ 12,816,591.13 | \$ 593,171.10   | \$ (2,521,479.05)  | \$ 29,155.85    | Yes              | Delayed tie-in from 2012 to 2013 due to productivity impacts during construction. Job Estimate (JE) created prior to project split into 3 portions for constructability reasons and then allocated to each project based on mileage. However, this method did not take into account the 2 additional mob/de-mob costs, site restoration costs and other site specific conditions that may vary along the line. For the other 2 projects, planned for 2013 and 2014, new JEs will be created. |
| 9      | 23772            | 23772    | 30842234     | R-020 L-181A REPL 1.73mi MP 15.31-16.81 PH1                      | ARB                     | 23-Mar-12         | 18-May-12   | \$ 7,832,592.00     | \$ 6,452,899.93  | \$ 656,612.08   | \$ 557,589.28   | \$ 4,929,084.12  | \$ 309,614.45   | \$ 1,379,692.07    | \$ 3,115.29     | No               |  |
| 10     | 23724            | 25722    | 30891738     | R-021 L-109_2A REPL 0.41mi MP 11.52-11.93 PH1                    | Rockford                | 11-Jul-12         | 06-Oct-12   | \$ 4,415,580.00     | \$ 3,901,698.01  | \$ 383,607.35   | \$ 357,643.85   | \$ 2,931,291.85  | \$ 229,154.96   | \$ 513,881.99      | \$ 1,217.33     | No               | Accelerated from 2013 to 2012 for Integrity Management reasons.  |
| 11     | 23728            | 26001    | 30842130     | R-024 L-103 REPL 0.65MI MP 16.61-19.60 PH1                       | GC                      | 11-Sep-12         | 09-Nov-12   | \$ 9,636,306.00     | \$ 3,992,181.85  | \$ 736,013.82   | \$ 409,443.73   | \$ 2,639,401.66  | \$ 207,322.64   | \$ 5,644,124.15    | \$ -            | No               | Accelerated from 2014 to 2012 for Integrity Management reasons.  |
| 12     | 23365            | 23364    | 30847129     | R-025 L-109 REPL 1.12 MI MP 3.41-4.45 Spread 1                   | Snelson                 | 08-Aug-12         | 05-Dec-12   | \$ 14,840,076.00    | \$ 14,036,893.44 | \$ 1,167,334.39 | \$ 1,348,604.30 | \$ 9,349,312.12  | \$ 2,171,642.63 | \$ 803,182.56      | \$ 17,666.79    | No               |  |
| 13     | 23365            | 23289    | 30839723     | R-026 L-109 REPL 0.31MI MP 5.03-5.34 Spread 2&3                  | Snelson                 | 28-Sep-11         | 11-Apr-12   | \$ 4,201,506.00     | \$ 5,436,699.25  | \$ 530,240.52   | \$ 243,547.33   | \$ 4,150,041.43  | \$ 512,869.97   | \$ (1,235,193.25)  | \$ 82,468.53    | Yes              |  |
| 14     | 23365            | 23295    | 30839725     | R-027 L-109 REPL 1.1 MI MP 5.60-6.72 Spread 4                    | Snelson                 | 05-Jun-12         | 25-Oct-12   | \$ 12,563,093.00    | \$ 9,962,948.71  | \$ 704,058.30   | \$ 970,462.39   | \$ 7,663,673.91  | \$ 624,754.11   | \$ 2,600,144.29    | \$ 8,764.41     | No               |  |
| 15     | 23365            | 23365    | 30847127     | R-028 L-109 REPL 0.53MI MP 7.04-7.57 Spread 5                    | Snelson                 | 01-May-12         | 19-Jun-12   | \$ 8,947,447.00     | \$ 3,780,766.41  | \$ 220,523.73   | \$ 417,249.31   | \$ 2,896,257.47  | \$ 246,735.90   | \$ 5,166,680.59    | \$ -            | No               |  |
| 16     | 23704            | 26019    | 30842212     | R-030 L-109_3A REPL 1.61mi MP 17.01-18.61 PH1                    | US Pipeline             | 20-Aug-12         | 16-Dec-12   | \$ 19,613,802.00    | \$ 19,758,400.96 | \$ 1,985,019.15 | \$ 1,534,385.66 | \$ 14,916,410.34 | \$ 1,322,585.81 | \$ (144,598.96)    | \$ 156,915.31   | No               | Accelerated from 2014 to 2012 for Integrity Management reasons.  |
| 17     | 23807            | 23807    | 30842178     | R-041 DFM-1020-01 REPL 2.69mi MP 0.00-2.69 PH1 8" Dist.          | GC                      | 31-May-12         | 14-Jan-13   | \$ 2,515,322.00     | \$ 2,913,090.89  | \$ 689,110.54   | \$ 79,883.25    | \$ 94,369.30     | \$ 2,049,727.80 | \$ (397,768.89)    | \$ 1,517,983.31 | Yes              | Accelerated from 2014 to 2012 and replaced with Distribution piping to align with PG&E's commitment to retire or replace 1,200 High Pressure Regulators (HPRs) by the end of 2012.   |
| 18     | 23692            | 26024    | 30897895     | R-047 L-109_4B REPL 0.47 MI MP 28.21-28.6 PH1                    | US Pipeline             | 26-Sep-12         | 08-Dec-12   | \$ 4,707,842.00     | \$ 4,931,206.40  | \$ 515,974.47   | \$ 432,082.24   | \$ 3,706,646.28  | \$ 276,503.41   | \$ (223,364.40)    | \$ -            | No               | Accelerated from 2014 to 2012 for Integrity Management reasons.  |
| 19     | 23692            | 26026    | 30897897     | R-049 L-109_4D REPL 0.67MI MP 32.41-33.08 PH1                    | US Pipeline             | 12-Oct-12         | 08-Dec-12   | \$ 6,681,213.00     | \$ 6,683,520.95  | \$ 252,280.04   | \$ 662,244.75   | \$ 5,537,587.38  | \$ 231,408.78   | \$ (2,307.95)      | \$ -            | No               | Accelerated from 2014 to 2012 for Integrity Management reasons.  |
| 20     | 23728            | 27529    | 30930685     | R-070 L-103 REPL 0.43MI MP 20.02-20.54 PH1                       | GC                      | 27-Jul-12         | 30-Aug-12   | \$ 3,153,155.00     | \$ 1,441,753.59  | \$ 311,098.00   | \$ 171,165.58   | \$ 683,101.56    | \$ 276,388.45   | \$ 1,711,401.41    | \$ -            | No               | Accelerated from 2014 to 2012 for efficiency reasons to coordinate with General Construction (GC) work.  |
| 21     | 23862            | 23862    | 30842187     | R-071 DFM-1502-08 REPL 0.52MI MP 0.01-0.52 PH1                   | GC                      | 29-Oct-12         | 03-Jan-13   | \$ 769,377.00       | \$ 791,978.82    | \$ 492,440.64   | \$ 78,177.74    | \$ 99,676.82     | \$ 121,683.62   | \$ (22,601.82)     | \$ 423,425.36   | No               | Accelerated from 2014 to 2012 to avoid a pressure reduction and to coordinate with Division work to convert to low pressure main and remove HPRs in 2012.  |
| 22     | 23875            | 23875    | 30842188     | R-072 DFM-1503-01 DEACTIVATE 0.93MI MP 0.00-0.92 PH1             | GC                      | 20-Sep-12         | 19-Oct-12   | \$ 502,904.00       | \$ 518,231.75    | \$ 325,176.91   | \$ 38,614.71    | \$ 72,511.19     | \$ 81,928.94    | \$ (15,327.75)     | \$ 6,378.04     | No               |  |
| 23     | 23698            | 27521    | 30930082     | R-073 L-210A REPL 0.20MI MP 25.41-25.62 PH1                      | GC                      | 14-Sep-12         | 27-Nov-12   | \$ 2,034,035.00     | \$ 1,648,123.29  | \$ 811,113.88   | \$ 307,278.08   | \$ 230,679.21    | \$ 299,052.12   | \$ 385,911.71      | \$ -            | No               |  |
| 24     | N/A              | 27758    | 30936321     | R-074 L-164 REPL Coalinga Cross Over 0.39mi                      | GC                      | 16-Jul-12         | 31-Aug-12   | \$ -                | \$ 9,691.09      | \$ 8,620.46     | \$ -            | \$ -             | \$ 1,070.63     | \$ (9,691.09)      | \$ -            | No               | Added post filing to construct new 8" cross tie for L-164 into existing regulator for L-300B to provide permanent secondary feed to Coalinga Tap. Also abandon 2100 ft. of L-164. This work was done in conjunction with ILL project I-02 (PSRS 24012). JE was not completed because the estimate for this is included in the JE for I-02 (PSRS 24012).  |
| 25     | 24890            | 27843    | 30865380     | R-075 DFM-1607-01 RIM 204 REPL 0.63MI MP 0.00-0.63 PH1           | GC                      | 26-Sep-12         | 05-Nov-12   | \$ 1,530,747.00     | \$ 1,771,811.46  | \$ 868,970.66   | \$ 64,697.45    | \$ 632,809.10    | \$ 205,334.25   | \$ (241,064.46)    | \$ 189,794.41   | Yes              | Accelerated from 2014 to 2012 for Integrity Management reasons.  |
| 26     | 23701            | 23701    | 30842202     | R-076 DFM-7225-02 RIM 205 REPL Down Rate 2.42MI MP 0.00-2.42 PH1 | GC                      | 31-Oct-12         | 08-Dec-12   | \$ 3,048,993.00     | \$ 1,900,005.05  | \$ 891,225.02   | \$ 90,376.71    | \$ 736,960.14    | \$ 181,443.18   | \$ 1,148,987.95    | \$ 179,202.55   | No               | Accelerated from 2014 to 2012 for Integrity Management reasons.  |
| 27     | 23505            | 26265    | 41637747     | T-013B-12, Line L-109, Daly City                                 | ARB                     | 20-Aug-12         | 08-Nov-12   | \$ 2,058,891.00     | \$ 2,224,217.69  | \$ 321,365.18   | \$ 61,403.98    | \$ 1,822,497.28  | \$ 18,951.25    | \$ (165,326.69)    | \$ 2,201,625.61 | No               |  |
| 28     | 23557            | 25850    | 41599878     | T-018-12, Line L-132, San Francisco                              | ARB                     | 28-May-12         | 11-Jul-12   | \$ 2,705,882.00     | \$ 1,979,307.76  | \$ 294,064.88   | \$ 72,536.61    | \$ 1,472,360.11  | \$ 140,346.16   | \$ 726,574.24      | \$ 1,979,307.76 | No               |  |
| 29     | 23511            | 25857    | 41613029     | T-021-12, Line L-191-1, Pittsburg                                | ARB                     | 27-Feb-12         | 30-Mar-12   | \$ 2,012,197.00     | \$ 1,732,521.40  | \$ 376,081.30   | \$ 35,385.86    | \$ 1,203,354.35  | \$ 117,699.89   | \$ 279,675.60      | \$ 1,732,521.40 | No               |  |
| 30     | 23496            | 25863    | 41617916     | T-025-12, Line L-100, San Jose                                   | Michels                 | 19-Mar-12         | 07-Jun-12   | \$ 2,558,935.00     | \$ 4,735,399.44  | \$ 784,535.31   | \$ 39,292.26    | \$ 3,643,940.00  | \$ 267,631.87   | \$ (2,176,464.44)  | \$ 4,644,066.79 | Yes              |  |
| 31     | 24537            | 27746    | 41709445     | T-025B-11, Line L-132, Santa Clara                               | Michels                 | 11-Jul-12         | 27-Aug-12   | \$ 2,369,526.00     | \$ 2,685,192.23  | \$ 117,823.70   | \$ 30,679.38    | \$ 1,797,775.90  | \$ 738,913.25   | \$ (315,666.23)    | \$ 1,948,945.14 | Yes              | Delayed from 2011 to 2012 because the line needed to be placed back in service for Winter Operations.  |
| 32     | 23496            | 25865    | 41600042     | T-026-12, Line L-100, San Jose                                   | Michels                 | 19-Mar-12         | 07-Jun-12   | \$ 1,919,321.00     | \$ 1,899,643.76  | \$ 418,049.22   | \$ 28,770.16    | \$ 1,355,631.05  | \$ 97,193.33    | \$ 19,677.24       | \$ 1,886,983.96 | No               |  |
| 33     | 23496            | 25868    | 41600043     | T-027-12, Line L-100, Milpitas                                   | Michels                 | 19-Mar-12         | 07-Jun-12   | \$ 1,741,604.00     | \$ 1,000,090.48  | \$ 188,222.36   | \$ 12,967.26    | \$ 740,029.49    | \$ 58,871.37    | \$ 741,513.52      | \$ 1,000,090.48 | No               |  |
| 34     | 24537            | 24530    | 41497347     | T-038-11, Line L-132, San Francisco                              | ARB                     | 14-May-12         | 12-Jun-12   | \$ 2,413,312.00     | \$ 2,825,496.80  | \$ 449,146.96   | \$ 42,319.23    | \$ 2,066,100.45  | \$ 267,930.16   | \$ (412,184.80)    | \$ 2,780,054.60 | Yes              | Delayed from 2011 to 2012 because the line needed to be placed back in service for Winter Operations.  |
| 35     | N/A              | 28473    | 41801221     | T-038B-11, Line L-132, Daly City                                 | Snelson                 | N/A               | 25-Feb-13   | \$ -                | \$ 32,281.59     | \$ 28,923.75    | \$ -            | \$ 3,041.68      | \$ 316.16       | \$ (32,281.59)     | \$ 32,196.19    | No               | Delayed from 2011 to 2013 and split from T-038-11 (PSRS 24530) to coordinate with the Martin Station Rebuild project because this portion is in the station. No separate JE because this was a joint project.  |
| 36     | 24537            | 24531    | 41497348     | T-039B-11, Line L-132, San Francisco                             | ARB                     | 28-May-12         | 11-Jul-12   | \$ 2,835,566.00     | \$ 2,532,479.15  | \$ 570,589.49   | \$ 50,884.54    | \$ 1,757,106.56  | \$ 153,898.56   | \$ 303,086.85      | \$ 2,532,479.15 | No               | Delayed from 2011 to 2012 because the line needed to be placed back in service for Winter Operations.  |

TABLE 11-1  
PACIFIC GAS AND ELECTRIC COMPANY  
PROJECT STATUS SUMMARY - PROJECTS COMPLETED  
REPORTING PERIOD APRIL 1, 2011 - MARCH 31, 2013

| Line # | PSEP Filing PSRS | New PSRS | Order Number | Project Description                            | Construction Contractor | Mobilization Date | Tie-In date | Job Estimate Amount | Total Cost      | Labor Cost      | Materials Cost | Contracts Cost  | Other Cost        | Variance to Budget | Disallowed Cost | >10% Over Budget | Comments   |
|--------|------------------|----------|--------------|--|-------------------------|-------------------|-------------|---------------------|-----------------|-----------------|----------------|-----------------|-------------------|--------------------|-----------------|------------------|--|
| 37     | 23467            | 25893    | 41617923     | T-040-12, Line DFM-7221-10, Salida/Modesto     | ARB                     | 02-Apr-12         | 29-Apr-12   | \$ 1,885,158.00     | \$ 1,367,455.45 | \$ 268,808.50   | \$ 64,727.28   | \$ 984,326.14   | \$ 49,593.53      | \$ 517,702.55      | \$ 1,367,455.00 | No               |  |
| 38     | 23510            | 25899    | 41617925     | T-044-12, Line L-138, Fresno                   | Underground             | 19-Jun-12         | 03-Aug-12   | \$ 2,264,489.00     | \$ 1,992,510.57 | \$ 339,909.75   | \$ 53,328.53   | \$ 1,542,615.17 | \$ 56,657.12      | \$ 271,978.43      | \$ 1,989,691.24 | No               |  |
| 39     | 23510            | 25901    | 41600052     | T-045-12, Line L-138, Fresno                   | Underground             | 19-Jun-12         | 03-Aug-12   | \$ 2,339,602.00     | \$ 2,030,439.11 | \$ 326,844.79   | \$ 36,073.21   | \$ 1,533,932.49 | \$ 133,588.62     | \$ 309,162.89      | \$ 1,965,523.66 | No               |  |
| 40     | 23510            | 25810    | 41600054     | T-047-12, Line L-138, Fresno                   | Underground             | 21-Aug-12         | 19-Sep-12   | \$ 1,669,762.00     | \$ 1,284,794.16 | \$ 254,433.74   | \$ 13,242.05   | \$ 999,620.92   | \$ 17,497.45      | \$ 384,967.84      | \$ 1,283,677.73 | No               |  |
| 41     | 23582            | 26476    | 41650674     | T-047C-11, Line L-153, Oakland                 | ARB                     | 23-Jul-12         | 19-Oct-12   | \$ 4,148,474.00     | \$ 1,606,275.99 | \$ 277,942.33   | \$ 222,734.97  | \$ 4,417,345.19 | \$ (3,311,746.50) | \$ 2,542,198.01    | \$ 1,606,275.99 | No               | Delayed from 2011 to 2012 because the line needed to be placed back in service for Winter Operations.  |
| 42     | 23493            | 25812    | 41617926     | T-048-12, Line L-142N, Bakersfield             | Snelson                 | 26-Mar-12         | 04-May-12   | \$ 2,170,076.00     | \$ 1,955,152.51 | \$ 217,107.16   | \$ 22,071.39   | \$ 1,589,491.57 | \$ 126,482.39     | \$ 214,923.49      | \$ 1,950,860.24 | No               |  |
| 43     | 23493            | 25816    | 41600055     | T-049-12, Line L-142N, Bakersfield             | Snelson                 | 26-Mar-12         | 04-May-12   | \$ 2,471,280.00     | \$ 1,808,153.34 | \$ 222,408.26   | \$ 28,096.75   | \$ 1,520,985.54 | \$ 36,662.79      | \$ 663,126.66      | \$ 1,807,827.48 | No               |  |
| 44     | 23495            | 25821    | 41617927     | T-052-12, Line L-142S, Bakersfield             | Michels                 | 04-Jun-12         | 13-Jul-12   | \$ 1,555,664.00     | \$ 1,224,437.80 | \$ 219,864.40   | \$ 9,700.65    | \$ 943,852.06   | \$ 51,020.69      | \$ 331,226.20      | \$ 1,223,538.81 | No               |  |
| 45     | 23495            | 25822    | 41600058     | T-053-12, Line L-142S, Bakersfield             | Michels                 | 04-Jun-12         | 13-Jul-12   | \$ 1,654,964.00     | \$ 1,328,289.78 | \$ 236,459.60   | \$ 6,633.31    | \$ 1,033,090.73 | \$ 52,106.14      | \$ 326,674.22      | \$ 1,328,160.29 | No               |  |
| 46     | 23495            | 25824    | 41600059     | T-054-12, Line L-142S, Bakersfield             | Michels                 | 02-Jul-12         | 25-Jul-12   | \$ 1,645,362.00     | \$ 1,154,990.69 | \$ 272,568.84   | \$ 18,646.61   | \$ 804,924.76   | \$ 58,850.48      | \$ 490,371.31      | \$ 1,154,845.46 | No               |  |
| 47     | 23497            | 25826    | 41617928     | T-055-12, Line L-300A, Tehachapi               | ARB                     | 01-Aug-12         | 07-Sep-12   | \$ 1,926,659.00     | \$ 1,713,228.45 | \$ 276,210.53   | \$ 32,170.32   | \$ 1,333,482.42 | \$ 71,365.18      | \$ 213,430.55      | \$ 1,703,185.93 | No               |  |
| 48     | 24495            | 24499    | 41497315     | T-057E-11, Line L-300A, San Bernardino         | Snelson                 | 07-Feb-12         | 22-Mar-12   | \$ 4,785,929.00     | \$ 2,262,637.43 | \$ 386,942.14   | \$ 132,811.05  | \$ 3,496,479.04 | \$ (1,753,594.80) | \$ 2,523,291.57    | \$ 2,257,937.41 | No               | Delayed from 2011 to 2012 due to difficulty in obtaining a required permit.  |
| 49     | 23497            | 26783    | 41663877     | T-057W-11, Line L-300A, Kern                   | Snelson                 | 07-Feb-12         | 22-Mar-12   | \$ -                | \$ 2,258,172.93 | \$ 7,568.13     | \$ -           | \$ 345,420.21   | \$ 1,905,184.59   | \$ (2,258,172.93)  | \$ 2,257,846.29 | No               | Delayed from 2011 to 2012 due to difficulty in obtaining a required permit. Project split into East and West portions after JE was completed for constructability reasons. JE recorded with E portion.   |
| 50     | 23497            | 25830    | 41600062     | T-059-12, Line L-300A, Bakersfield             | ARB                     | 06-Jul-12         | 28-Jul-12   | \$ 1,568,054.00     | \$ 1,388,171.25 | \$ 212,603.46   | \$ 74,633.38   | \$ 1,055,931.04 | \$ 45,003.37      | \$ 179,882.75      | \$ 1,387,680.94 | No               |  |
| 51     | 23497            | 25394    | 41587447     | T-061-12, Line L-300A, Coalinga                | Snelson                 | 09-Jan-12         | 30-Jan-12   | \$ -                | \$ 2,866,128.72 | \$ 196,914.52   | \$ 34,730.22   | \$ 2,557,672.91 | \$ 76,811.07      | \$ (2,866,128.72)  | \$ 2,866,128.72 | No               | JE consolidated within 2011 program authorization.   |
| 52     | 23535            | 25849    | 41600067     | T-073-12, Line L-021F, San Rafael              | ARB                     | 17-Apr-12         | 22-May-12   | \$ 2,390,861.00     | \$ 2,321,516.11 | \$ 588,088.02   | \$ 28,511.08   | \$ 1,514,960.20 | \$ 189,956.81     | \$ 69,344.89       | \$ 2,321,516.11 | No               |  |
| 53     | 23552            | 25858    | 41617940     | T-079-12, Line L-119A, Davis                   | ARB                     | 20-Jul-12         | 07-Sep-12   | \$ 2,393,502.00     | \$ 2,483,721.12 | \$ 527,652.57   | \$ 24,191.52   | \$ 1,746,000.65 | \$ 185,876.38     | \$ (90,219.12)     | \$ 2,475,274.87 | No               |  |
| 54     | 23525            | 25877    | 41617945     | T-089-12, Line L-210B, Fairfield               | ARB                     | 01-Aug-12         | 05-Oct-12   | \$ 2,741,692.00     | \$ 1,868,698.86 | \$ 348,210.75   | \$ 22,283.60   | \$ 1,451,373.14 | \$ 46,831.37      | \$ 872,993.14      | \$ 1,868,698.86 | No               |  |
| 55     | 23525            | 25879    | 41600073     | T-090-12, Line L-210B, Fairfield               | ARB                     | 01-Aug-12         | 05-Oct-12   | \$ 3,408,582.00     | \$ 2,960,392.18 | \$ 486,228.90   | \$ 30,522.82   | \$ 2,364,209.55 | \$ 79,430.91      | \$ 448,189.82      | \$ 2,922,785.24 | No               |  |
| 56     | 23525            | 25881    | 41600074     | T-091-12, Line L-210B, Fairfield               | ARB                     | 29-Aug-12         | 24-Oct-12   | \$ 2,732,533.00     | \$ 2,312,118.25 | \$ 532,940.00   | \$ 26,316.22   | \$ 1,732,633.60 | \$ 20,228.43      | \$ 420,414.75      | \$ 2,312,118.25 | No               |  |
| 57     | 23525            | 25883    | 41600075     | T-092-12, Line L-210B, Napa                    | ARB                     | 25-Sep-12         | 15-Oct-12   | \$ 1,855,572.00     | \$ 1,532,937.66 | \$ 286,007.14   | \$ 27,462.87   | \$ 1,159,435.21 | \$ 60,032.44      | \$ 322,634.34      | \$ 1,531,780.98 | No               |  |
| 58     | 23929            | 25890    | 41600077     | T-096-12, Line DFM-1816-01, Santa Cruz         | Underground             | 26-Jun-12         | 27-Jul-12   | \$ 2,131,348.00     | \$ 3,501,272.39 | \$ 1,192,874.78 | \$ 73,987.31   | \$ 2,063,598.85 | \$ 170,811.45     | \$ (1,369,924.39)  | \$ 3,501,272.39 | Yes              | Accelerated from 2013 to 2012 in order to (along with T-101-12) lift a pressure reduction on the line. Also accelerated to spread out the scheduling of the 3 tests on this line due to the very large quantities of Liquefied Natural Gas (LNG) required to support customers during the tests. |
| 59     | 23513            | 25892    | 41617948     | T-097-12, Line L-148, Modesto                  | Snelson                 | 05-Mar-12         | 03-Apr-12   | \$ 2,298,717.00     | \$ 2,142,006.45 | \$ 227,191.31   | \$ 23,818.92   | \$ 1,787,406.42 | \$ 103,589.80     | \$ 156,710.55      | \$ 2,138,879.35 | No               | Delayed from 2011 to 2012 because the line needed to be placed back in service for Winter Operations. Test is needed to raise the pressure of the line, but is a non-High Consequence Area (HCA) making the delay possible.  |
| 60     | 23513            | 25898    | 41600079     | T-099-12, Line L-148, Modesto                  | Snelson                 | 22-Mar-12         | 24-Apr-12   | \$ 2,149,207.00     | \$ 1,773,705.30 | \$ 373,354.24   | \$ 39,380.90   | \$ 1,309,823.11 | \$ 51,147.05      | \$ 375,501.70      | \$ 1,773,025.80 | No               | Delayed from 2011 to 2012 because the line needed to be placed back in service for Winter Operations. Test is needed to raise the pressure of the line, but is a non-HCA making the delay possible.  |
| 61     | 24204            | 24204    | 41482858     | T-10 L-105C MP 0 to MP 1.76                    | ARB                     | 11-Aug-11         | 31-Aug-11   | \$ -                | \$ 2,046,482.42 | \$ 197,528.27   | \$ 76,953.92   | \$ 1,683,901.33 | \$ 88,098.90      | \$ (2,046,482.42)  | \$ 2,046,482.42 | No               | JE consolidated within 2011 program authorization.   |
| 62     | 23513            | 25900    | 41600080     | T-100-12, Line L-148, Modesto                  | Snelson                 | 13-Apr-12         | 19-May-12   | \$ 2,049,661.00     | \$ 2,171,301.18 | \$ 390,550.97   | \$ 15,394.95   | \$ 1,716,687.76 | \$ 48,667.50      | \$ (121,640.18)    | \$ 2,167,476.58 | No               | Delayed from 2011 to 2012 because the line needed to be placed back in service for Winter Operations. Test is needed to raise the pressure of the line, but is a non-HCA making the delay possible.  |
| 63     | 23905            | 25904    | 41622643     | T-101-12, Line DFM-3010-01, Antioch            | ARB                     | 21-Jan-13         | 04-Feb-13   | \$ 1,664,377.00     | \$ 995,733.84   | \$ 321,654.36   | \$ 5,569.79    | \$ 670,914.76   | \$ (2,405.07)     | \$ 668,643.16      | \$ 954,167.97   | No               | Delayed from 2012 to 2013 to allow more time to coordinate with the customer who will need to have a planned shutdown on the line to allow the hydrotest.  |
| 64     | 23548            | 25908    | 41622647     | T-102D-12, Line L-118A, Chowchilla             | Michels                 | 23-May-12         | 19-Jun-12   | \$ 1,607,699.00     | \$ 940,071.22   | \$ 185,249.53   | \$ 11,033.11   | \$ 735,937.56   | \$ 7,851.02       | \$ 667,627.78      | \$ 940,071.22   | No               |  |
| 65     | 23548            | 25913    | 41622649     | T-102F-12, Line L-118A, Merced                 | Michels                 | 08-Jun-12         | 10-Jul-12   | \$ 1,915,883.00     | \$ 1,304,957.54 | \$ 197,688.76   | \$ 10,021.38   | \$ 1,088,701.88 | \$ 8,545.52       | \$ 610,925.46      | \$ 1,304,944.25 | No               |  |
| 66     | 24537            | 25917    | 41622651     | T-104-12, Line L-132, San Carlos               | ARB                     | 26-Jul-12         | 27-Sep-12   | \$ 3,466,093.00     | \$ 3,519,086.50 | \$ 753,098.23   | \$ 80,065.00   | \$ 2,431,569.34 | \$ 254,353.93     | \$ (52,993.50)     | \$ 3,519,086.50 | No               | Delayed from 2011 to 2012 due to difficulty in obtaining a required permit.  |
| 67     | 23513            | 26090    | 41474082     | T-109 E/W L-148 MP 0 to MP 17.63               | Snelson                 | 17-Oct-11         | 03-Nov-11   | \$ -                | \$ 1,829,025.09 | \$ 205,158.95   | \$ 29,890.44   | \$ 1,414,974.56 | \$ 1,829,001.14   | \$ (1,829,025.09)  | \$ 1,829,025.09 | No               | JE consolidated within 2011 program authorization.   |
| 68     | 24560            | 24206    | 41482920     | T-11 L-105N MP 11.07 to MP 11.86               | ARB                     | 11-May-11         | 12-Jun-11   | \$ -                | \$ 986,694.18   | \$ 183,657.48   | \$ 36,177.07   | \$ 730,883.13   | \$ 35,976.50      | \$ (986,694.18)    | \$ 986,694.18   | No               | JE consolidated within 2011 program authorization.   |
| 69     | 23497            | 25926    | 41622656     | T-110-12, Line L-300A, Hollister               | H&M                     | 06-Aug-12         | 31-Aug-12   | \$ 3,119,057.00     | \$ 2,729,371.13 | \$ 403,492.03   | \$ 22,841.73   | \$ 2,183,314.97 | \$ 119,722.40     | \$ 389,685.87      | \$ 2,729,371.13 | No               | Delayed from 2011 to 2012 because this section of the line is not Priority 1 for Hydrotest 2011 due to class location (1 or 2).  |
| 70     | 24555            | 24555    | 41497367     | T-112 L-191 MP 9.44 to MP 10.57                | ARB                     | 10-Oct-11         | 15-Nov-11   | \$ -                | \$ 1,394,756.67 | \$ 103,262.89   | \$ 37,894.45   | \$ 1,155,111.47 | \$ 98,487.86      | \$ (1,394,756.67)  | \$ 1,394,756.67 | No               | JE consolidated within 2011 program authorization.   |
| 71     | 23497            | 26088    | 41474039     | T-116A L-300A MP 267.935 to MP 269.833         | Snelson                 | 26-Oct-11         | 21-Nov-11   | \$ -                | \$ 3,019,545.36 | \$ 253,124.37   | \$ 35,379.84   | \$ 2,622,541.38 | \$ 108,499.77     | \$ (3,019,545.36)  | \$ 3,019,545.36 | No               | Accelerated from 2012 to 2011 because Hydrotest 2011 identified this section as Priority 1, needing to be tested in 2011. JE consolidated within 2011 program authorization.   |
| 72     | 23497            | 26088    | 41474039     | T-116B L-300A MP 267.935 to MP 269.833         | Snelson                 | 26-Oct-11         | 21-Nov-11   | \$ -                | See T-116B      | See T-116B      | See T-116B     | See T-116B      | See T-116B        | See T-116B         | See T-116B      | No               | Accelerated from 2012 to 2011 because Hydrotest 2011 identified this section as Priority 1, needing to be tested in 2011. JE consolidated within 2011 program authorization.   |
| 73     | N/A              | 25340    | 41545511     | T-117 L-300B MP 283.50 to MP 284.56            | Snelson                 | 17-Oct-11         | 31-Oct-11   | \$ -                | \$ 1,481,880.44 | \$ 46,519.88    | \$ (512.41)    | \$ 1,224,051.49 | \$ 211,821.48     | \$ (1,481,880.44)  | \$ 1,481,880.44 | No               | Added project separate from filing because the line met the Hydrotest 2011 criteria to be tested as Priority 1. JE consolidated within 2011 program authorization.   |
| 74     | 23557            | 26104    | 41613031     | T-12017 L-132 MP 40.04 TO MP 40.08             | ARB                     | 15-Nov-11         | 22-Nov-11   | \$ -                | \$ 15,738.20    | \$ -            | \$ 135.27      | \$ 15,597.30    | \$ 5.63           | \$ (15,738.20)     | \$ 15,738.20    | No               | Accelerated from 2012 to 2011 due to location in San Bruno. JE approval consolidated within 2011 program authorization.  |
| 75     | 23497            | 25393    | 41587446     | T-12056 T-118A/B L-300A MP 239.57 to MP 244.03 | Snelson                 | 03-Nov-11         | 21-Nov-11   | \$ -                | \$ 4,136,927.29 | \$ 83,223.18    | \$ 3,171.20    | \$ 3,870,800.16 | \$ 179,732.75     | \$ (4,136,927.29)  | \$ 4,136,927.29 | No               | Accelerated from 2012 to 2011 because Hydrotest 2011 identified this section as Priority 1, needing to be tested in 2011. JE consolidated within 2011 program authorization.   |
| 76     | 23497            | 25395    | 41587448     | T12062 L-300A MP 384.398 to MP 385.456         | Snelson                 | 07-Nov-11         | 19-Nov-11   | \$ -                | \$ 1,688,286.25 | \$ 42,481.67    | \$ 15,284.32   | \$ 1,579,566.58 | \$ 50,953.68      | \$ (1,688,286.25)  | \$ 1,688,286.25 | No               | Accelerated from 2012 to 2011 because Hydrotest 2011 identified this section as Priority 1, needing to be tested in 2011. JE consolidated within 2011 program authorization.   |
| 77     | N/A              | 25770    | 41592685     | T-121 L-303 MP 26.55 to MP 27.672              | ARB                     | 02-Nov-11         | 19-Nov-11   | \$ -                | \$ 1,810,507.37 | \$ 150,789.90   | \$ 17,337.45   | \$ 1,493,395.24 | \$ 148,984.78     | \$ (1,810,507.37)  | \$ 1,810,507.37 | No               | Added project post filing because the line met Hydrotest 2011 criteria. JE consolidated within 2011 program authorization.   |
| 78     | 23566            | 25459    | 41598529     | T-122 DFM 0211-01 MP 0.0 to MP 0.74            | ARB                     | 27-Oct-11         | 29-Oct-11   | \$ -                | \$ 248,258.23   | \$ 100,235.01   | \$ 5,622.37    | \$ 142,226.35   | \$ 174.50         | \$ (248,258.23)    | \$ 248,258.15   | No               | Accelerated from 2014 to 2011 due to the proximity to other work so a single clearance could be taken. JE consolidated within 2011 program authorization.  |
| 79     | 24521            | 25928    | 41617909     | T-122-12, Line L-300B, Topock                  | GC/Snelson              | 13-Feb-12         | 28-Mar-12   | \$ 1,743,046.00     | \$ 444,162.35   | \$ 148,670.68   | \$ 660.60      | \$ 261,393.88   | \$ 33,437.19      | \$ 1,298,883.65    | \$ 444,162.35   | No               | Delayed from 2011 to 2012 in order to combine work for efficiency reasons with a valve installation on the expansion loop which needed to be completed during winter to avoid thermal expansion of the pipe.   |
| 80     | 24560            | 24558    | 41497369     | T-15 L-105N MP 26.2 to MP 28.13                | ARB                     | 28-Aug-11         | 16-Sep-11   | \$ -                | \$ 2,002,965.70 | \$ 133,989.24   | \$ 186,693.96  | \$ 1,549,537.48 |                   |                    |                 |                  |  |

TABLE 11-1  
PACIFIC GAS AND ELECTRIC COMPANY  
PROJECT STATUS SUMMARY - PROJECTS COMPLETED  
REPORTING PERIOD APRIL 1, 2011 - MARCH 31, 2013

| Line # | PSEP Filing PSRS | New PSRS | Order Number | Project Description                    | Construction Contractor | Mobilization Date | Tie-in date | Job Estimate Amount | Total Cost      | Labor Cost      | Materials Cost | Contracts Cost  | Other Cost      | Variance to Budget | Disallowed Cost | >10% Over Budget | Comments  |
|--------|------------------|----------|--------------|--|-------------------------|-------------------|-------------|---------------------|-----------------|-----------------|----------------|-----------------|-----------------|--------------------|-----------------|------------------|---|
| 83     | 23694            | 25467    | 41687447     | T-172-12, Line L-131, Livermore        | H&M                     | 19-Jul-12         | 12-Aug-12   | \$ 1,743,353.00     | \$ 1,560,915.83 | \$ 336,527.31   | \$ 81,234.30   | \$ 1,125,357.36 | \$ 17,796.86    | \$ 182,437.17      | \$ 1,560,915.83 | No               | Added new test from Replacement workstream. Not PSEP funded.  |
| 84     | 23695            | 27568    | 41699030     | T-173-12, Line DFM-7219-01, Modesto    | H&M                     | 07-Aug-12         | 31-Aug-12   | \$ 2,122,885.00     | \$ 1,851,883.95 | \$ 395,780.10   | \$ 13,480.67   | \$ 1,437,363.82 | \$ 5,259.36     | \$ 271,001.05      | \$ -            | No               | Added new test non-PSEP funded to restore the pressure of the system between DFM7219-01 and L-148 prior to winter in 2012 and replacement project filed for 2014 removed.   |
| 85     | N/A              | 27772    | 41712455     | T-176-12, Line L-301F, Marina          | SE Pipe Line            | 09-Aug-12         | 25-Aug-12   | \$ 1,681,031.00     | \$ 1,253,028.74 | \$ 242,606.41   | \$ 18,971.90   | \$ 974,858.78   | \$ 16,591.65    | \$ 428,002.26      | \$ -            | No               | Added test to ensure pressure restoration. Not PSEP funded.   |
| 86     | 23724            | 28279    | 41748986     | T-182-12, Line L-109, Milpitas         | GC/M                    | 19-Sep-12         | 26-Oct-12   | \$ 915,035.00       | \$ 769,695.62   | \$ 259,846.10   | \$ 20,723.13   | \$ 453,034.46   | \$ 36,091.93    | \$ 145,339.38      | \$ 735,011.98   | No               | Added for Integrity Management reasons.   |
| 87     | 24521            | 28448    | 41758570     | T-183-12, Line L-300B, Barstow         | Michels                 | 13-Nov-12         | 14-Dec-12   | \$ 2,326,473.00     | \$ 2,517,587.71 | \$ 612,933.54   | \$ 19,758.65   | \$ 1,862,927.76 | \$ 21,967.76    | \$ (191,114.71)    | \$ 2,517,587.71 | No               | Delayed from 2011 to 2012 because this section of the line had a previous test that met the standard at the time it was conducted so it could be delayed for prioritization reasons, but was then IM flagged in 2012.                                       |
| 88     | 24084            | 24703    | 41502566     | T-19 L-114 MP 16.51 to MP 16.5736      | ARB                     | 30-Aug-11         | 20-Sep-11   | \$ -                | \$ 1,457,184.27 | \$ 239,500.68   | \$ 45,690.73   | \$ 1,161,031.23 | \$ 10,961.63    | \$ (1,457,184.27)  | \$ 1,457,184.27 | No               | Added new Test project in 2011 and filed Replacement project was cancelled because after filing was written it was identified that the specifications of this pipe met the criteria for testing in 2011. JE consolidated within 2011 program authorization. |
| 89     | 23500            | 23500    | 41474062     | T-2 L-101 MP 2.45 to MP 2.65           | ARB                     | 23-May-11         | 11-Jun-11   | \$ -                | \$ 2,617,589.63 | \$ 328,723.40   | \$ 104,497.87  | \$ 2,068,767.63 | \$ 115,600.73   | \$ (2,617,589.63)  | \$ 2,617,589.63 | No               | JE consolidated within 2011 program authorization.  |
| 90     | 23554            | 24702    | 41502565     | T-20 L-131 MP 42.35 to MP 42.38        | ARB                     | 14-Jul-11         | 30-Jul-11   | \$ -                | \$ 1,247,909.44 | \$ 224,840.71   | \$ 14,731.37   | \$ 978,821.76   | \$ 29,515.60    | \$ (1,247,909.44)  | \$ 1,247,909.44 | No               | JE consolidated within 2011 program authorization.  |
| 91     | 23554            | 24486    | 41497302     | T-22N L-131 MP 50.57 to MP 51.42       | ARB                     | 17-Sep-11         | 21-Oct-11   | \$ -                | \$ 2,321,355.27 | \$ 253,480.89   | \$ 122,778.69  | \$ 1,840,540.44 | \$ 104,555.25   | \$ (2,321,355.27)  | \$ 2,321,355.27 | No               | JE consolidated within 2011 program authorization.  |
| 92     | 23554            | 24486    | 41502562     | T-22S L-131 MP 51.42 to MP 55.88       | ARB                     | 17-Sep-11         | 21-Oct-11   | \$ -                | See T-22N       | See T-22N       | See T-22N      | See T-22N       | See T-22N       | See T-22N          | See T-22N       | No               | JE consolidated within 2011 program authorization.  |
| 93     | 24699            | 24699    | 41502562     | T-23 L-131 MP 57.46 to MP 57.47        | ARB                     | 24-May-11         | 25-May-11   | \$ -                | \$ 35,051.33    | \$ 5,912.86     | \$ -           | \$ 29,123.32    | \$ 15.15        | \$ (35,051.33)     | \$ 35,051.33    | No               | JE consolidated within 2011 program authorization.  |
| 94     | 24537            | 24545    | 41497359     | T-24 L-132 MP 0.7426 to MP 1.87        | ARB                     | 03-Oct-11         | 25-Oct-11   | \$ -                | \$ 1,629,398.92 | \$ 135,720.82   | \$ 749.92      | \$ 1,352,211.37 | \$ 140,716.81   | \$ (1,629,398.92)  | \$ 1,629,398.92 | No               | JE consolidated within 2011 program authorization.  |
| 95     | 24537            | 23508    | 41474078     | T-25 L-132 MP 3.05 to MP 4.92          | ARB                     | 06-Jun-11         | 22-Jun-11   | \$ -                | \$ 3,290,300.33 | \$ 1,094,395.76 | \$ 250,821.34  | \$ 2,239,811.84 | \$ (294,728.61) | \$ (3,290,300.33)  | \$ 3,290,300.33 | No               | JE consolidated within 2011 program authorization.  |
| 96     | 24537            | 24529    | 41497346     | T-26 L-132 MP 4.92 to MP 7.06          | ARB                     | 24-Aug-11         | 17-Oct-11   | \$ -                | \$ 1,644,554.96 | \$ 243,919.83   | \$ 15,776.09   | \$ 1,307,309.20 | \$ 77,549.84    | \$ (1,644,554.96)  | \$ 1,644,554.96 | No               | JE consolidated within 2011 program authorization.  |
| 97     | 24537            | 24538    | 41497354     | T-27 L-132 MP 7.06 to MP 8.54          | ARB                     | 17-Aug-11         | 14-Sep-11   | \$ -                | \$ 5,058,870.99 | \$ 204,012.79   | \$ 131,819.62  | \$ 4,634,815.96 | \$ 88,222.62    | \$ (5,058,870.99)  | \$ 5,058,870.99 | No               | JE consolidated within 2011 program authorization.  |
| 98     | 24537            | 24535    | 41497352     | T-28 L-132 MP 8.54 to MP 10.32         | ARB                     | 12-Jul-11         | 18-Aug-11   | \$ -                | \$ 3,084,403.52 | \$ 216,114.72   | \$ 5,725.18    | \$ 2,724,038.03 | \$ 138,525.59   | \$ (3,084,403.52)  | \$ 3,084,403.52 | No               | JE consolidated within 2011 program authorization.  |
| 99     | 24537            | 24533    | 41497350     | T-29 L-132 MP 10.32 to MP 13.95        | ARB                     | 01-Aug-11         | 19-Sep-11   | \$ -                | \$ 2,582,177.84 | \$ 137,818.91   | \$ 46,800.66   | \$ 2,320,593.69 | \$ 76,964.58    | \$ (2,582,177.84)  | \$ 2,582,177.84 | No               | JE consolidated within 2011 program authorization.  |
| 100    | 23500            | 24526    | 41497342     | T-3 L-101 MP 3.39 to MP 3.4775         | ARB                     | 23-May-11         | 11-Jun-11   | \$ -                | \$ 160,113.51   | \$ 5,074.52     | \$ -           | \$ 154,475.89   | \$ 563.10       | \$ (160,113.51)    | \$ 160,113.51   | No               | JE consolidated within 2011 program authorization.  |
| 101    | 24537            | 24534    | 41497351     | T-30 L-132 MP 13.95 to MP 18.4621      | ARB                     | 05-Aug-11         | 18-Nov-11   | \$ -                | \$ 6,262,065.50 | \$ 462,609.03   | \$ 98,076.16   | \$ 5,360,443.95 | \$ 340,936.36   | \$ (6,262,065.50)  | \$ 6,262,065.50 | No               | JE consolidated within 2011 program authorization.  |
| 102    | 24537            | 24532    | 41497349     | T-31 L-132 MP 18.4621 to MP 21.39      | ARB                     | 08-Aug-11         | 18-Nov-11   | \$ -                | \$ 4,597,286.93 | \$ 358,739.91   | \$ 36,224.85   | \$ 3,989,065.29 | \$ 213,256.88   | \$ (4,597,286.93)  | \$ 4,597,286.93 | No               | JE consolidated within 2011 program authorization.  |
| 103    | 24537            | 24537    | 41497353     | T-32 L-132 MP 21.39 to MP 24.4708      | ARB                     | 22-Aug-11         | 18-Nov-11   | \$ -                | \$ 2,441,804.11 | \$ 183,532.67   | \$ 14,800.67   | \$ 2,098,299.34 | \$ 145,171.43   | \$ (2,441,804.11)  | \$ 2,441,804.11 | No               | JE consolidated within 2011 program authorization.  |
| 104    | 24537            | 24541    | 41497356     | T-33 L-132 MP 29.05 to MP 30.9595      | ARB                     | 31-Aug-11         | 17-Nov-11   | \$ -                | \$ 3,713,092.54 | \$ 416,726.56   | \$ 108,426.78  | \$ 2,833,906.20 | \$ 354,033.00   | \$ (3,713,092.54)  | \$ 3,713,092.54 | No               | JE consolidated within 2011 program authorization.  |
| 105    | 24537            | 24539    | 41497355     | T-34 L-132 MP 30.9595 to MP 34.49      | ARB                     | 31-Aug-11         | 17-Nov-11   | \$ -                | \$ 3,702,383.41 | \$ 191,388.87   | \$ 57,093.01   | \$ 3,044,808.63 | \$ 409,092.90   | \$ (3,702,383.41)  | \$ 3,702,383.41 | No               | JE consolidated within 2011 program authorization.  |
| 106    | 24537            | 24543    | 41497357     | T-35 L-132 MP 34.49 to MP 38.39        | ARB                     | 02-Sep-11         | 17-Nov-11   | \$ -                | \$ 4,894,181.53 | \$ 178,062.21   | \$ 105,349.51  | \$ 4,305,436.12 | \$ 305,333.69   | \$ (4,894,181.53)  | \$ 4,894,181.53 | No               | JE consolidated within 2011 program authorization.  |
| 107    | 24537            | 24479    | 41497344     | T-36A L-132 MP 40.0837 to MP 42.34     | ARB                     | 18-May-11         | 22-Nov-11   | \$ -                | \$ 1,381,531.65 | \$ 110,597.21   | \$ 57,436.17   | \$ 1,194,740.33 | \$ 18,757.94    | \$ (1,381,531.65)  | \$ 1,381,531.65 | No               | JE consolidated within 2011 program authorization.  |
| 108    | 24537            | 24481    | 41497345     | T-36B L-132 MP 42.34 to MP 43.6131     | ARB                     | 18-May-11         | 22-Nov-11   | \$ -                | \$ 218,594.80   | \$ 62,984.86    | \$ 1,564.22    | \$ 155,629.21   | \$ (1,583.49)   | \$ (218,594.80)    | \$ 218,594.80   | No               | JE consolidated within 2011 program authorization.  |
| 109    | 23480            | 24655    | 41474079     | T-40 L-132A MP 0.0057 to MP 1.4589     | ARB                     | 26-Apr-11         | 25-May-11   | \$ -                | \$ 2,047,232.07 | \$ 386,188.74   | \$ 221,399.23  | \$ 1,359,875.09 | \$ 79,769.01    | \$ (2,047,232.07)  | \$ 2,047,232.07 | No               | JE consolidated within 2011 program authorization.  |
| 110    | 23480            | 24697    | 41502561     | T-41 L-132A MP 1.4589 to MP 1.4659     | ARB                     | 26-Apr-11         | 25-May-11   | \$ -                | \$ 141,910.87   | \$ 199.82       | \$ -           | \$ 141,700.79   | \$ 10.26        | \$ (141,910.87)    | \$ 141,910.87   | No               | JE consolidated within 2011 program authorization.  |
| 111    | 24548            | 23512    | 41474081     | T-42 L-147 MP 0.17 to MP 1.1321        | ARB                     | 06-Sep-11         | 29-Oct-11   | \$ -                | \$ 3,557,479.33 | \$ 198,960.03   | \$ 61,393.15   | \$ 3,282,825.62 | \$ 14,300.53    | \$ (3,557,479.33)  | \$ 3,557,479.33 | No               | JE consolidated within 2011 program authorization.  |
| 112    | 24548            | 24547    | 41497360     | T-43A L-147 MP 1.1321 to MP 2.2        | ARB                     | 06-Sep-11         | 29-Oct-11   | \$ -                | \$ 745,616.73   | \$ 245,824.76   | \$ 165,048.77  | \$ 525,904.24   | \$ (191,161.04) | \$ (745,616.73)    | \$ 745,616.73   | No               | JE consolidated within 2011 program authorization.  |
| 113    | 24548            | 24548    | 41497361     | T-43B L-147 MP 2.2 to MP 3.4           | ARB                     | 06-Sep-11         | 29-Oct-11   | \$ -                | \$ 616,675.63   | \$ 28,526.04    | \$ 123,353.34  | \$ 454,625.34   | \$ 10,170.91    | \$ (616,675.63)    | \$ 616,675.63   | No               | JE consolidated within 2011 program authorization.  |
| 114    | 24554            | 24553    | 41497365     | T-44 L-153 MP 0 to MP 3.58             | ARB                     | 12-Jul-11         | 06-Aug-11   | \$ -                | \$ 2,898,989.55 | \$ 313,328.59   | \$ 51,447.55   | \$ 2,372,741.24 | \$ 161,472.17   | \$ (2,898,989.55)  | \$ 2,898,989.55 | No               | JE consolidated within 2011 program authorization.  |
| 115    | 24554            | 23519    | 41474085     | T-45 L-153 MP 9.2 to MP 13.62          | ARB                     | 03-Jun-11         | 11-Jul-11   | \$ -                | \$ 2,505,758.56 | \$ 260,879.83   | \$ 273,116.34  | \$ 1,931,541.43 | \$ 40,220.96    | \$ (2,505,758.56)  | \$ 2,505,758.56 | No               | JE consolidated within 2011 program authorization.  |
| 116    | 24554            | 24550    | 41497362     | T-46 L-153 MP 13.62 to MP 17.6         | ARB                     | 04-Jun-11         | 14-Jul-11   | \$ -                | \$ 2,226,619.72 | \$ 89,502.50    | \$ 37,435.58   | \$ 2,078,839.90 | \$ 20,841.74    | \$ (2,226,619.72)  | \$ 2,226,619.72 | No               | JE consolidated within 2011 program authorization.  |
| 117    | 24554            | 24551    | 41497363     | T-47A L-153 MP 17.65 to MP 20.07       | ARB                     | 30-Jun-11         | 02-Aug-11   | \$ -                | \$ 3,311,478.55 | \$ 366,280.68   | \$ 51,786.57   | \$ 2,734,905.89 | \$ 158,505.41   | \$ (3,311,478.55)  | \$ 3,311,478.55 | No               | JE consolidated within 2011 program authorization.  |
| 118    | 24554            | 24552    | 41497364     | T-47B L-153 MP 20.07 to MP 22.87       | ARB                     | 28-Sep-11         | 20-Nov-11   | \$ -                | \$ 4,191,439.07 | \$ 299,999.43   | \$ 54,986.35   | \$ 3,401,850.45 | \$ 434,602.84   | \$ (4,191,439.07)  | \$ 4,191,439.07 | No               | JE consolidated within 2011 program authorization.  |
| 119    | 24555            | 23526    | 41474088     | T-49 E/W L-191 MP 6.4753 to MP 9.44    | ARB                     | 28-Sep-11         | 15-Nov-11   | \$ -                | \$ 2,802,430.13 | \$ 394,488.16   | \$ 154,146.26  | \$ 2,124,000.54 | \$ 129,795.17   | \$ (2,802,430.13)  | \$ 2,802,430.13 | No               | JE consolidated within 2011 program authorization.  |
| 120    | 24495            | 23543    | 41474053     | T-51 L-300A MP 121.8722 to MP 122.6788 | Snelson                 | 20-May-11         | 12-Jun-11   | \$ -                | \$ 4,645,152.38 | \$ 672,158.58   | \$ 368,045.58  | \$ 3,442,427.72 | \$ 162,520.50   | \$ (4,645,152.38)  | \$ 4,645,152.38 | No               | JE consolidated within 2011 program authorization.  |
| 121    | 24495            | 24487    | 41497303     | T-52 L-300A MP 127.0327 to MP 127.9306 | Snelson                 | 20-May-11         | 12-Jun-11   | \$ -                | \$ 2,224,852.08 | \$ 8,605.97     | \$ 53,072.11   | \$ 2,165,018.21 | \$ (1,844.21)   | \$ (2,224,852.08)  | \$ 2,224,852.08 | No               | JE consolidated within 2011 program authorization.  |
| 122    | 24495            | 24506    | 41497322     | T-54 L-300A MP 151.066 to MP 156.4     | Snelson                 | 06-Sep-11         | 04-Oct-11   | \$ -                | \$ 1,287,122.64 | \$ 118,702.86   | \$ 85,789.34   | \$ 1,084,059.56 | \$ (1,429.12)   | \$ (1,287,122.64)  | \$ 1,287,122.64 | No               | JE consolidated within 2011 program authorization.  |
| 123    | 24495            | 24507    | 41497323     | T-55 L-300A MP 156.4 to MP 157.86      | Snelson                 | 06-Sep-11         | 04-Oct-11   | \$ -                | \$ 1,205,631.46 | \$ 91,798.97    | \$ 114,425.16  | \$ 1,002,177.00 | \$ (2,769.67)   | \$ (1,205,631.46)  | \$ 1,205,631.46 | No               | JE consolidated within 2011 program authorization.  |
| 124    | 24495            | 24508    | 41497324     | T-56 L-300A MP 157.86 to MP 160.1392   | Snelson                 | 06-Sep-11         | 04-Oct-11   | \$ -                | \$ 2,432,671.41 | \$ 135,078.44   | \$ 77,231.68   | \$ 2,216,889.11 | \$ 3,472.18     | \$ (2,432,671.41)  | \$ 2,432,671.41 | No               | JE consolidated within 2011 program authorization.  |
| 125    | 24495            | 24502    | 41497318     | T-60 L-300A MP 256.22 to MP 257.0763   | Snelson                 | 29-Jul-11         | 12-Aug-11   | \$ -                | \$ 2,145,025.30 | \$ 173,131.04   | \$ 59,025.87   | \$ 1,831,958.56 | \$ 80,909.83    | \$ (2,145,025.30)  | \$ 2,145,025.30 | No               | JE consolidated within 2011 program authorization.  |
| 126    | 24495            | 24491    | 41497307     | T-62 L-300A MP 345.02 to MP 345.2571   | Snelson                 | 16-Jun-11         | 30-Jun-11   | \$ -                | \$ 2,897,357.98 | \$ 222,473.97   | \$ 63,553.79   | \$ 2,611,260.16 | \$ 70.06        | \$ (2,897,357.98)  | \$ 2,897,357.98 | No               | JE consolidated within 2011 program authorization.  |
| 127    | 24495            | 24490    | 41497306     | T-63 L-300A MP 353.56 to MP 353.85     | Snelson                 | 16-Jun-11         | 30-Jun-11   | \$ -                | \$ 1,733,471.37 | \$ 152,258.41   | \$ 1,522.17    | \$ 1,582,970.89 | \$ (3,280.10)   | \$ (1,733,471.37)  | \$ 1,733,471.37 | No               | JE consolidated within 2011 program authorization.  |
| 128    | 24495            | 24504    | 41497320     | T-64 L-300A MP 414.92 to MP 416.016    | Snelson                 |                   |             |                     |                 |                 |                |                 |                 |                    |                 |                  |   |

TABLE 11-1  
PACIFIC GAS AND ELECTRIC COMPANY  
PROJECT STATUS SUMMARY - PROJECTS COMPLETED  
REPORTING PERIOD APRIL 1, 2011 - MARCH 31, 2013

| Line # | PSEP Filing PSRS | New PSRS | Order Number | Project Description                          | Construction Contractor | Mobilization Date | Tie-In date | Job Estimate Amount | Total Cost      | Labor Cost      | Materials Cost | Contracts Cost   | Other Cost        | Variance to Budget | Disallowed Cost | >10% Over Budget | Comments   |
|--------|------------------|----------|--------------|--|-------------------------|-------------------|-------------|---------------------|-----------------|-----------------|----------------|------------------|-------------------|--------------------|-----------------|------------------|--|
| 136    | 24495            | 24497    | 41497313     | T-71 L-300A MP 490.59 to MP 493.0078         | Snelson                 | 28-Jun-11         | 08-Aug-11   | \$ -                | \$ 2,395,824.59 | \$ 157,052.19   | \$ 9,018.10    | \$ 2,113,873.77  | \$ 115,880.53     | \$ (2,395,824.59)  | \$ 2,395,824.59 | No               | JE consolidated within 2011 program authorization.   |
| 137    | 24495            | 24494    | 41497310     | T-72 L-300A MP 493.58 to MP 495.86           | Snelson                 | 23-Jun-11         | 08-Aug-11   | \$ -                | \$ 3,062,120.96 | \$ 88,791.02    | \$ 2,165.96    | \$ 2,967,978.72  | \$ 3,185.26       | \$ (3,062,120.96)  | \$ 3,062,120.96 | No               | JE consolidated within 2011 program authorization.   |
| 138    | 24495            | 24492    | 41497308     | T-73 L-300A MP 496.36 to MP 499.96           | Snelson                 | 12-Jul-11         | 08-Aug-11   | \$ -                | \$ 1,764,838.44 | \$ 64,556.28    | \$ 50,718.40   | \$ 1,459,948.30  | \$ 189,615.46     | \$ (1,764,838.44)  | \$ 1,764,838.44 | No               | JE consolidated within 2011 program authorization.   |
| 139    | 24495            | 24493    | 41497309     | T-74 L-300A MP 499.96 to MP 502.23           | Snelson                 | 12-Jul-11         | 08-Aug-11   | \$ -                | \$ 2,851,049.93 | \$ 70,499.35    | \$ 38,859.96   | \$ 2,697,789.10  | \$ 43,901.52      | \$ (2,851,049.93)  | \$ 2,851,049.93 | No               | JE consolidated within 2011 program authorization.   |
| 140    | 24492            | 23546    | 41474054     | T-75 L-300A-1 MP 156.4 to MP 157.0092        | Snelson                 | 06-Sep-11         | 04-Oct-11   | \$ -                | \$ 873,909.67   | \$ 47,741.77    | \$ -           | \$ 827,043.13    | \$ (875.23)       | \$ (873,909.67)    | \$ 873,909.67   | No               | JE consolidated within 2011 program authorization.   |
| 141    | 24521            | 24516    | 41497332     | T-76 L-300B MP 0.1548 to MP 0.459            | Snelson                 | 08-Aug-11         | 30-Aug-11   | \$ -                | \$ 3,612,763.67 | \$ 350,020.05   | \$ 105,805.53  | \$ 3,110,619.48  | \$ 46,318.61      | \$ (3,612,763.67)  | \$ 3,612,763.67 | No               | JE consolidated within 2011 program authorization.   |
| 142    | 24521            | 23549    | 41474055     | T-77 L-300B MP 126.883 to MP 127.4994        | Snelson                 | 04-Jun-11         | 21-Jun-11   | \$ -                | \$ 3,166,299.49 | \$ 475,096.55   | \$ 111,380.66  | \$ 2,592,102.58  | \$ (12,280.30)    | \$ (3,166,299.49)  | \$ 3,166,299.49 | No               | JE consolidated within 2011 program authorization.   |
| 143    | 24521            | 24525    | 41497341     | T-79A L-300B MP 149.33 to MP 160.88          | Snelson                 | 01-Oct-11         | 20-Oct-11   | \$ -                | \$ 2,637,019.70 | \$ 273,397.62   | \$ 24,666.82   | \$ 2,335,635.02  | \$ 3,320.24       | \$ (2,637,019.70)  | \$ 2,637,019.70 | No               | JE consolidated within 2011 program authorization.   |
| 144    | 24521            | 24525    | 41497341     | T-79B L-300B MP 149.33 to MP 160.88          | Snelson                 | 01-Oct-11         | 20-Oct-11   | \$ -                | See T-79A       | See T-79A       | See T-79A      | See T-79A        | See T-79A         | See T-79A          | See T-79A       | No               | JE consolidated within 2011 program authorization.   |
| 145    | 24521            | 24519    | 41497335     | T-80 L-300B MP 237.4451 to MP 249.8392       | Snelson                 | 10-Aug-11         | 01-Sep-11   | \$ -                | \$ 2,523,611.57 | \$ 210,108.79   | \$ 107,708.75  | \$ 2,204,355.20  | \$ 1,438.83       | \$ (2,523,611.57)  | \$ 2,523,611.57 | No               | JE consolidated within 2011 program authorization.   |
| 146    | 24521            | 24518    | 41497334     | T-81 L-300B MP 256.66 to MP 257.5096         | Snelson                 | 03-Aug-11         | 01-Sep-11   | \$ -                | \$ 1,234,000.85 | \$ 95,169.20    | \$ 170.49      | \$ 1,123,087.15  | \$ 15,574.01      | \$ (1,234,000.85)  | \$ 1,234,000.85 | No               | JE consolidated within 2011 program authorization.   |
| 147    | 24521            | 24522    | 41497338     | T-82 L-300B MP 263.46 to MP 264.368          | Snelson                 | 10-Aug-11         | 01-Sep-11   | \$ -                | \$ 1,722,901.93 | \$ 66,233.44    | \$ 1,964.32    | \$ 1,646,470.10  | \$ 8,234.07       | \$ (1,722,901.93)  | \$ 1,722,901.93 | No               | JE consolidated within 2011 program authorization.   |
| 148    | 24521            | 24513    | 41497329     | T-84 L-300B MP 353.5369 to MP 354.3115       | Snelson                 | 29-Jun-11         | 26-Jul-11   | \$ -                | \$ 3,734,229.08 | \$ 332,950.91   | \$ 10,132.97   | \$ 3,257,483.49  | \$ 133,661.71     | \$ (3,734,229.08)  | \$ 3,734,229.08 | No               | JE consolidated within 2011 program authorization.   |
| 149    | 24521            | 24513    | 41497329     | T-84 L-300B MP 353.5369 to MP 354.3115       | Snelson                 | 29-Jun-11         | 26-Jul-11   | \$ -                | See T-84B       | See T-84B       | See T-84B      | See T-84B        | See T-84B         | See T-84B          | See T-84B       | No               | JE consolidated within 2011 program authorization.   |
| 150    | 24521            | 24512    | 41497328     | T-85 L-300B MP 384.2827 to MP 384.8438       | Snelson                 | 18-Jun-11         | 30-Jun-11   | \$ -                | \$ 1,621,079.68 | \$ 119,687.74   | \$ 18,765.08   | \$ 1,409,386.70  | \$ 73,240.16      | \$ (1,621,079.68)  | \$ 1,621,079.68 | No               | JE consolidated within 2011 program authorization.   |
| 151    | 24521            | 24520    | 41497336     | T-86 L-300B MP 414.7728 to MP 416.7896       | Snelson                 | 19-Nov-11         | 15-Dec-11   | \$ -                | \$ 1,951,927.79 | \$ 125,776.89   | \$ 17,559.00   | \$ 1,624,492.58  | \$ 184,099.32     | \$ (1,951,927.79)  | \$ 1,951,927.79 | No               | JE consolidated within 2011 program authorization.   |
| 152    | 24521            | 26092    | 41497337     | T-87A L-300B MP 445.7332 to MP 451.72        | Snelson                 | 02-Sep-11         | 13-Oct-11   | \$ -                | \$ 4,376,184.58 | \$ 250,535.02   | \$ 97,278.81   | \$ 3,941,233.24  | \$ 87,137.51      | \$ (4,376,184.58)  | \$ 4,376,184.58 | No               | JE consolidated within 2011 program authorization.   |
| 153    | 24521            | 26092    | 41497337     | T-87B L-300B MP 445.7332 to MP 451.72        | Snelson                 | 08-Sep-11         | 13-Oct-11   | \$ -                | See T-87A       | See T-87A       | See T-87A      | See T-87A        | See T-87A         | See T-87A          | See T-87A       | No               | JE consolidated within 2011 program authorization.   |
| 154    | 24521            | 26092    | 41497337     | T-87C L-300B MP 445.7332 to MP 451.72        | Snelson                 | 02-Sep-11         | 13-Oct-11   | \$ -                | See T-87A       | See T-87A       | See T-87A      | See T-87A        | See T-87A         | See T-87A          | See T-87A       | No               | JE consolidated within 2011 program authorization.   |
| 155    | 24521            | 24515    | 41497331     | T-89N L-300B MP 484.0126 to MP 492.08        | Snelson                 | 04-Aug-11         | 10-Sep-11   | \$ -                | \$ 4,882,290.91 | \$ 196,582.28   | \$ 67,159.44   | \$ 4,574,968.37  | \$ 43,580.82      | \$ (4,882,290.91)  | \$ 4,882,290.91 | No               | JE consolidated within 2011 program authorization.   |
| 156    | 24521            | 24515    | 41497331     | T-89S L-300B MP 484.0126 to MP 492.08        | Snelson                 | 04-Aug-11         | 10-Sep-11   | \$ -                | See T-89N       | See T-89N       | See T-89N      | See T-89N        | See T-89N         | See T-89N          | See T-89N       | No               | JE consolidated within 2011 program authorization.   |
| 157    | 24897            | 24701    | 41502564     | T-9 L-105A-1 MP 0 to MP 0.004                | ARB                     | 26-Aug-11         | 21-Sep-11   | \$ -                | \$ 165,896.20   | \$ 5,445.44     | \$ -           | \$ 147,777.16    | \$ 12,673.60      | \$ (165,896.20)    | \$ 165,896.20   | No               | Removed and added to Replacement in 2011 for efficiency reasons.   |
| 158    | 24521            | 24517    | 41497333     | T-90 L-300B MP 492.08 to MP 502.64           | Snelson                 | 04-Aug-11         | 10-Sep-11   | \$ -                | \$ 6,767,301.89 | \$ 201,907.74   | \$ 244,123.49  | \$ 6,219,253.86  | \$ 102,016.80     | \$ (6,767,301.89)  | \$ 6,767,301.89 | No               | JE consolidated within 2011 program authorization.   |
| 159    | 23551            | 23551    | 41474058     | T-93A L-400-3 MP 295.9127 to MP 299.91       | ARB                     | 20-Sep-11         | 21-Nov-11   | \$ -                | \$ 4,178,500.58 | \$ 298,399.05   | \$ 66,064.20   | \$ 3,607,617.21  | \$ 206,420.12     | \$ (4,178,500.58)  | \$ 4,178,500.58 | No               | JE consolidated within 2011 program authorization.   |
| 160    | 23551            | 23551    | 41474058     | T-93B L-400-3 MP 295.9127 to MP 299.91       | ARB                     | 20-Sep-11         | 08-Nov-11   | \$ -                | See T-93A       | See T-93A       | See T-93A      | See T-93A        | See T-93A         | See T-93A          | See T-93A       | No               | JE consolidated within 2011 program authorization.   |
| 161    | 24162            | 25348    | 9715461      | T-96A (E) SP - 5 MP 0 to MP 2.4              | ARB                     | 28-Apr-11         | 27-May-11   | \$ -                | \$ 2,059,122.63 | \$ 448,778.43   | \$ 66,282.02   | \$ 1,506,048.73  | \$ 38,013.45      | \$ (2,059,122.63)  | \$ -            | No               | JE consolidated within 2011 program authorization.   |
| 162    | N/A              | 26332    | 41644891     | Test PR-002-12, Line DFM-2405-01, Fremont    | GC                      | 09-Apr-12         | 28-Apr-12   | \$ 323,557.00       | \$ 334,069.57   | \$ 175,459.36   | \$ 16,347.59   | \$ 106,746.78    | \$ 35,515.84      | \$ (10,512.57)     | \$ 334,069.57   | No               | Added Test project created to ensure pressure restoration.   |
| 163    | 23689            | 26331    | 41640372     | Test PR-003-12, Line L-131, Milpitas         | GC                      | 19-Mar-12         | 09-Apr-12   | \$ 1,678,318.00     | \$ 1,644,989.64 | \$ 386,340.19   | \$ 100,228.51  | \$ 1,066,067.72  | \$ 92,353.22      | \$ 33,328.36       | \$ 1,644,989.64 | No               | Added Test project created to ensure pressure restoration.   |
| 164    | 23505            | 25838    | 41617910     | TIM-013A-12, Line L-109, Daly City           | ARB                     | 20-Aug-12         | 08-Nov-12   | \$ 2,385,544.00     | \$ 302,112.57   | \$ 270,312.61   | \$ 129,207.43  | \$ 2,393,190.06  | \$ (2,490,597.53) | \$ 2,083,431.43    | \$ 302,112.57   | No               |  |
| 165    | 23582            | 26478    | 41650741     | TIM-019-12, Line L-153, Oakland              | ARB                     | 23-Jul-12         | 19-Oct-12   | \$ 1,613,375.00     | \$ 1,357,816.05 | \$ 208,917.27   | \$ 76,132.90   | \$ 5,224,656.59  | \$ (4,151,890.71) | \$ 255,558.95      | \$ 1,357,816.05 | No               |  |
| 166    | 23582            | 26475    | 41650662     | TIM-020-12, Line L-153, Oakland              | ARB                     | 16-Oct-12         | 27-Nov-12   | \$ 12,140,830.00    | \$ 2,168,895.70 | \$ 478,304.65   | \$ 106,688.09  | \$ 10,376,248.25 | \$ (8,792,345.29) | \$ 9,971,934.30    | \$ 2,168,895.70 | No               |  |
| 167    | 23861            | 25862    | 41617915     | TIM-024-12, Line DFM-0813-01, San Jose       | ARB                     | 05-Sep-12         | 05-Nov-12   | \$ 1,749,914.00     | \$ 553,041.18   | \$ 509,183.53   | \$ 28,418.25   | \$ 1,423,366.48  | \$ (1,407,927.08) | \$ 1,196,872.82    | \$ 553,041.18   | No               |  |
| 168    | 24537            | 24544    | 41497358     | TIM-037-11, Line L-132, South San Francisco  | Snelson                 | 31-Jul-12         | 07-Sep-12   | \$ 3,036,076.00     | \$ 3,765,047.49 | \$ 662,495.02   | \$ 198,583.67  | \$ 2,798,565.31  | \$ 105,403.49     | \$ (728,971.49)    | \$ 3,724,239.12 | Yes              | Delayed from 2011 to 2012 because the line needed to be placed back in service for Winter Operations.  |
| 169    | 24183            | 25897    | 41482931     | TIM-042-12, Line L-057A-MD1, McDonald Island | ARB                     | 14-Jan-13         | 15-Feb-13   | \$ 1,993,254.00     | \$ 1,608,282.22 | \$ 524,635.90   | \$ 64,272.22   | \$ 988,120.11    | \$ 31,253.99      | \$ 384,971.78      | \$ 281,774.90   | No               | Delayed from 2012 to 2013 to aid in balancing the use of GC resources.   |
| 170    | 24183            | 25896    | 41600051     | TIM-043-12, Line L-057A-MD1, McDonald Island | ARB                     | 14-Jan-13         | 15-Feb-13   | \$ 1,809,361.00     | \$ 832,401.49   | \$ 273,622.12   | \$ 76,342.78   | \$ 468,353.70    | \$ 14,082.89      | \$ 976,959.51      | \$ 239,549.84   | No               | Delayed from 2012 to 2013 to aid in balancing the use of GC resources.   |
| 171    | 24484            | 24484    | 41497300     | TIM-101-11, Line DFM-1816-01, Watsonville    | Underground             | 25-Jul-12         | 31-Aug-12   | \$ 5,430,596.00     | \$ 6,120,478.99 | \$ 1,075,062.97 | \$ 96,855.87   | \$ 4,854,349.32  | \$ 94,210.83      | \$ (689,882.99)    | \$ 6,095,278.28 | Yes              | Delayed from 2011 to 2012 because the line needed to be placed back in service for Winter Operations and to allow time to acquire permitting regarding an endangered species that was found at a dig location. |
| 172    | 23548            | 25905    | 41622644     | TIM-102A-12, Line L-118A, Fresno             | Michels                 | 03-May-12         | 23-May-12   | \$ 1,752,042.00     | \$ 1,074,549.65 | \$ 278,011.12   | \$ 6,413.74    | \$ 780,663.13    | \$ 9,461.66       | \$ 677,492.35      | \$ 1,074,549.65 | No               |  |
| 173    | 23365 or 23724   | 25179    | 41534902     | TIM-114-11, Line L-109, Mountain View        | Snelson                 | 17-Apr-12         | 19-Jun-12   | \$ 2,375,882.00     | \$ 1,806,489.06 | \$ 376,476.28   | \$ 41,154.47   | \$ 1,216,388.29  | \$ 172,470.02     | \$ 569,392.94      | \$ 1,806,489.06 | No               |  |
| 174    | 23692            | 26320    | 41640537     | TIM-123-12, Line L-109, Hillsborough         | US Pipeline             | 06-Sep-12         | 16-Nov-12   | \$ 3,229,470.00     | \$ 3,432,838.78 | \$ 794,701.50   | \$ 100,787.07  | \$ 2,527,115.40  | \$ 10,234.81      | \$ (203,368.78)    | \$ 3,432,838.78 | No               | Added from a 2014 replacement project and accelerated to 2012 for Integrity Management reasons.  |
| 175    | 23704            | 26322    | 41640539     | TIM-125-12, Line L-109, Redwood City         | ARB                     | 09-Jul-12         | 03-Aug-12   | \$ 2,031,081.00     | \$ 1,814,004.03 | \$ 314,699.78   | \$ 38,538.82   | \$ 1,347,768.07  | \$ 112,997.36     | \$ 217,076.97      | \$ 1,814,004.03 | No               | Added as new test in 2012 for Integrity Management reasons.  |
| 176    | 23704            | 26323    | 41640620     | TIM-126-12, Line L-109, Menlo Park           | ARB                     | 09-Jul-12         | 03-Aug-12   | \$ 2,336,032.00     | \$ 2,095,374.04 | \$ 419,814.12   | \$ 56,536.49   | \$ 1,490,429.64  | \$ 128,593.79     | \$ 240,657.96      | \$ 2,095,374.04 | No               | Added as new test in 2012 for Integrity Management reasons.  |
| 177    | 23906            | 26324    | 41640621     | TIM-130-12, Line DFM-3017-01, Walnut Creek   | ARB                     | 12-Jun-12         | 10-Aug-12   | \$ 1,571,040.00     | \$ 343,614.62   | \$ 724,955.28   | \$ 14,301.91   | \$ 1,253,276.11  | \$ (1,648,918.68) | \$ 1,227,425.38    | \$ 343,614.62   | No               | Accelerated from 2013 to 2012 for Integrity management reasons.  |
| 178    | 23906            | 26325    | 41640622     | TIM-131-12, Line DFM-3017-01, Danville       | ARB                     | 12-Jun-12         | 10-Aug-12   | \$ 1,689,089.00     | \$ 1,240,436.53 | \$ 237,959.30   | \$ 9,758.85    | \$ 1,335,003.99  | \$ (342,285.61)   | \$ 448,652.47      | \$ 1,236,856.53 | No               | Accelerated from 2013 to 2012 for Integrity management reasons.  |

TABLE 11-1  
 PACIFIC GAS AND ELECTRIC COMPANY  
 PROJECT STATUS SUMMARY - PROJECTS COMPLETED  
 REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing PSRS | New PSRS | Order Number | Project Description                                | Construction Contractor | Mobilization Date | Tie-in date | Job Estimate Amount | Total Cost      | Labor Cost      | Materials Cost | Contracts Cost  | Other Cost        | Variance to Budget | Disallowed Cost | >10% Over Budget | Comments   |
|--------|------------------|----------|--------------|--|-------------------------|-------------------|-------------|---------------------|-----------------|-----------------|----------------|-----------------|-------------------|--------------------|-----------------|------------------|--|
| 179    | N/A              | 26310    | 41641190     | TIM-133-12, Line DFM-7224-01, Modesto              | Underground             | 18-Jul-12         | 11-Aug-12   | \$ 1,549,166.00     | \$ 1,310,594.15 | \$ 363,672.80   | \$ 15,905.60   | \$ 905,121.64   | \$ 25,894.11      | \$ 238,571.85      | \$ 1,310,594.15 | No               | Added for Integrity Management reasons.  |
| 180    | N/A              | 26311    | 41641195     | TIM-134A-12, Line L-107, Sunol                     | Milbar                  | 21-Sep-12         | 21-Sep-12   | \$ 176,264.00       | \$ 148,118.65   | \$ 117,560.12   | \$ 2,765.82    | \$ 26,125.19    | \$ 1,667.52       | \$ 28,145.35       | \$ 148,118.65   | No               | Added for Integrity Management reasons. Project split into A and B portions after JE was completed for constructability reasons. JE recorded with A portion.                   |
| 181    | 23847            | 26326    | 41640623     | TIM-136-12, Line DFM-1614-01, Lodi                 | Underground             | 28-Sep-12         | 03-Nov-12   | \$ 2,494,793.00     | \$ 2,924,424.54 | \$ 718,452.15   | \$ 18,870.26   | \$ 2,371,735.45 | \$ (184,633.32)   | \$ (429,631.54)    | \$ 2,691,054.81 | Yes              | Accelerated from 2014 to 2012 for Integrity Management and efficiency reasons. Added from a 2014 replacement project and accelerated to 2012 for Integrity Management reasons. |
| 182    | 23728            | 26327    | 41640624     | TIM-140-12, Line L-103, Prunedale                  | Underground             | 06-Sep-12         | 16-Oct-12   | \$ 1,315,123.00     | \$ 1,076,845.68 | \$ 320,026.85   | \$ 43,242.35   | \$ 706,401.20   | \$ 7,175.28       | \$ 238,277.32      | \$ 1,076,845.68 | No               |  |
| 183    | 23502            | 26329    | 41640626     | TIM-142-12, Line L-103, Salinas                    | Underground             | 08-Oct-12         | 27-Oct-12   | \$ 1,483,965.00     | \$ 1,294,534.37 | \$ 327,515.02   | \$ 29,067.94   | \$ 930,455.32   | \$ 7,496.09       | \$ 189,430.63      | \$ 1,277,845.28 | No               | Accelerated from 2013 to 2012 for Integrity Management reasons for remaining Test segment. Other segments removed from PH1 due to records verified.                            |
| 184    | 23786            | 26330    | 41640627     | TIM-143-12, Line DFM-0405-01, Napa                 | Michels                 | 14-Aug-12         | 28-Sep-12   | \$ 2,689,847.00     | \$ 3,934,557.71 | \$ 1,139,097.57 | \$ 123,551.34  | \$ 2,564,746.58 | \$ 107,162.22     | \$ (1,244,710.71)  | \$ 3,934,557.71 | Yes              | Added new Test project from a 2013 replacement project for Integrity Management reasons.   |
| 185    | 23786            | 26337    | 41640628     | TIM-144-12, Line DFM-0405-01, Yountville           | Michels                 | 14-Aug-12         | 28-Sep-12   | \$ 1,725,640.00     | \$ 1,665,568.63 | \$ 431,892.36   | \$ 13,900.80   | \$ 1,218,063.45 | \$ 1,712.02       | \$ 60,071.37       | \$ 1,665,568.63 | No               | Added new Test project from a 2013 replacement project for Integrity Management reasons.   |
| 186    | 23556            | 26338    | 41640629     | TIM-146-12, Line DFM-0115-01, Oakland              | ARB                     | 31-Oct-12         | 27-Nov-12   | \$ 2,374,806.00     | \$ 1,432,702.68 | \$ 416,395.38   | \$ (1,213.71)  | \$ 1,753,658.65 | \$ (736,137.64)   | \$ 942,103.32      | \$ 1,283,992.38 | No               | Accelerated from 2014 to 2012 for Integrity Management reasons.  |
| 187    | 23866            | 26340    | 41640631     | TIM-149-12, Line DFM-0813-02, San Jose             | ARB                     | 05-Sep-12         | 05-Nov-12   | \$ 1,381,459.00     | \$ 863,054.69   | \$ 205,980.34   | \$ 5,262.77    | \$ 637,272.29   | \$ 14,539.29      | \$ 518,404.31      | \$ 863,054.69   | No               | Accelerated from 2014 to 2012 for Integrity Management reasons.  |
| 188    | 23871            | 26341    | 41640632     | TIM-150-12, Line DFM-0814-05, San Jose             | ARB                     | 05-Sep-12         | 05-Nov-12   | \$ 1,371,159.00     | \$ 723,671.22   | \$ 199,954.66   | \$ 7,013.26    | \$ 505,624.86   | \$ 11,078.44      | \$ 647,487.78      | \$ 723,671.22   | No               | Accelerated from 2013 to 2012 for Integrity Management reasons.  |
| 189    | N/A              | 26317    | 41641285     | TIM-155-12, Line L-138D, Fresno                    | Michels                 | 17-Oct-12         | 06-Dec-12   | \$ 1,793,558.00     | \$ 1,161,800.28 | \$ 387,779.35   | \$ 11,949.63   | \$ 1,208,870.58 | \$ (446,799.28)   | \$ 631,757.72      | \$ 1,161,800.28 | No               | Added for Integrity Management reasons.  |
| 190    | N/A              | 26318    | 41641286     | TIM-159-12, Line L-181B, Aromas                    | ARB                     | 11-Jun-12         | 07-Jul-12   | \$ 1,806,227.00     | \$ 1,586,736.66 | \$ 466,641.57   | \$ 45,552.19   | \$ 1,042,839.05 | \$ 31,703.85      | \$ 219,490.34      | \$ 1,586,736.66 | No               | Added for Integrity Management reasons.  |
| 191    | 23470            | 26831    | 41665948     | TIM-160B-12, Line DFM-7222-01, Turlock             | H&M                     | 04-Sep-12         | 03-Oct-12   | \$ 1,844,585.00     | \$ 2,036,656.73 | \$ 431,341.98   | \$ 9,592.01    | \$ 1,592,762.91 | \$ 2,959.83       | \$ (192,071.73)    | \$ 2,036,656.73 | Yes              | Accelerated from 2014 to 2012 for Integrity Management reasons.  |
| 192    | 23472            | 26343    | 41640634     | TIM-161-12, Line DFM-7223-01, Modesto              | ARB                     | 06-Jul-12         | 19-Aug-12   | \$ 2,918,204.00     | \$ 2,258,616.94 | \$ 425,699.11   | \$ 41,270.35   | \$ 1,735,048.00 | \$ 56,599.48      | \$ 659,587.06      | \$ 2,249,690.08 | No               | Accelerated from 2013 to 2012 for Integrity Management reasons.  |
| 193    | 23474            | 23474    | 41640635     | TIM-162-12, Line DFM-7224-09, Modesto              | Underground             | 07-Nov-12         | 19-Dec-12   | \$ 2,134,436.00     | \$ 2,261,759.51 | \$ 863,639.39   | \$ 17,071.27   | \$ 2,365,599.19 | \$ (984,550.34)   | \$ (127,323.51)    | \$ 2,034,833.32 | No               | Accelerated from 2014 to 2012 for Integrity Management reasons.  |
| 194    | 23918            | 26620    | 41656115     | TIM-166-12, Line DFM-1301-01, Cotati               | SE Pipe Line            | 05-Sep-12         | 12-Oct-12   | \$ 2,660,259.00     | \$ 2,407,166.88 | \$ 497,789.10   | \$ 20,361.27   | \$ 1,899,764.59 | \$ (10,748.08)    | \$ 253,092.12      | \$ 2,407,166.88 | No               | Accelerated from 2014 to 2012 for Integrity Management reasons. Added new Test project from a 2014 replacement project for Integrity Management reasons.                       |
| 195    | 23697            | 26622    | 41656201     | TIM-168-12, Line DFM-1614-08, Lodi                 | ARB                     | 23-Jul-12         | 13-Aug-12   | \$ 1,330,248.00     | \$ 829,836.59   | \$ 229,093.71   | \$ 3,152.67    | \$ 570,038.64   | \$ 27,551.57      | \$ 500,411.41      | \$ 829,836.59   | No               | Accelerated from 2014 to 2012 due to Integrity Management reasons.   |
| 196    | 23520            | 26623    | 41656204     | TIM-169-12, Line L-197B, Lodi                      | ARB                     | 01-Aug-12         | 21-Sep-12   | \$ 1,593,558.00     | \$ 108,776.98   | \$ 503,615.66   | \$ 17,147.33   | \$ 844,520.08   | \$ (1,256,506.09) | \$ 1,484,781.02    | \$ 108,776.98   | No               | Accelerated from 2014 to 2012 due to Integrity Management reasons.   |
| 197    | 23704            | 28135    | 41737020     | TIM-175-12, Line L-109, Stanford                   | US Pipeline             | 13-Aug-12         | 25-Oct-12   | \$ 1,582,113.00     | \$ 331,460.91   | \$ 148,842.60   | \$ 9,325.14    | \$ 176,763.53   | \$ (3,470.36)     | \$ 1,250,652.09    | \$ 331,460.91   | No               | Added new Test project from Replacement and Replacement project cancelled.   |
| 198    | N/A              | 28133    | 41736391     | TIM-177-12, Line L-119A, Sacramento                | Michels                 | 08-Oct-12         | 27-Oct-12   | \$ 1,120,943.00     | \$ 1,042,986.73 | \$ 204,890.52   | \$ 25,327.24   | \$ 813,023.40   | \$ (254.43)       | \$ 77,956.27       | \$ 1,042,986.73 | No               | Added for Integrity Management reasons.  |
| 199    | N/A              | 28253    | 41746698     | TIM-179-12, Line L-153_2, Oakland                  | SE Pipe Line            | 05-Nov-12         | 27-Nov-12   | \$ 1,488,915.00     | \$ 825,869.72   | \$ 94,324.89    | \$ 16,495.31   | \$ 716,096.69   | \$ (1,047.17)     | \$ 663,045.28      | \$ 825,869.72   | No               | Added for Integrity Management reasons.  |
| 200    | N/A              | 28278    | 41748985     | TIM-180-12, Line L-191-1, Martinez                 | Underground             | 22-Oct-12         | 15-Nov-12   | \$ 1,751,016.00     | \$ 1,315,100.44 | \$ 257,620.55   | \$ 13,599.51   | \$ 1,016,180.87 | \$ 27,699.51      | \$ 435,915.56      | \$ 1,315,100.44 | No               | Added for Integrity Management reasons.  |
| 201    | 23497            | 25181    | 41535680     | W00273&W0274- HYDRO 300A MP 290.33                 | Snelson                 | 25-Sep-11         | 11-Oct-11   | \$ -                | \$ 2,443,979.05 | \$ 96,135.40    | \$ 18,563.04   | \$ 2,120,992.99 | \$ 208,287.62     | \$ (2,443,979.05)  | \$ 2,443,979.05 | No               | Accelerated from 2012 to 2011 because Hydrotest 2011 identified this section as Priority 1, needing to be tested in 2011. JE consolidated within 2011 program authorization.   |
| 202    | 23582            | 25852    | 41617913     | C-019-12, Line L-153, Oakland                      | GC                      | 12-Mar-12         | 30-May-12   | \$ 1,662,272.00     | \$ 37,584.19    | \$ 1,302,767.57 | \$ 39,376.45   | \$ 656,085.18   | \$ (1,960,645.01) | \$ 1,624,687.81    | \$ 37,584.19    | No               | Added camera project necessary prior to testing to identify location of cable in the pipe.   |
| 203    | 23582            | 25855    | 41599879     | C-020-12, Line L-153, Oakland                      | GC                      | 20-Mar-12         | 27-Nov-12   | \$ 1,828,221.00     | \$ 491,250.65   | \$ 2,492,657.31 | \$ 102,360.16  | \$ 1,108,319.95 | \$ (3,212,086.77) | \$ 1,336,970.35    | \$ 491,250.65   | No               | Added camera project necessary prior to testing to identify location of cable in the pipe.   |
| 204    | 24554            | 26714    | 41660676     | C-047C-11, Line L-153, Oakland                     | GC                      | 01-Mar-12         | 04-Apr-12   | \$ 1,975,118.00     | \$ (37,631.62)  | \$ 1,056,513.87 | \$ 83,250.06   | \$ 492,295.66   | \$ (1,669,691.21) | \$ 2,012,749.62    | \$ -            | No               | Added project to Test workstream for camera inspection to aid in the removal of a cable that was in the line.  |
| 205    | 23380            | 23380    | 30842291     | V-002 Valve Auto - Healy Station, Ph. 1            | ARB                     | 27-Jun-11         | 29-Jul-11   | \$ 563,665.00       | \$ 402,597.89   | \$ 118,546.39   | \$ 114,890.33  | \$ 131,340.29   | \$ 37,820.88      | \$ 161,067.11      | \$ -            | No               | Work done in both 2011/2012, 1 valve in each year, due to complications with new SCADA controls and new piping.  |
| 206    | 23438            | 23438    | 30842314     | V-003 Valve Auto - San Andreas, 2V, Ph. 1          | ARB                     | 08-Aug-11         | 14-Oct-11   | \$ 1,162,392.00     | \$ 759,715.59   | \$ 214,077.89   | \$ 125,022.61  | \$ 349,786.73   | \$ 70,828.36      | \$ 402,676.41      | \$ -            | No               | Work done in both 2011/2012, 1 valve in each year, due to complications with new SCADA controls and new piping.  |
| 207    | 23439            | 23439    | 30842297     | V-004 Valve Auto - Larkspur Dr, Ph. 1              | ARB                     | 14-Sep-11         | 17-Feb-12   | \$ 3,367,276.00     | \$ 4,476,557.21 | \$ 558,006.91   | \$ 937,654.02  | \$ 2,617,495.24 | \$ 363,401.04     | \$ (1,109,281.21)  | \$ -            | Yes              | Delayed from 2011 to 2012 due to clearance constraints   |
| 208    | 23442            | 23442    | 30842306     | V-007 Valve Auto - Milpitas Terminal, 15V, Ph. 1   | ARB                     | 03-Oct-11         | 16-Mar-12   | \$ 3,327,400.00     | \$ 2,457,139.65 | \$ 612,559.02   | \$ 758,252.93  | \$ 690,087.27   | \$ 396,240.43     | \$ 870,260.35      | \$ -            | No               | Delayed from 2011 to 2012 due to clearance constraints   |
| 209    | 23594            | 23594    | 30842323     | V-009 Valve Auto - Van Buren & Ringwood, 1V, Ph. 1 | US Pipeline             | 06-Sep-12         | 05-Dec-12   | \$ 2,115,913.00     | \$ 2,241,829.00 | \$ 349,816.00   | \$ 216,756.82  | \$ 1,572,426.11 | \$ 102,830.07     | \$ (125,916.00)    | \$ -            | No               |  |
| 210    | 23598            | 23598    | 30842271     | V-011 Valve Auto - Birch & S. Delaware, 1V, Ph. 1  | Underground             | 24-Jul-12         | 05-Dec-12   | \$ 2,111,927.00     | \$ 1,883,686.35 | \$ 387,726.58   | \$ 208,530.67  | \$ 1,204,327.21 | \$ 83,101.89      | \$ 228,240.65      | \$ -            | No               |  |
| 211    | 23605            | 23605    | 30842299     | V-018 Valve Auto - Lawrence & Lakehaven, 1V, Ph. 1 | Michels                 | 06-Aug-12         | 07-Nov-12   | \$ 2,837,050.00     | \$ 1,631,776.07 | \$ 359,492.08   | \$ 338,157.10  | \$ 848,725.01   | \$ 85,401.88      | \$ 1,205,273.93    | \$ -            | No               |  |
| 212    | 23606            | 23606    | 30842303     | V-019 Valve Auto - Martin Station, 4V, Ph. 1       | Snelson                 | 06-Sep-12         | 27-Feb-13   | \$ -                | \$ 759,640.54   | \$ 182,064.64   | \$ 15,557.10   | \$ 513,348.51   | \$ 48,670.29      | \$ (759,640.54)    | \$ -            | No               | Delayed from 2012 to 2013 due to clearance constraints and construction complexities. JE in progress.  |
| 213    | 23609            | 23609    | 30842280     | V-022 Valve Auto - Diana, 2V, Ph. 1                | ARB                     | 24-Apr-12         | 02-Jul-12   | \$ 1,055,898.00     | \$ 1,157,226.86 | \$ 275,869.73   | \$ 174,020.99  | \$ 643,323.62   | \$ 64,012.52      | \$ (101,328.86)    | \$ -            | Yes              |  |
| 214    | 23611            | 23611    | 30842293     | V-023 Valve Auto - Hwy 101 & Scheller, 1V, Ph. 1   | ARB                     | 18-May-12         | 24-Oct-12   | \$ 777,614.00       | \$ 915,427.85   | \$ 250,419.87   | \$ 130,227.11  | \$ 466,073.95   | \$ 68,706.92      | \$ (137,813.85)    | \$ -            | Yes              |  |
| 215    | 23613            | 23613    | 30842287     | V-024 Valve Auto - Fontanos, 3V, Ph. 1             | ARB                     | 30-Mar-12         | 04-May-12   | \$ 837,000.00       | \$ 814,027.28   | \$ 261,852.37   | \$ 152,921.41  | \$ 337,856.77   | \$ 61,396.73      | \$ 22,972.72       | \$ -            | No               | Accelerated from 2013 to 2012 to offset delays on other projects.  |
| 216    | 23614            | 23614    | 30842266     | V-025 Valve Auto - Alum Rock, 2V, Ph. 1            | ARB                     | 05-Jul-12         | 02-Aug-12   | \$ 997,130.00       | \$ 868,570.25   | \$ 245,439.58   | \$ 130,219.75  | \$ 452,387.84   | \$ 40,523.08      | \$ 128,559.75      | \$ -            | No               | Accelerated from 2013 to 2012 to offset delays on other projects.  |
| 217    | 23615            | 23615    | 30842261     | V-026 Valve Auto - 7A & 7B Pls, 5V, Ph. 1          | ARB                     | 09-Apr-12         | 12-Jul-12   | \$ 871,597.00       | \$ 892,853.21   | \$ 257,931.71   | \$ 133,744.30  | \$ 460,008.06   | \$ 41,169.14      | \$ (21,256.21)     | \$ -            | No               | Accelerated from 2013 to 2012 to offset delays on other projects.  |
| 218    | 23618            | 23618    | 30842305     | V-027 Valve Auto - Mabury, 1V, Ph. 1               | ARB                     | 09-Apr-12         | 10-May-12   | \$ 561,416.00       | \$ 646,557.17   | \$ 193,039.94   | \$ 120,647.22  | \$ 298,925.08   | \$ 33,944.93      | \$ (85,141.17)     | \$ -            | Yes              | Accelerated from 2013 to 2012 to offset delays on other projects.  |
| 219    | 23970            | 23970    | 30842289     | V-028 Valve Auto - Half Moon Bay Tap, 2V, Ph. 1    | US Pipeline             | 02-Nov-12         | 13-Feb-13   | \$ 893,119.00       | \$ 921,559.69   | \$ 309,608.52   | \$ 159,095.29  | \$ 348,143.91   | \$ 104,711.97     | \$ (28,440.69)     | \$ -            | No               | Delayed from 2012 to 2013 due to clearance resource constraints.   |

TABLE 11-1  
PACIFIC GAS AND ELECTRIC COMPANY  
PROJECT STATUS SUMMARY - PROJECTS COMPLETED  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing PSRS | New PSRS | Order Number | Project Description                                  | Construction Contractor | Mobilization Date | Tie-in date | Job Estimate Amount | Total Cost      | Labor Cost    | Materials Cost | Contracts Cost  | Other Cost      | Variance to Budget | Disallowed Cost | >10% Over Budget | Comments   |
|--------|------------------|----------|--------------|--|-------------------------|-------------------|-------------|---------------------|-----------------|---------------|----------------|-----------------|-----------------|--------------------|-----------------|------------------|--|
| 220    | 23971            | 23971    | 30842269     | V-029 Valve Auto - Anzar Tap Station<br>2V, Ph. 1    | ARB                     | 22-Jun-12         | 30-Aug-12   | \$ 743,597.00       | \$ 971,625.23   | \$ 303,573.14 | \$ 113,424.14  | \$ 505,156.95   | \$ 49,471.00    | \$ (228,028.23)    | \$ -            | Yes              | Accelerated from 2013 to 2012 to offset delays on other projects.  |
| 221    | 24284            | 24284    | 30847366     | V-032 Valve Auto - SP3-Line 191 Mtr<br>Sta, 4V, Ph 1 | GT/GC                   | 22-Jan-13         | 19-Mar-13   | \$ 431,091.00       | \$ 554,861.62   | \$ 360,905.99 | \$ 62,047.11   | \$ 419,085.99   | \$ (287,177.47) | \$ (123,770.62)    | \$ -            | Yes              | Journal Entry pending to transfer some costs from PG&E order number (30847366) to StanPac order number (97000501). After Journal Entry the approximate totals should be \$286,000 and \$957,000 for PG&E and StanPac respectively which brings both costs under the JE amount. |
| 222    | 24286            | 24286    | 30847363     | V-036 Valve Auto - "C" Street Station,<br>3V, Ph. 1  | H&M                     | 05-Nov-12         | 18-Dec-12   | \$ -                | \$ 4,636.71     | \$ 12,163.97  | \$ (9,930.94)  | \$ (7,561.52)   | \$ 9,965.20     | \$ (4,636.71)      | \$ -            | No               | Accelerated from 2013 to 2012 to offset delays on other projects. JE does not exist in PSEP because this project is StanPac funded not PSEP funded. StanPac costs incurred in the amount of \$1,296,971.   |
| 223    | 24287            | 24287    | 30847364     | V-037 Valve Auto - Franklin Canyon,<br>3V, Ph 1      | GT/GC                   | 01-Nov-12         | 12-Dec-12   | \$ 581,049.00       | \$ 463,573.39   | \$ 235,567.80 | \$ 60,063.78   | \$ 238,499.93   | \$ (70,558.12)  | \$ 117,475.61      | \$ -            | No               | Accelerated from 2013 to 2012 to offset delays on other projects. StanPac costs incurred in the amount of \$579,871.   |
| 224    | 23462            | 23462    | 30842276     | VALVE AUTO - CROSSMAN AVE, PH. 1                     | ARB                     | 15-Jul-11         | 29-Sep-11   | \$ 2,464,000.00     | \$ 2,370,325.45 | \$ 393,384.79 | \$ 380,944.41  | \$ 1,439,273.53 | \$ 156,722.72   | \$ 93,674.55       | \$ -            | No               |  |
| 225    | 23441            | 23441    | 30842310     | VALVE AUTO - RENGSTORFF STN, PH.<br>1                | ARB                     | 06-Jun-11         | 23-Sep-11   | \$ 2,477,000.00     | \$ 3,653,524.25 | \$ 787,500.91 | \$ 643,622.87  | \$ 1,908,387.11 | \$ 314,013.36   | \$ (1,176,524.25)  | \$ -            | Yes              |  |
| 226    | 23379            | 23379    | 30840648     | VALVE AUTO - SF GAS LOAD CENTER,<br>PH. 1            | ARB                     | 03-Oct-11         | 11-Nov-11   | \$ 1,411,309.00     | \$ 863,175.98   | \$ 240,110.41 | \$ 237,382.17  | \$ 310,364.44   | \$ 75,318.96    | \$ 548,133.02      | \$ -            | No               |  |
| 227    | 23440            | 23440    | 30842318     | VALVE AUTO - SIERRA VISTA STN, PH.<br>1              | ARB                     | 01-Aug-11         | 21-Oct-11   | \$ 1,108,504.00     | \$ 520,600.56   | \$ 122,188.39 | \$ 191,659.78  | \$ 167,717.43   | \$ 39,034.96    | \$ 587,903.44      | \$ -            | No               |  |

TABLE 12-1  
PACIFIC GAS AND ELECTRIC COMPANY  
PROJECT STATUS SUMMARY - PROJECTS STARTED, PENDING COMPLETION  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing |          | Project Description                              | Mobilization |             | Job Estimate Amount | Comments   |
|--------|-------------|----------|--|--------------|-------------|---------------------|--|
|        | PSRS        | New PSRS |  | Date         | Tie-in date |                     |  |
| 1      | 24009       | 24009    | I-001 L-131 MP 50.5-57.4 UPGRADE PH-1            | 14-Feb-13    | 28-Sep-13   | \$ 5,786,394.00     | Delayed from 2012 to 2013 due to workspace limitations at Milpitas Station and resource allocation to other higher priority PSEP work.                             |
| 2      | 24017       | 24017    | I-003 L-300B MP 299-351.8 UPGRADE PH-1           | 14-Feb-13    | 17-Sep-13   | \$ -                | Job Estimate (JE) in progress.   |
| 3      | 24023       | 24023    | I-005 L-300A MP 299-352 UPGRADE PH-1             | 28-Mar-13    | 17-Jun-13   | \$ -                | JE in progress.  |
| 4      | 23720       | 26014    | R-003 DFM-7221-10 REPL 4.05mi MP 12.07-16.13 PH1 | 09-Oct-12    | 06-Jul-13   | \$ 16,945,787.00    | Delayed from 2012 to 2013 due to construction difficulties.  |
| 5      | 23825       | 26033    | R-005 L-138 REPL 6.52mi MP 38.58-45.09 PH1       | 30-Jul-12    | 27-Apr-13   | \$ 33,283,697.00    | Delayed from 2012 to 2013 as a result of construction complexities requiring more time for engineering and planning.   |
| 6      | 23724       | 25727    | R-022 L-109_2A REPL 3.26mi MP 13.65-16.93 PH1    | 04-Sep-12    | 18-Apr-13   | \$ 31,143,398.00    |  |
| 7      | 23694       | 23694    | R-023 L-131_1 REPL 1.39MI MP 32.38-33.77 PH1     | 15-Jan-13    | 17-Jul-13   | \$ 15,724,794.00    | Delayed from 2012 to 2013 as a result of schedule balancing and permits requiring long lead times.   |
| 8      | 23365       | 23366    | R-029 L-109 REPL 0.61 MI MP 9.27-9.89 Spread 6   | 20-Jul-12    | 27-Jul-13   | \$ 11,097,878.00    |  |
| 9      | 24909       | 24909    | R-043 SP4Z RETIRE 0.22mi MP 8.18-8.43 PH1        | 06-Mar-13    | 25-Apr-13   | \$ 259,825.00       | Delayed from 2012 to 2013 for efficiency reasons to coordinate work with other PSEP projects in the Antioch Terminal Area.   |
| 10     | 23874       | 26442    | R-100 L-131 RETIRE 0.57MI MP 8.56-8.93 PH1       | 06-Mar-13    | 25-Apr-13   | \$ 147,444.00       | Added as new retirement project from filed test project to reduce redundant pipeline. Done in conjunction with R-043, R-114, T-015-12, T-279-13.                   |
| 11     | N/A         | 25791    | R-114 L-114 RETIRE 0.82 MP 8.189-8.916 PH1       | 06-Mar-13    | 25-Apr-13   | \$ 264,013.00       | Added as new project to replacement workstream to retire this portion of L-114_2 due to redundancy. Done in conjunction with R-100, R-043, T-015-12, T-279-13.     |
| 12     | 23688       | 27979    | R-134 L-114_2 REPL 3.60MI MP 12.70-16.52 PH1     | 14-Jan-13    | 25-Jun-13   | \$ 26,853,561.00    | Delayed from 2012 to 2013 due to complicated installation methods which require an additional easement and to coordinate with other work in the City of Brentwood. |
| 13     | 23874       | 25841    | T-015-12, Line L-131_2, Oakley                   | 06-Mar-13    | 25-Apr-13   | \$ 1,991,409.00     | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management (IM) in 2012.  |
| 14     | 23554       | 25866    | T-082-12, Line L-119B, Sacramento                | 28-Mar-13    | 27-Apr-13   | \$ 1,430,196.00     | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012.   |
| 15     | 23876       | 27613    | T-226-13, Line DFM-0817-01, San Jose             | 11-Mar-13    | 01-Apr-13   | \$ 1,950,753.00     |  |
| 16     | N/A         | 28245    | T-279-13, Line SP4Z, Antioch                     | 06-Mar-13    | 25-Apr-13   | \$ 1,448,197.00     | Added as new project to be tied in to L-131 and tested in conjunction with T-015-12. Also done in conjunction with R-114, R-043, R-100.                            |
| 17     | 23600       | 23600    | V-013 Valve Auto - Hamlin Court, 1V, Ph. 1       | 24-Aug-12    | 01-Apr-13   | \$ 1,580,499.00     | Delayed from 2012 to 2013 due to difficulty in obtaining permits from the City of Sunnyvale.   |
| 18     | 23601       | 23601    | V-014 Valve Auto - Sand Hill, 2V, Ph. 1          | 08-Sep-12    | 04-Apr-13   | \$ 3,513,449.00     | Delayed from 2012 to 2013 in order to coordinate with clearance for replacement project on the same Line, L-109.   |
| 19     | 23604       | 23604    | V-017 Valve Auto - Sullivan Ave, 1V, Ph. 1       | 18-Sep-12    | 12-Apr-13   | \$ -                | Delayed from 2012 to 2013 due to clearance constraints and construction complexities. JE in progress.  |
| 20     | 23624       | 23624    | V-035 Valve Auto - Vine Hill, 1V, Ph. 1          | 19-Mar-13    | 15-May-13   | \$ -                | JE in progress.  |
| 21     | 24288       | 24288    | V-038 Valve Auto - San Pablo, 3V, Ph. 1          | 12-Mar-13    | 18-Apr-13   | \$ -                | JE in progress.  |
| 22     | 23647       | 23647    | V-050 Valve Auto - Winton Avenue, 1V, Ph. 1      | 21-Mar-13    | 03-Jun-13   | \$ 934,216.00       |  |
| 23     | 23649       | 23649    | V-051 Valve Auto - Fairway Avenue, 2V, Ph. 1     | 27-Feb-13    | 16-Apr-13   | \$ 1,093,003.00     |  |



TABLE 13-1  
PACIFIC GAS AND ELECTRIC COMPANY  
PROJECT STATUS SUMMARY - PROJECTS PLANNED BUT YET TO START  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| PSEP Filing |       |          |   |                   |             |                     |  |
|-------------|-------|----------|---|-------------------|-------------|---------------------|--|
| Line #      | PSRS  | New PSRS | Project Description                               | Mobilization Date | Tie-in date | Job Estimate Amount | Comments   |
| 1           | 24025 | 24025    | I-006 L-132 MP 31.96-38.39 UPGRADE PH-1           | 30-May-13         | 15-Jul-13   | \$ 2,750,137.00     | Delayed from 2012 to 2013 to coordinate with Crystal Springs Valve Auto project which was rescheduled due to permitting delays for efficiency and cost effectiveness.  |
| 2           | 24022 | 24022    | L-300A MP 352.3-391.2 ILI & ANALYSIS              | 03-Apr-13         | 15-Apr-13   | \$ 1,484,526.00     |  |
| 3           | 24015 | 24015    | L-300B MP 351.8-390.9 ILI & ANALYSIS PH-          | 04-Sep-13         | 10-Sep-13   | \$ 1,309,750.00     |  |
| 4           | 24885 | 24885    | DFM-0837-01 REPL 0.03MI MP 1.52-1.54 PH1          | TBD               | TBD         | \$ 408,192.00       | Accelerated from 2014 to 2013 for Integrity Management (IM) reasons.   |
| 5           | 23470 | 27001    | DFM-7222-01 RIM-203 REPL 0.13MI MP 6.95-7.08 PH1  | TBD               | TBD         | \$ 689,508.00       | Added as new replacement project in 2012 from filed 2014 test project for Integrity Management reasons.  |
| 6           | 24905 | 24905    | L-153-6 REPL 0.03MI MP 0.00-0.03 PH1              | TBD               | TBD         | \$ 168,647.00       |  |
| 7           | 24077 | 24077    | R-007 L-108_1 REPL 2.24mi MP 37.14-38.17 PH1      | 13-Jul-13         | 27-Aug-13   | \$ -                | Accelerated from 2014 to 2013 to accommodate adjacent segments identified as high priority as a result of data validation and added to this project. Job Estimate (JE) in progress.                                      |
| 8           | 23815 | 23815    | R-010 L-108_2 REPL 0.14mi MP 48.16-48.20 PH1      | 12-Feb-14         | 21-Apr-14   | \$ -                |  |
| 9           | 23743 | 26006    | R-011 L-118A REPL 7.24MI MP 5.62-12.55 PH1        | 10-Jul-13         | 17-Oct-13   | \$ -                | JE in progress.  |
| 10          | 23790 | 27573    | R-015 L-050A REPL 2.67mi MP 11.03-18.41 PH1       | 11-Jun-14         | 04-Aug-14   | \$ -                |  |
| 11          | 24900 | 24900    | R-016 L-108_3 REPL 2.47mi MP 63.49-65.96 PH1      | 15-Apr-14         | 06-Jun-14   | \$ -                | Removed partial scope of originally filed project from Phase 1 (PH1) to future phase as a result of data validation.   |
| 12          | 23704 | 26516    | R-031 L-109_3B REPL 3.56 MI MP 18.61-22.2 PH1     | 23-May-14         | 29-Sep-14   | \$ -                |  |
| 13          | 24899 | 24899    | R-035 L-105N-5 REPL 0.10mi MP 36.39-36.47 PH1     | 26-Jun-14         | 05-Aug-14   | \$ -                | Delayed from 2012 to 2014 due to schedule and resources load balancing in 2012 then further delayed due to potential move of Port of Oakland Pressure Limiting Station.  |
| 14          | 23926 | 29247    | R-037 L-172A REPL 2.76MI MP 75.43-78.53 PH1       | 08-Jul-13         | 18-Oct-13   | \$ -                | Added as new Replacement project as a result of data validation. JE in progress.   |
| 15          | 23692 | 26023    | R-046 L-109_4A REPL 3.95MI MP 24.84-30.11 PH1     | 23-Jun-14         | 15-Sep-14   | \$ -                |  |
| 16          | 23692 | 26025    | R-048 L-109_4C REPL 1.25 MI MP 30.52- 31.7601 PH1 | 19-Aug-14         | 05-Sep-14   | \$ -                |  |
| 17          | 23698 | 26843    | R-051 L-210A REPL 1.30mi MP 24.14-25.41 PH1       | 04-Jun-13         | 19-Aug-13   | \$ -                | Delayed from 2012 to 2013 in order to minimize revenue impacts to land owners. JE in progress.   |
| 18          | 23704 | 27018    | R-052 L-109_3C REPL 0.78 MI MP 23.3-24.00 PH1     | 12-Sep-14         | 17-Nov-14   | \$ -                |  |
| 19          | 24059 | 26057    | R-055 L-057A REPL 1.62MI MP 8.84-12.85 PH1        | 21-May-14         | 09-Sep-14   | \$ -                |  |
| 20          | 23867 | 26041    | R-056 L-220 REPL 5.77 MI MP 18.73-34.92 PH1       | 10-Jul-13         | 12-Nov-13   | \$ -                | JE in progress.  |
| 21          | 24079 | 26053    | R-057 L-124A REPL 4.61mi MP 20.63-26.27 PH1       | 03-Jun-14         | 25-Aug-14   | \$ -                |  |
| 22          | 23727 | 26010    | R-058 L-021F REPL 2.16MI MP 0.00-2.15 PH1         | 12-Feb-14         | 18-Mar-14   | \$ -                | Delayed from 2013 to 2014 due to scheduling and workload balancing. Data validation resulted in 10,256 feet with verified records, and 111 feet added to scope. 847 feet were added to a hydrotest for constructability. |
| 23          | 23822 | 28468    | R-059 L-123 REPL 5.90MI MP 0.00-11.03 PH1         | 20-Jul-13         | 31-Oct-13   | \$ -                | JE in progress.  |
| 24          | 24052 | 26049    | R-060 L-021D REPL 2.63MI MP 19.27-24.49 PH1       | 14-Mar-14         | 24-Apr-14   | \$ -                |  |
| 25          | 23702 | 27951    | R-061 L-196A REPL 2.06MI MP 11.42-13.45 PH1       | 14-Aug-14         | 24-Sep-14   | \$ -                | JE in progress.  |
| 26          | 23811 | 23811    | R-062 DFM-0603-01 REPL 0.58MI MP 0.00-0.57 PH1    | 03-May-13         | 01-Jun-13   | \$ -                | JE in progress.  |
| 27          | 23780 | 29401    | R-064 DFM-0604-16 REPL 0.18 MI MP 0.00-0.18 PH1   | 17-Apr-13         | 20-May-13   | \$ -                | JE in progress.  |
| 28          | 23791 | 23791    | R-066 L-119B REPL 1.12MI MP 0.59-2.23 PH1         | 29-Oct-13         | 16-Dec-13   | \$ -                | JE in progress.  |
| 29          | 23724 | 25719    | R-067 L-109_2B REPL 0.28MI MP 2.82-10.25 PH1      | 06-Jul-13         | 05-Sep-13   | \$ -                | JE in progress.  |
| 30          | 23790 | 25790    | R-069 L-050A TRANSFER 5.03mi MP 2.55-7.60 PH1     | 24-Jun-13         | 08-Jan-14   | \$ -                | Added as new replacement/transfer project from filed test project as a result of data validation. JE in progress.  |
| 31          | 23731 | 23731    | R-102 L-162A REPL 1.12MI MP 6.62-7.72 PH1         | 13-Aug-13         | 02-Nov-13   | \$ -                | JE in progress.  |
| 32          | 23688 | 26048    | R-103 L-114_2 REPL 2.18MI MP 10.52-12.70 PH1      | 22-Jul-14         | 12-Nov-14   | \$ -                | Delayed from 2012 to 2014 due to permits requiring long lead times.  |
| 33          | 23786 | 27752    | R-104 DFM-0405-01 REPL 1.69MI MP 0.45-2.15        | 08-May-14         | 05-Aug-14   | \$ -                |  |
| 34          | 23769 | 23769    | R-105 DFM-1815-02 REPL 0.73MI MP 18.76-19.49 PH1  | 28-Aug-13         | 01-Nov-13   | \$ -                | JE in progress.  |
| 35          | 23470 | 27890    | R-132 DFM-7222-01 REPL 10.08 MP 0.99-11.16 PH1    | 09-Jul-13         | 17-Oct-13   | \$ -                | Added as new replacement project from filed test project due to a necessary diameter increase on the line for a capacity increase. JE in progress.   |
| 36          | 23845 | 27960    | R-133 L-167 REPL 4.76MI MP 29.78-34.53 PH1        | 12-Apr-13         | 08-Oct-13   | \$ 24,333,996.00    |  |

TABLE 13-1  
PACIFIC GAS AND ELECTRIC COMPANY  
PROJECT STATUS SUMMARY - PROJECTS PLANNED BUT YET TO START  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing |          | Project Description                                | Mobilization Date | Tie-in date | Job Estimate Amount | Comments   |
|--------|-------------|----------|--|-------------------|-------------|---------------------|--|
|        | PSRS        | New PSRS |  |                   |             |                     |  |
| 37     | 23728       | 27902    | R-135 L-103 REPL 0.15MI MP 25.31-25.46 PH1         | 26-Jul-13         | 05-Sep-13   | \$ -                | Added as new replacement project from filed test project after records verified for all but 2 short segments which are more economical to replace. JE in progress.   |
| 38     | 23743       | 28091    | R-140 L-118A TRANSFER 6.03MI MP 0.00-5.62 PH1      | 29-Jun-13         | 03-Aug-13   | \$ -                | Added new project for this transfer to distribution because a new line is being installed instead of L-111A and L-118A (both of these are transferred to distribution here) which run parallel. JE in progress.  |
| 39     | 23470       | 28494    | R-143 DFM-7222-01 REPL 0.61MI MP 0.00-0.61 PH1     | 10-Feb-14         | 24-Mar-14   | \$ -                | Added as new replacement project from field test project due to a necessary diameter increase on the line for a capacity increase. JE in progress.   |
| 40     | 23533       | 28472    | R-144 L-021C REPL 0.90 MI MP 50.51 - 51.41 PH1     | 29-Jul-13         | 22-Aug-13   | \$ -                | Added as new replacement project from filed test project for cost efficiency reason to avoid the need for large amounts of Liquefied Natural Gas (LNG) for customer support during a test. JE in progress.   |
| 41     | 23682       | 23682    | R-148 DFM-1617-01 REPL 0.45 MI MP 0.00-1.26 PH1    | 02-Oct-13         | 16-Nov-13   | \$ -                | JE in progress.  |
| 42     | 23780       | 29425    | R-152 DFM-0604-16 REPL 0.32 MI MP 0.18-0.50 PH1    | 22-May-13         | 25-Jun-13   | \$ -                | JE in progress.  |
| 43     | 23796       | 29633    | R-153 L-021C REPL 0.22MI MP 34.85-35.04 PH1        | 11-Feb-14         | 18-Mar-14   | \$ -                |  |
| 44     | 24272       | 29275    | R-157 DFM 1603-01 REPL 1.23MI MP 0.07-1.31         | 13-Aug-13         | 11-Sep-13   | \$ -                | Added as new replacement project from filed test project after most of test was removed due to records verified. Downgrading to distribution pressure and new 10" transmission line will be run parallel. JE in progress.                                  |
| 45     | 24052       | 29743    | R-158 L-021D REPL 0.62MI MP 18.64-19.27 PH1        | 09-Jul-13         | 23-Aug-13   | \$ -                | JE in progress.  |
| 46     | 23918       | 29868    | R-160 DFM-1301-01 REPL 4.18MI MP 0.00-4.18 PH1     | 23-Oct-13         | 10-Jan-14   | \$ -                | JE in progress.  |
| 47     | 23877       | 29869    | R-161 DFM 1815-02 REPL 6.47 MI MP 6.50-16.85 PH1   | 17-Mar-14         | 14-Apr-14   | \$ -                | Added as new replacement project from filed test project after most of test was cancelled due to records verified.   |
| 48     | 23815       | 30067    | R-162 L-108_2 REPL 0.10MI MP 48.06-48.20           | 28-Feb-14         | 28-Mar-14   | \$ -                |  |
| 49     | 24890       | 27904    | R-202 DFM-1607-01 REPL 0.99MI MP 0.63-1.62 PH1     | 20-Jun-13         | 22-Aug-13   | \$ -                | JE in progress.  |
| 50     | 23796       | 29631    | R-205 L-021C REPL 0.54MI MP 31.85-32.39 PH1        | 06-Jul-13         | 24-Aug-13   | \$ -                | JE in progress.  |
| 51     | 24055       | 24055    | R-206 L-021H REPL 0.61MI MP 0.00-6.42 PH1          | 10-Feb-14         | 14-Mar-14   | \$ -                |  |
| 52     | 23789       | 23789    | R-207 L-177A REPL 3.27MI MP 25.46-173.89 PH1       | 08-Feb-14         | 21-Mar-14   | \$ -                |  |
| 53     | 23748       | 23748    | R-019 L-191 REPL .01mi MP 5.42-5.43 PH1            | 11-Oct-13         | 21-Nov-13   | \$ -                | JE in progress.  |
| 54     | 23762       | 23762    | R-038 DFM-1813-02 REPL 0.01MI MP 1.00-1.06 PH1     | 20-Jun-13         | 12-Jul-13   | \$ -                | Delayed from 2012 to 2013 to accommodate other higher priority projects in 2012 because Integrity Management flag was cleared as a result of data validation. JE in progress.  |
| 55     | 23792       | 23792    | R-039 L-301C REPL 0.01mi MP 17.26-17.26 PH1        | 27-Sep-13         | 24-Oct-13   | \$ -                | Delayed from 2012 to 2013 for efficiency reasons to coordinate with other work at Harkins Rd Regulator Station JE in progress.   |
| 56     | 24254       | 24254    | R-042 SP-3 REPL 0.01mi MP 174.29-174.29 (HWY4) PH1 | 25-Sep-14         | 05-Nov-14   | \$ -                | Delayed from 2012 to 2014 after scope change that added segments after others were removed due to records verified in 2012 to allow completion of engineering and constructability analysis then delayed further due to scheduling and workload balancing. |
| 57     | 24894       | 24894    | R-113 DFM-3002-01 REPL 0.02mi MP 0.00-0.00 PH1     | 11-Dec-14         | 21-Jan-15   | \$ -                |  |
| 58     | 23800       | 23800    | R-117 L-172A-17-3 REPL 0.01MI MP 0.00-0.00 PH1     | 11-Dec-14         | 21-Jan-15   | \$ -                |  |
| 59     | 23742       | 23742    | R-120 L-314A REPL 0.08MI MP 0.15-0.24 PH1          | 12-Dec-14         | 21-Jan-15   | \$ -                | JE in progress.  |
| 60     | 23802       | 23802    | R-122 DFM-1306-01 REPL 0.01MI MP 1.48-4.19 PH1     | 25-Apr-13         | 28-Jun-13   | \$ -                | JE in progress.  |
| 61     | 24889       | 24889    | R-124 DFM-1306-06 REPL 0.02MI MP 0.00-0.01 PH1     | 25-Apr-13         | 28-Jun-13   | \$ -                | JE in progress.  |
| 62     | 24902       | 27712    | R-131 L-119B-1 REPL 0.03MI MP 0.00-0.03 PH1        | 30-Apr-13         | 31-May-13   | \$ -                | Delayed from 2012 to 2013 for efficiency reasons to coordinate work with L-119B Tests planned in 2013. JE in progress.   |
| 63     | 23824       | 23824    | R-137 L-173 REPL 0.01MI MP 5.50-7.63 PH1           | 30-May-13         | 28-Jun-13   | \$ -                | JE in progress.  |
| 64     | 24903       | 24903    | R-139 L-131Y REPL 0.01MI MP 0.53-0.54 PH1          | 12-Apr-13         | 04-May-13   | \$ -                | Delayed from 2012 to 2013 to allow more time for engineering after a portion of the line was deactivated. JE in progress.  |
| 65     | 23529       | 29053    | R-145 L-306 REPL 0.01MI MP 43.30-43.31 PH1         | 10-Feb-14         | 24-Mar-14   | \$ -                | Added as short replacement project for cost efficiency reasons because all except these 50 ft. of filed test was removed from PH1 due to records verified.   |
| 66     | 24553       | 29067    | R-149 L-153 REPL 0.06MI MP 3.45-3.51 PH1           | 01-Oct-14         | 11-Nov-14   | \$ -                | Added as a new replacement project from a filed test project and test project cancelled as a result of data validation.  |

TABLE 13-1  
PACIFIC GAS AND ELECTRIC COMPANY  
PROJECT STATUS SUMMARY - PROJECTS PLANNED BUT YET TO START  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing |          | Project Description                            | Mobilization Date | Tie-in date | Job Estimate Amount | Comments   |
|--------|-------------|----------|--|-------------------|-------------|---------------------|--|
|        | PSRS        | New PSRS |  |                   |             |                     |  |
| 67     | N/A         | 29216    | R-150 L220 & DFM-0627-01 Davis Station Rebuild | 29-Jul-13         | 31-Aug-13   | \$ -                | Added new replacement project post filing for Integrity Management reasons. JE in progress.  |
| 68     | 23535       | 29718    | R-156 L-021F REPL 0.01MI MP 13.90-13.92 PH1    | 13-Jul-13         | 10-Aug-13   | \$ -                | Added as short replacement project for cost efficiency reasons because all except these 2 segments of filed test was removed from PH1 due to records verified. JE in progress. |
| 69     | N/A         | 29215    | R-159 L-116 MP 0.03-MP 3.86 DEACTIVATE 8-IN    | 02-Aug-13         | 06-Sep-13   | \$ -                | Added project to deactivate a portion of L-116 with OD 8". JE in progress.   |
| 70     | 23728       | 29124    | R-230 L-103 REPL 0.01MI MP 22.20-22.21 PH1     | 13-Jun-14         | 08-Aug-14   | \$ -                |  |
| 71     | 23505       | 30025    | T-013C-12, Line L-109, Daly City               | 14-Aug-13         | 26-Sep-13   | \$ -                | Delayed from 2012 to 2013 due to permitting delays with Caltrans. JE in progress.  |
| 72     | 23874       | 25847    | T-016-12, Line L-131_2, Fremont                | 14-Aug-13         | 18-Sep-13   | \$ -                | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012. JE in progress.   |
| 73     | N/A         | TBD      | T-022A-12, Line L-191-1, Lafayette             | 15-May-13         | 12-Aug-13   | \$ -                | PSRS TBD due to recent project split. Delayed from 2012 to 2014 to reduce the impact on customers. JE in progress.   |
| 74     | 23511       | 25860    | T-022B-12, Line L-191-1, Walnut Creek          | 03-Jun-13         | 12-Jul-13   | \$ -                | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012. JE in progress.   |
| 75     | 23511       | TBD      | T-022C-12, Line L-191-1, Walnut Creek          | 03-Jun-13         | 05-Aug-13   | \$ -                | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012. JE in progress.   |
| 76     | 23511       | 25861    | T-023-12, Line L-191-1, Martinez               | 08-Jul-13         | 27-Aug-13   | \$ -                | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012. JE in progress.   |
| 77     | 24188       | 25870    | T-028-12, Line DFM-2403-12, Fremont            | 05-Apr-13         | 17-May-13   | \$ -                | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012. JE in progress.   |
| 78     | 23856       | 25889    | T-038-12, Line DFM-1615-01, Modesto            | 26-Apr-13         | 26-Jun-13   | \$ -                | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012. JE in progress.   |
| 79     | 23856       | 25891    | T-039A-12, Line DFM-1615-01, Modesto           | 05-Jun-13         | 23-Jul-13   | \$ -                | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012. JE in progress.   |
| 80     | 23510       | 25902    | T-046-12, Line L-138, Fresno                   | 12-Apr-13         | 21-May-13   | \$ 1,488,030.00     | Delayed from 2012 to 2013 to reduce the impact on customers.   |
| 81     | 23493       | 25820    | T-051-12, Line L-142N, Bakersfield             | 16-Jul-13         | 29-Aug-13   | \$ -                | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012. JE in progress.   |
| 82     | 23554       | 25864    | T-081-12, Line L-119B, North Highlands         | 13-Aug-13         | 02-Oct-13   | \$ -                | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012. JE in progress.   |
| 83     | N/A         | 28492    | T-091B-12, Line L-210B, Suisun City            | 08-Jul-13         | 15-Aug-13   | \$ -                | Added due to a class location change. JE in progress.  |
| 84     | 24216       | 25884    | T-093-12, Line L-210C, Vallejo                 | 01-Apr-13         | 27-Apr-13   | \$ 2,132,881.00     | Delayed from 2012 to 2013 because large customer could not take an outage in 2012.   |
| 85     | 23864       | 27569    | T-174-12, Line DFM-1816-05, Watsonville        | 03-Jun-13         | 05-Jul-13   | \$ -                | JE in progress.  |
| 86     | 23524       | 28395    | T-206-13, Line L-187, King City                | 08-Apr-13         | 07-May-13   | \$ 2,495,220.00     |  |
| 87     | 23524       | 28407    | T-207-13, Line L-187, Greenfield               | 08-Apr-13         | 23-May-13   | \$ 2,103,598.00     |  |
| 88     | 23524       | 28408    | T-208A-13, Line L-187, Soledad                 | 16-May-13         | 07-Jun-13   | \$ -                | JE in progress.  |
| 89     | 23542       | TBD      | T-208B-13, Line L-187, Soledad                 | 16-May-13         | 24-Jun-13   | \$ -                | PSRS TBD due to recent project split. JE in progress.  |
| 90     | 23524       | 28409    | T-209-13, Line L-187, Soledad                  | 11-Jun-13         | 11-Jul-13   | \$ -                | JE in progress.  |
| 91     | 23524       | 28410    | T-210-13, Line L-187, Gonzales                 | 27-Jun-13         | 26-Jul-13   | \$ -                | JE in progress.  |
| 92     | 23542       | 28411    | T-211A-13, Line L-187, Chualar                 | 27-Jun-13         | 12-Aug-13   | \$ -                | JE in progress.  |
| 93     | 23542       | TBD      | T-211B-13, Line L-187, Chualar                 | 27-Jun-13         | 29-Aug-13   | \$ -                | PSRS TBD due to recent project split. JE in progress.  |
| 94     | 23570       | 27603    | T-217-13, Line DFM-0215-01, Belmont            | 24-Apr-13         | 28-May-13   | \$ -                | JE in progress.  |
| 95     | 23532       | 27604    | T-218-13, Line L-021B, Napa                    | 24-Apr-13         | 28-May-13   | \$ -                | JE in progress.  |
| 96     | 23532       | 27606    | T-220-13, Line L-021B, Petaluma                | 19-Jun-13         | 27-Jul-13   | \$ -                | JE in progress.  |
| 97     | 23584       | 29092    | T-222-13, Line DFM-0405-01, Oakville           | 04-Sep-13         | 11-Oct-13   | \$ -                | JE in progress.  |
| 98     | 24212       | 27608    | T-223A-13, Line L-050A-1, Marysville           | 01-May-13         | 21-Jun-13   | \$ -                | JE in progress.  |
| 99     | 23565       | 27609    | T-224A-13, Line DFM-0604-01, Vacaville         | 21-May-13         | 27-Jun-13   | \$ -                | JE in progress.  |
| 100    | 23569       | 27611    | T-225-13, Line DFM-0604-07, Vacaville          | 23-Aug-13         | 25-Oct-13   | \$ -                | JE in progress.  |
| 101    | 23892       | 29093    | T-227-13, Line DFM-1023-01, Redding            | 08-Jul-13         | 16-Aug-13   | \$ -                | JE in progress.  |
| 102    | 23550       | 27614    | T-228-13, Line L-118B, Madera                  | 11-Jun-13         | 24-Jul-13   | \$ -                | JE in progress.  |

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REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing |          | Project Description                                 | Mobilization Date | Tie-in date | Job Estimate Amount | Comments   |
|--------|-------------|----------|---|-------------------|-------------|---------------------|--|
|        | PSRS        | New PSRS |   |                   |             |                     |  |
| 103    | 23550       | 27615    | T-229A-13, Line L-118B, Madera                      | 13-May-13         | 28-Jun-13   | \$ -                | JE in progress.  |
| 104    | N/A         | TBD      | T-229B-13, Line L-118B, Madera                      | 13-May-13         | 28-Jun-13   | \$ -                | JE in progress.  |
| 105    | 23550       | 27617    | T-230-13, Line L-118B, Madera                       | 25-Jul-13         | 05-Sep-13   | \$ -                | JE in progress.  |
| 106    | 23499       | 27621    | T-239-13, Line L-162A, Tracy                        | 18-Jun-13         | 24-Jul-13   | \$ -                | JE in progress.  |
| 107    | 23499       | 27622    | T-240-13, Line L-162A, Tracy                        | 28-Jun-13         | 09-Aug-13   | \$ -                | JE in progress.  |
| 108    | 23506       | 27623    | T-241-13, Line L-177B, Chico                        | 30-May-13         | 31-Jul-13   | \$ -                | JE in progress.  |
| 109    | 23885       | 27645    | T-265-13, Line DFM-1004-01, Orland                  | 30-May-13         | 08-Jul-13   | \$ -                | Accelerated from 2014 to 2013 for Integrity Management reasons. JE in progress.  |
| 110    | 23872       | 27632    | T-268-13, Line DFM-1813-02, Seaside                 | 29-Jun-13         | 24-Jul-13   | \$ -                | JE in progress.  |
| 111    | 23872       | 27649    | T-269A-13, Line DFM-1813-02, Monterey               | 29-Jun-13         | 24-Jul-13   | \$ -                | JE in progress.  |
| 112    | 23872       | TBD      | T-269B-13, Line DFM-1813-02, Monterey               | 15-Jul-13         | 13-Aug-13   | \$ -                | PSRS TBD due to recent project split. JE in progress.  |
| 113    | 23472       | 27651    | T-272-13, Line DFM-7223-01, Turlock                 | 20-Jun-13         | 31-Jul-13   | \$ -                | JE in progress.  |
| 114    | 23748       | 28495    | T-281B-13, Line L-191, Antioch                      | 30-Jul-13         | 19-Sep-13   | \$ -                | JE in progress.  |
| 115    | 23926       | TBD      | T-282A-13, Line L-172A, West Sacramento             | 26-Aug-13         | 10-Oct-13   | \$ -                | Added as a new test, some segments from replacement and some new to PSEP, because replacement could not be completed due to site conditions limiting constructability. JE in progress.   |
| 116    | 24906       | TBD      | T-282B-13, Line L-172A-1, West Sacramento           | 26-Aug-13         | 10-Oct-13   | \$ -                | Added as new test from replacement workstream with new segments added also to coordinate with other test in proximity for efficiency reasons. JE in progress.  |
| 117    | 23560       | 23560    | T-310-14, Line DFM-0141-01, Crockett                | 26-Apr-13         | 20-May-13   | \$ -                | JE in progress.  |
| 118    | 23567       | 23567    | T-318-14, Line DFM-0604-06, Vacaville               | TBD               | TBD         | \$ -                |  |
| 119    | 23911       | 23911    | T-331A-14, Line DFM-1501-01, Yuba City              | 29-Apr-13         | 21-Jun-13   | \$ -                | Accelerated from 2014 to 2013 to offset delays on other projects. JE in progress.  |
| 120    | 23911       | 23911    | T-331B-14, Line DFM-1501-01, Yuba City              | 29-Apr-13         | 21-Jun-13   | \$ -                | Accelerated from 2014 to 2013 to offset delays on other projects. JE in progress.  |
| 121    | 23913       | 29511    | T-333-14, Line DFM-1502-02, Marysville              | 01-May-13         | 21-Jun-13   | \$ -                | Accelerated from 2014 to 2013 to take with clearance for T-223A-13 in 2013 and avoid a second shut down in 2014. JE in progress.   |
| 122    | 23483       | 23483    | T-360-14, Line DFM-7226-13, Modesto                 | 22-Apr-13         | 30-May-13   | \$ -                | Accelerated from 2014 to 2013 to offset delays on other projects. JE in progress.  |
| 123    | 23533       | 25833    | TIM-065-12, Line L-021C, Penngrove                  | 22-Jul-13         | 31-Aug-13   | \$ -                | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012. JE in progress.   |
| 124    | 23872       | 27648    | TIM-267-13, Line DFM-1813-02, Marina                | 02-Aug-13         | 26-Aug-13   | \$ -                | JE in progress.  |
| 125    | 23478       | 27652    | TIM-273-13, Line DFM-7226-01, Modesto               | 22-Apr-13         | 30-May-13   | \$ -                | JE in progress.  |
| 126    | 23749       | 27653    | TIM-274-13, Line GCUST5900, Fremont                 | 03-Jun-13         | 17-Jun-13   | \$ -                | JE in progress.  |
| 127    | 24898       | 29426    | TS-001-13, Line L-105N-3, Oakland                   | 06-May-13         | 20-May-13   | \$ -                | Added as new nitrogen test project from filed replacement project for cost efficiency reasons because the line runs under a railroad. JE in progress.  |
| 128    | 23597       | 23597    | V-010 Valve Auto - Commercial Way, 3V, Ph. 1        | 09-Apr-13         | 13-Aug-13   | \$ -                | Delayed from 2012 to 2013 due to clearance constraints. JE in progress.  |
| 129    | 23599       | 23599    | V-012 Valve Auto - Lomita Park, 1V, Ph. 1           | 29-Aug-13         | 06-Nov-13   | \$ -                | Delayed from 2012 to 2013 as a result of environmental/species issues. This valve is in a marsh in San Francisco where numerous protected species are present. JE in progress.   |
| 130    | 23602       | 23602    | V-015 Valve Auto - Edgewood, 6V, Ph. 1              | 30-Apr-13         | 30-Oct-13   | \$ 4,731,789.00     | Delayed from 2012 to 2013 due to clearance constraints and difficulty in obtaining required permits.   |
| 131    | 23603       | 23603    | V-016 Valve Auto - Crystal Springs, 4V, Ph. 1       | 10-Jun-13         | 13-Sep-13   | \$ 4,317,996.00     | Delayed from 2012 to 2013 due to permitting delays.  |
| 132    | 24281       | 30014    | V-030 Valve Auto - Antioch Terminal, 5V, Ph. 1      | 07-Jun-13         | 20-Sep-13   | \$ -                | JE in progress.  |
| 133    | 27532       | 27532    | V-031A Valve Auto - California, 1V, Ph. 1           | 29-Jul-13         | 14-Nov-13   | \$ -                | Valve Automation site selected at California Ave. (1 of 2) will be automated instead of Antioch Town Meter Station for constructability and cost reasons.  |
| 134    | 24254       | 28282    | V-031B Valve Auto Delta Fair, 1V, Ph. 1             | 11-May-13         | 04-Sep-13   | \$ -                | Valve Automation site selected at Delta Fair (1 of 2) instead of Antioch Town Meter Station for constructability and cost reasons. JE in progress.   |
| 135    | 23622       | 23622    | V-033 Valve Auto - Los Medanos, 3V, Ph. 1           | 09-Apr-13         | 10-May-13   | \$ -                | JE in progress.  |
| 136    | 24285       | 24285    | V-034 Valve Auto - Concord Meter Station, 1V, Ph. 1 | 13-May-13         | 12-Jul-13   | \$ -                | JE in progress.  |
| 137    | 27893       | 27893    | V-039A Valve Auto - Clayton Reg Station, 1V, Ph. 1  | 07-Aug-13         | 04-Oct-13   | \$ -                | Valve Automation site selected at Clayton Regulator Station instead of Crystal Ranch for constructability and cost reasons. Delayed from 2012 to 2013 to allow time for engineering and planning at this new location. JE in progress. |
| 138    | 23631       | 23631    | V-040 Valve Auto - Walnut Ave, 1V, Ph. 1            | 24-Jun-13         | 03-Oct-13   | \$ -                | JE in progress.  |

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| PSEP Filing |       |          | Project Description                                      | Mobilization Date | Tie-in date | Job Estimate Amount | Comments   |
|-------------|-------|----------|--|-------------------|-------------|---------------------|--|
| Line #      | PSRS  | New PSRS |  |                   |             |                     |  |
| 139         | 23632 | 23632    | V-041 Valve Auto - Foley's Ranch Crossover, 1V, Ph. 1    | 24-Sep-13         | 07-Feb-14   | \$ -                | JE in progress.  |
| 140         | 23972 | 23972    | V-044 Valve Auto - Sheridan Rd, 2V, Ph. 1                | 10-Sep-13         | 22-Jan-14   | \$ -                | JE in progress.  |
| 141         | 23635 | 23635    | V-045 Valve Auto - Livermore & Airway, 3V, Ph. 1         | 03-Jul-13         | 09-Sep-13   | \$ -                | JE in progress.  |
| 142         | 23636 | 23636    | V-046 Valve Auto - Dalton Crossover, 2V, Ph. 1           | 09-Jul-13         | 14-Nov-13   | \$ -                | JE in progress.  |
| 143         | 23637 | 23637    | V-047 Valve Auto - Livermore Junction, 1V, Ph. 1         | 15-Jun-13         | 29-Aug-13   | \$ -                | JE in progress.  |
| 144         | 23638 | 23638    | V-048 Valve Auto - Thornton Avenue, 1V, Ph. 1            | 17-Jul-13         | 07-Oct-13   | \$ -                | JE in progress.  |
| 145         | 23645 | 23645    | V-049 Valve Auto - Alvarado, 1V, Ph. 1                   | 09-Apr-13         | 24-Jun-13   | \$ 1,186,817.00     |  |
| 146         | 23651 | 23651    | V-052 Valve Auto - 51St Avenue, 3V, Ph. 1                | 31-May-13         | 27-Sep-13   | \$ -                | JE in progress.  |
| 147         | 23655 | 23655    | V-053 Valve Auto - 4th & Jefferson, 1V, Ph. 1            | 28-Jun-13         | 20-Sep-13   | \$ -                | JE in progress.  |
| 148         | 23657 | 23657    | V-054 Valve Auto - Brentwood Terminal, 9V, Ph. 1         | 12-Jun-13         | 15-Oct-14   | \$ -                | JE in progress.  |
| 149         | 23661 | 23661    | V-056 Valve Auto - Bixler Rd, 1V, Ph. 1                  | 16-Jan-14         | 24-Apr-14   | \$ -                | JE in progress.  |
| 150         | 23663 | 23663    | V-057 Valve Auto - Palm Tract, 2V, Ph. 1                 | 25-Apr-13         | 05-Jun-13   | \$ -                | JE in progress.  |
| 151         | 23674 | 23674    | V-063 Valve Auto - Valero Refinery Tap, 3V, Ph. 1        | 13-Apr-13         | 14-Jun-13   | \$ -                | Accelerated from 2014 to 2013 to offset delays on other projects. JE in progress.  |
| 152         | 23668 | 23668    | V-066 Valve Auto - Cordelia, 5V, Ph. 1                   | 04-Sep-13         | 05-Feb-14   | \$ -                |  |
| 153         | 23667 | 23667    | V-067 Valve Auto - Ripon-Modesto, 3V, Ph. 1              | 09-Jul-13         | 21-Sep-13   | \$ -                | Accelerated from 2014 to 2013 to offset delays on other projects. JE in progress.  |
| 154         | 23662 | 23662    | V-069 Valve Auto - Airport & French Camp, 3V, Ph. 1      | 18-Jul-13         | 14-Oct-13   | \$ -                | Accelerated from 2014 to 2013 to offset delays on other projects. JE in progress.  |
| 155         | 23660 | 23660    | V-070 Valve Auto - Airport & Sorona, 3V, Ph. 1           | 29-Jun-13         | 20-Sep-13   | \$ -                | Accelerated from 2014 to 2013 to offset delays on other projects. JE in progress.  |
| 156         | 23658 | 23658    | V-071 Valve Auto - West Lane & Hammertown, 3V, Ph. 1     | 16-Sep-13         | 06-Nov-13   | \$ -                | Accelerated from 2013 to 2012 to offset delays on other projects. JE in progress.  |
| 157         | 23656 | 23656    | V-072 Valve Auto - 8 Mile Pls, 2V, Ph. 1                 | 13-Jul-13         | 27-Sep-13   | \$ -                | Accelerated from 2014 to 2013 to offset delays on other projects. JE in progress.  |
| 158         | N/A   | 29461    | V-083 Valve Auto - Helm Tap Station, 1V, Ph. 1           | 23-Apr-13         | 16-Jul-13   | \$ -                | Added as a new Valve Automation project from what was originally part of the scope of ILI work because it will be more cost effective and allow for standardization of Valve Automation. JE in progress. |
| 159         | N/A   | 29463    | V-084 Valve Auto - West Ford Ave, 1V, Ph. 1              | 25-Jun-13         | 10-Sep-13   | \$ -                | Added as a new Valve Automation project from what was originally part of the scope of ILI work because it will be more cost effective and allow for standardization of Valve Automation. JE in progress. |
| 160         | N/A   | 29634    | V-085 Valve Auto - L-300A MLV 328.06, 1V, Ph. 1          | 01-Oct-13         | 19-Dec-13   | \$ -                | Added as a new Valve Automation project from what was originally part of the scope of ILI work because it will be more cost effective and allow for standardization of Valve Automation. JE in progress. |
| 161         | N/A   | 29635    | V-086 Valve Auto - L-300B MLV 327.83, 1V, Ph. 1          | 19-Sep-13         | 07-Dec-13   | \$ -                | Added as a new Valve Automation project from what was originally part of the scope of ILI work because it will be more cost effective and allow for standardization of Valve Automation. JE in progress. |
| 162         | N/A   | 29637    | V-087 Valve Auto - L-138 Adams Elm Mtr RegStn, 1V, Ph. 1 | 02-Jul-13         | 19-Sep-13   | \$ -                | Added as a new Valve Automation project from what was originally part of the scope of ILI work because it will be more cost effective and allow for standardization of Valve Automation. JE in progress. |
| 163         | N/A   | 30094    | V-088 Valve Auto - Airport & Louise, 3V, Ph. 1           | 26-Jul-13         | 22-Oct-13   | \$ -                | Added to replace filed Valve Auto project Airport & Yosemite (PSRS 23664) for cost and efficiency reasons due to construction complexities at the filed project site. JE in progress.                    |
| 164         | 23665 | 23665    | VALVE AUTO - 24TH & 20TH AVE, PH. 1                      | 14-Nov-13         | 21-Dec-13   | \$ -                | Accelerated from 2014 to 2013 to offset delays on other projects. JE in progress.  |
| 165         | 23646 | 23646    | VALVE AUTO - 2AX PLS, PH. 1                              | 14-May-14         | 30-Sep-14   | \$ -                |  |
| 166         | 23648 | 23648    | VALVE AUTO - BAKERSFIELD TAP, PH. 1                      | 14-May-14         | 30-Sep-14   | \$ -                |  |
| 167         | 23973 | 23973    | VALVE AUTO - CUMMINGS CREEK, PH. 1                       | 14-May-14         | 30-Sep-14   | \$ -                |  |
| 168         | 23672 | 23672    | VALVE AUTO - EAST FAIRFIELD CROSSOVER, PH. 1             | 14-Feb-14         | 31-Mar-14   | \$ -                |  |
| 169         | 23670 | 23670    | VALVE AUTO - FAIRFIELD CROSSOVER, PH. 1                  | 14-Feb-14         | 31-Mar-14   | \$ -                |  |
| 170         | 23650 | 23650    | VALVE AUTO - GOSFORD RD MTR STA, PH. 1                   | 14-May-14         | 30-Sep-14   | \$ -                |  |
| 171         | 23634 | 23634    | VALVE AUTO - IRVINGTON, PH. 1                            | 14-May-14         | 30-Sep-13   | \$ -                | JE in progress.  |
| 172         | 23659 | 23659    | VALVE AUTO - LAKES VALVE LOT, PH. 1                      | 14-Nov-13         | 31-Dec-13   | \$ -                | JE in progress.  |
| 173         | 23654 | 23654    | VALVE AUTO - LAS VINAS STA, PH. 1                        | 14-Feb-14         | 30-Jun-14   | \$ -                |  |

TABLE 13-1  
PACIFIC GAS AND ELECTRIC COMPANY  
PROJECT STATUS SUMMARY - PROJECTS PLANNED BUT YET TO START  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing |          | Project Description                         | Mobilization Date | Tie-in date | Job Estimate Amount | Comments   |
|--------|-------------|----------|---|-------------------|-------------|---------------------|--|
|        | PSRS        | New PSRS |   |                   |             |                     |  |
| 174    | 23633       | 23633    | VALVE AUTO - MISSION BLVD                   | 14-Feb-14         | 30-Jun-14   | \$ -                | Valve Automation site selected at Mission Blvd. instead of Vargas Crossover for constructability and cost efficiency reasons. Delayed from 2013 to 2014 to allow time for engineering and planning at this new location. JE in progress. |
| 175    | 23644       | 23644    | VALVE AUTO - MOJAVE RIVER CROSSING, PH. 1   | 14-May-14         | 30-Sep-14   | \$ -                |  |
| 176    | 23673       | 23673    | VALVE AUTO - N SAC UGND HLDR, PH. 1         | 14-Nov-13         | 31-Mar-14   | \$ -                |  |
| 177    | 23679       | 23679    | VALVE AUTO - PARAMOUNT COURT, PH. 1         | 14-Feb-14         | 31-Mar-14   | \$ -                |  |
| 178    | 23608       | 23608    | VALVE AUTO - ROUSSEAU, PH. 1                | 14-May-14         | 30-Sep-14   | \$ -                | Delayed from 2012 to future phase when a new location for automation will be determined because when pipeline going through Rousseau is replaced in 2015 it will no longer be routed through this location.                              |
| 179    | 23675       | 23675    | VALVE AUTO - SAC GAS LOAD CENTER, PH. 1     | 14-Nov-13         | 31-Mar-14   | \$ -                |  |
| 180    | 23974       | 23974    | VALVE AUTO - TOMPKINS HILL, PH. 1           | 14-May-14         | 30-Sep-14   | \$ -                |  |
| 181    | 23652       | 23652    | VALVE AUTO - UNION AVE METER REG STA, PH. 1 | 14-May-14         | 30-Sep-14   | \$ -                |  |
| 182    | 23669       | 23669    | VALVE AUTO - YOLO CAUSWAY BLVD. TIE, PH. 1  | 14-Nov-13         | 31-Mar-14   | \$ -                |  |

TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
COST IMPACTS BY PROJECT  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | New PSRS      | Project Description                                      | Region | Risk   | Description   | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments   |
|--------|---------------|--|--------|--|---|------------------|---------------------|------------------------|---------------------------|---------------|--|
| 1      | 24544         | TIM-037-11;L-132_1 TEST 2.98MI MP 43.61-46.59 PH1        | Bay    | Productivity Impacts                             | Potential impacts to contractor productivity, caused by multiple issues, which may result in contractor moving to another construction location on-site or other methods of mitigation. | N/A              | N/A                 | 9                      | 3.0                       | Yes           | The schedule was delayed due to construction resources and the unanticipated need to truck water around San Bruno mountain after attempts to pump water over San Bruno Mountain proved unsuccessful due to pigging issues.                           |
| 2      | 24544         | TIM-037-11;L-132_1 TEST 2.98MI MP 43.61-46.59 PH1        | Bay    | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed.  | \$ 20,000.00     | \$ 6,711.41         | N/A                    | N/A                       | Yes           | Additional unplanned support was required when sufficient resources were not available at the required time.   |
| 3      | 24544         | TIM-037-11;L-132_1 TEST 2.98MI MP 43.61-46.59 PH1        | Bay    | Changes After Issue For Bid (IFB)                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 85,000.00     | \$ 28,523.49        | N/A                    | N/A                       | Yes           | Variance in pipe depth identified - 20ft. rather than 3ft.   |
| 4      | 24544         | TIM-037-11;L-132_1 TEST 2.98MI MP 43.61-46.59 PH1        | Bay    | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 80,000.00     | \$ 26,845.64        | N/A                    | N/A                       | Yes           | Attempted coordination of work at station, at the request of Daly City, proved unsuccessful. Temporary piping installed to support station tie-in had to be removed prior to work moving ahead separately.   |
| 5      | 24544         | TIM-037-11;L-132_1 TEST 2.98MI MP 43.61-46.59 PH1        | Bay    | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 60,000.00     | \$ 20,134.23        | N/A                    | N/A                       | Yes           | The Parks department requested that the access road to San Bruno Mountain where this work was located be re-graded and the road rocked. This will also be helpful when other PG&E work is done in this area in the future.                           |
| 6      | 26330 / 26337 | TIM-143/144-12;DFM-0405-01 TEST 9.81MI MP 3.87-13.00 PH1 | Bay    | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                       | \$ 85,000.00     | \$ 9,259.26         | 3                      | 0.3                       | Yes           | Delayed permit (City of Napa) resulted in unplanned standby time for the construction resources.   |
| 7      | 26330 / 26337 | TIM-143/144-12;DFM-0405-01 TEST 9.81MI MP 3.87-13.00 PH1 | Bay    | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 90,000.00     | \$ 9,803.92         | N/A                    | N/A                       | Yes           | Use of portable Liquefied Natural Gas (LNG) and reduction in pipeline outage to minimize customer impact required increased labor (night and weekend overtime) compared to planned (construction resources plan was based upon five 10 hour shifts). |
| 8      | 26330 / 26337 | TIM-143/144-12;DFM-0405-01 TEST 9.81MI MP 3.87-13.00 PH1 | Bay    | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 130,000.00    | \$ 14,161.22        | N/A                    | N/A                       | Yes           | Extra excavations were required after field inspection by General Construction (GC) and Transmission and Restoration (T&R) resources recommended different connection locations for portable Compressed Natural Gas (CNG) support.                   |
| 9      | 26330 / 26337 | TIM-143/144-12;DFM-0405-01 TEST 9.81MI MP 3.87-13.00 PH1 | Bay    | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed.  | \$ 60,000.00     | \$ 6,535.95         | N/A                    | N/A                       | Yes           | Additional equipment support required as sufficient resources were not available at the time needed.   |
| 10     | 26330 / 26337 | TIM-143/144-12;DFM-0405-01 TEST 9.81MI MP 3.87-13.00 PH1 | Bay    | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 115,000.00    | \$ 12,527.23        | N/A                    | N/A                       | Yes           | Additional paving was completed, in conjunction with other PG&E work nearby, at the request of the City of Napa despite it not being required by the permit.   |
| 11     | 26330 / 26337 | TIM-143/144-12;DFM-0405-01 TEST 9.81MI MP 3.87-13.00 PH1 | Bay    | Contaminated Test Water (other than Hg)          | Any variety of contaminants could be found in the water and require additional costs to sample, clean, etc.   | \$ 300,000.00    | \$ 32,679.74        | N/A                    | N/A                       | Yes           | Additional trucking and water handling/disposal costs, e.g. additional baker tank storage and land costs, after identification of Boron in the source water.   |
| 12     | 26324 / 26325 | TIM-130/131-12;DFM-3017-01 TEST 7.11MI MP 0.82-7.54 PH1  | Bay    | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.   | \$ 600,000.00    | \$ 84,388.19        | N/A                    | N/A                       | No            | Construction resources could not locate fittings in the expected location and therefore had to extend existing and undertake additional excavations.   |
| 13     | 26324 / 26325 | TIM-130/131-12;DFM-3017-01 TEST 7.11MI MP 0.82-7.54 PH1  | Bay    | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 120,000.00    | \$ 16,877.64        | N/A                    | N/A                       | No            | Construction resources were required to conduct additional pre-testing of pipe to replace additional fittings not included in the IFB.   |
| 14     | 26324 / 26325 | TIM-130/131-12;DFM-3017-01 TEST 7.11MI MP 0.82-7.54 PH1  | Bay    | Surveying and Potholing                          | Delays or cost increases resulting from surveying, potholing, or mark and locate not being completed prior to Issued for Construction (IFC).  | \$ 60,000.00     | \$ 8,438.82         | N/A                    | N/A                       | No            | Mark and locate had to be completed at the start of construction.  |
| 15     | 26324 / 26325 | TIM-130/131-12;DFM-3017-01 TEST 7.11MI MP 0.82-7.54 PH1  | Bay    | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed.  | \$ 60,000.00     | \$ 8,438.82         | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.   |
| 16     | 26324 / 26325 | TIM-130/131-12;DFM-3017-01 TEST 7.11MI MP 0.82-7.54 PH1  | Bay    | Pigging  | Potential issues may occur while pigging the line that cause delays or cost increases to resolve them.  | \$ 90,000.00     | \$ 12,658.23        | 7                      | 1.0                       | No            | Delays due to pigging issues (sticking).   |
| 17     | 25849         | T-073-12;L-021F TEST 0.711MI MP 19.17-20.09 PH1          | Bay    | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 60,000.00     | \$ 84,388.19        | N/A                    | N/A                       | No            | Additional work was identified after the IFB which involved removing a section of abandoned line.  |

TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
COST IMPACTS BY PROJECT  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | New PSRS              | Project Description   | Region  | Risk   | Description  | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments  |
|--------|-----------------------|---|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|---|
| 18     | 25849                 | T-073-12;L-021F TEST 0.711MI MP 19.17-20.09 PH1                     | Bay     | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed.           | \$ 750,000.00    | \$ 1,054,852.32     | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.  |
| 19     | 25849                 | T-073-12;L-021F TEST 0.711MI MP 19.17-20.09 PH1                     | Bay     | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 80,000.00     | \$ 112,517.58       | N/A                    | N/A                       | No            | Work Required by others: The owner of the parking lot where the work was being done claimed that construction resources damaged it so the entire lot was repaved.   |
| 20     | 25857                 | T-021-12;L-191-1 TEST 0.362MI MP 9.59-9.94 PH1                      | Bay     | Unknown Obstructions During Excavation           | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | N/A              | N/A                 | N/A                    | N/A                       | No            | This work was within a station so other lines were encountered, but there was fortunately no schedule or cost impact due to timely mitigation undertaken.   |
| 21     | 25857                 | T-021-12;L-191-1 TEST 0.362MI MP 9.59-9.94 PH1                      | Bay     | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 30,000.00     | \$ 82,872.93        | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.  |
| 22     | 25857                 | T-021-12;L-191-1 TEST 0.362MI MP 9.59-9.94 PH1                      | Bay     | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 75,000.00     | \$ 207,182.32       | N/A                    | N/A                       | No            | Additional construction work included removing a main line valve and replacing some others was identified after the contract was issued.  |
| 23     | 24530 / 25850 / 24531 | T-038-11/T-018-12/T-039B-11;L-132 TEST 5.271MI MP 46.61-51.50 PH1   | Bay     | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 65,000.00     | \$ 12,331.63        | N/A                    | N/A                       | Yes           | During construction it was discovered that the pipe was shallower than expected so the line had to be lowered to install the valve.   |
| 24     | 24530 / 25850 / 24531 | T-038-11/T-018-12/T-039B-11;L-132 TEST 5.271MI MP 46.61-51.50 PH1   | Bay     | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 70,000.00     | \$ 13,280.21        | N/A                    | N/A                       | Yes           | Additional work was added after the contract was issued.  |
| 25     | 24530 / 25850 / 24531 | T-038-11/T-018-12/T-039B-11;L-132 TEST 5.271MI MP 46.61-51.50 PH1   | Bay     | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed.           | \$ 190,000.00    | \$ 36,046.29        | N/A                    | N/A                       | Yes           | During construction conditions found required the other end of an abandoned 'Tap' to be dug up which was not originally planned in the IFB.   |
| 26     | 24530 / 25850 / 24531 | T-038-11/T-018-12/T-039B-11;L-132 TEST 5.271MI MP 46.61-51.50 PH1   | Bay     | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 150,000.00    | \$ 28,457.60        | N/A                    | N/A                       | Yes           | After the IFB was issued, it was identified that an additional test needed to be completed and valves needed to be removed in a station to successfully complete this project.  |
| 27     | 24530 / 25850 / 24531 | T-038-11/T-018-12/T-039B-11;L-132 TEST 5.271MI MP 46.61-51.50 PH1   | Bay     | Clearance  | Tight clearance windows may result in contractor working additional hours to meet the window for tie-in.   | \$ 50,000.00     | \$ 9,485.87         | N/A                    | N/A                       | Yes           | Construction resources had to work longer hours than initially planned, i.e. overtime, due to the short clearance window for the tie-in.  |
| 28     | 25863 / 25865 / 25868 | T-025-12 /T-026-12/T-027-12;L-100 TEST 11.88MI MP 138.43-150.13 PH1 | Ctr Cst | Mercury Cleaning - Strength Test                 | Cleaning Hg from piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                    | \$ 1,800,000.00  | \$ 151,566.18       | N/A                    | N/A                       | Yes           | High Levels of mercury required 40 pig runs resulting in significantly higher crew time than planned.   |
| 29     | 25863 / 25865 / 25868 | T-025-12 /T-026-12/T-027-12;L-100 TEST 11.88MI MP 138.43-150.13 PH1 | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 220,000.00    | \$ 18,524.76        | N/A                    | N/A                       | Yes           | During construction it was identified that 11 additional sniff holes were needed to safely perform the cut/cap/tie-in work.   |
| 30     | 25863 / 25865 / 25868 | T-025-12 /T-026-12/T-027-12;L-100 TEST 11.88MI MP 138.43-150.13 PH1 | Ctr Cst | Unstable/Weak Soil                               | Unstable soils may require additional shoring which may cause delays to obtain and install.  | \$ 4,000.00      | \$ 336.81           | N/A                    | N/A                       | Yes           | Constructing resources had to do extra soil stability work around a valve set because of unstable soil.   |
| 31     | 25863 / 25865 / 25868 | T-025-12 /T-026-12/T-027-12;L-100 TEST 11.88MI MP 138.43-150.13 PH1 | Ctr Cst | Unexpected Condition of Pipe, Valves or Fittings | Pipe, valves or fittings may be leaking or faulty requiring additional work to repair or replace them, not including linear indications on the pipe.   | \$ 100,000.00    | \$ 8,420.34         | N/A                    | N/A                       | Yes           | Valves on this line were leaking so additional materials, trucking, welding, inspection, digging, T&R support, Storm Water Pollution Prevention (SWPP) plan and division support were all required to replace the valves.             |
| 32     | 25890                 | T-096-12;DFM-1816-01_2 TEST 1.96MI MP 16.30-18.25 PH1               | Ctr Cst | Unknown Obstructions During Excavation           | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 260,000.00    | \$ 132,653.06       | N/A                    | N/A                       | Yes           | Delays in determining CNG injection point: endangered species identification at an alternate site forced a return to the originally planned location in spite of the known impact of permitting delays associated with that location. |
| 33     | 25890                 | T-096-12;DFM-1816-01_2 TEST 1.96MI MP 16.30-18.25 PH1               | Ctr Cst | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 1,000,000.00  | \$ 510,204.08       | N/A                    | N/A                       | Yes           | Additional excavations, restoration, and multiple tests required.   |
| 34     | 24484                 | TIM-101-11;DFM-1816-01_1 TEST 5.90MI MP 3.44-8.44 PH1               | Ctr Cst | Pigging  | Potential issues may occur while pigging the line that cause delays or cost increases to resolve them.   | \$ 30,000.00     | \$ 5,082.16         | 2                      | 0.3                       | Yes           | A pig became stuck at an unidentified drip requiring an excavation in a creek to remove the drip and the pig.   |



TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
COST IMPACTS BY PROJECT  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | New PSRS | Project Description                                     | Region  | Risk   | Description  | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments  |
|--------|----------|---|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|---|
| 35     | 24484    | TIM-101-11;DFM-1816-01_1 TEST 5.90MI MP 3.44-8.44 PH1   | Ctr Cst | Surveying and Potholing                          | Delays or cost increases resulting from surveying, potholing, or mark and locate not being completed prior to IFC.   | \$ 75,000.00     | \$ 12,705.40        | 3                      | 0.5                       | Yes           | Additional excavation, T&R and GC resources required to locate additional TAPs in the field.  |
| 36     | 26831    | TIM-160B-12;DFM-7222-01 TEST 1.948MI MP 11.33-13.15 PH1 | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 150,000.00    | \$ 77,041.60        | N/A                    | N/A                       | Yes           | Additional excavation and restoration was required.   |
| 37     | 26831    | TIM-160B-12;DFM-7222-01 TEST 1.948MI MP 11.33-13.15 PH1 | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 60,000.00     | \$ 30,816.64        | N/A                    | N/A                       | Yes           | To maintain customer service and pressure (high customer loads) a bridle and bypass line were installed to support CNG injection at a 'tap' location.   |
| 38     | 27568    | T-173-12;DFM-7219-01 TEST 3.73MI MP 0.00-3.73 PH1       | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 100,000.00    | \$ 26,845.64        | N/A                    | N/A                       | No            | During construction, it was identified that 5 additional sniff holes were needed to safely perform the cut/cap/tie-in work.   |
| 39     | 27568    | T-173-12;DFM-7219-01 TEST 3.73MI MP 0.00-3.73 PH1       | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 70,000.00     | \$ 18,791.95        | N/A                    | N/A                       | No            | During construction, an unpiggable makeshift "T" was found and had to be removed and replaced with a new piggable piece.  |
| 40     | 25893    | T-040-12;DFM-7221-10 TEST 2.46MI MP 7.21-9.65 PH1       | Ctr Vly | Environmental/Species Impacts                    | Potential delays in construction due to the presence of protected or endangered species at the construction site.  | \$ 15,000.00     | \$ 6,097.56         | N/A                    | N/A                       | No            | Nesting birds reside in the area so additional environmental monitors were needed.  |
| 41     | 25893    | T-040-12;DFM-7221-10 TEST 2.46MI MP 7.21-9.65 PH1       | Ctr Vly | Mercury Cleaning - Strength Test                 | Cleaning Hg from piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.          | \$ 25,000.00     | \$ 10,162.60        | N/A                    | N/A                       | No            | Additional construction costs were incurred to clean/remove mercury identified in the pipeline.   |
| 42     | 25893    | T-040-12;DFM-7221-10 TEST 2.46MI MP 7.21-9.65 PH1       | Ctr Vly | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed. | \$ 30,000.00     | \$ 12,195.12        | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.  |
| 43     | 25900    | T-100-12;L-148 TEST 1.93MI MP 12.58-14.62 PH1           | Ctr Vly | Contaminated Test Water (other than Hg)          | Any variety of contaminants could be found in the water and require additional costs to sample, clean, etc.  | \$ 20,000.00     | \$ 10,351.97        | N/A                    | N/A                       | No            | Additional filtration was required to clean contaminated water at the site.   |
| 44     | 25900    | T-100-12;L-148 TEST 1.93MI MP 12.58-14.62 PH1           | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 8,000.00      | \$ 4,140.79         | N/A                    | N/A                       | No            | During construction it was identified that an additional sniff hole was needed to safely perform the cut/cap/tie-in work.   |
| 45     | 25900    | T-100-12;L-148 TEST 1.93MI MP 12.58-14.62 PH1           | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 36,000.00     | \$ 18,633.54        | N/A                    | N/A                       | No            | After construction had started the pipe at the location for a new valve was discovered to be only 1 ft. deep (4 ft. minimum is required) so the whole assembly was lowered to accommodate the valve.                      |
| 46     | 25900    | T-100-12;L-148 TEST 1.93MI MP 12.58-14.62 PH1           | Ctr Vly | Surveying and Potholing                          | Delays or cost increases resulting from surveying, potholing, or mark and locate not being completed prior to IFC.   | \$ 96,000.00     | \$ 49,689.44        | N/A                    | N/A                       | No            | During construction, a bad weld was discovered on a pipeline section not being replaced. A section of pipe and the weld were cut out and replaced with new pipe.  |
| 47     | 25900    | T-100-12;L-148 TEST 1.93MI MP 12.58-14.62 PH1           | Ctr Vly | Surveying and Potholing                          | Delays or cost increases resulting from surveying, potholing, or mark and locate not being completed prior to IFC.   | \$ 30,000.00     | \$ 15,527.95        | N/A                    | N/A                       | No            | After the pipe was filled with water, two bad welds were encountered so the pipe was dewatered to repair them before the pipe was refilled to test.   |
| 48     | 25900    | T-100-12;L-148 TEST 1.93MI MP 12.58-14.62 PH1           | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 50,000.00     | \$ 25,879.92        | N/A                    | N/A                       | No            | Additional backfill and restoration costs incurred due to street location of one pipe section. In addition a bell hole required significant extension (planned 8 x 20 ft. extended to 8 x ~150 ft.) to complete the work. |
| 49     | 25900    | T-100-12;L-148 TEST 1.93MI MP 12.58-14.62 PH1           | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 150,000.00    | \$ 51,159.62        | N/A                    | N/A                       | No            | During construction a bell hole ended up being much larger than expected which resulted in additional costs, including 24 hr. flaggers, traffic control, avoidance of an unmarked water line, and additional welding.     |
| 50     | 25900    | T-100-12;L-148 TEST 1.93MI MP 12.58-14.62 PH1           | Ctr Vly | Unexpected Condition of Pipe, Valves or Fittings | Pipe, valves or fittings may be leaking or faulty requiring additional work to repair or replace them, not including linear indications on the pipe.                                   | \$ 26,000.00     | \$ 6,612.41         | N/A                    | N/A                       | No            | A valve leak identified resulted in an additional excavation to address the issue.  |
| 51     | 25900    | T-100-12;L-148 TEST 1.93MI MP 12.58-14.62 PH1           | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 46,000.00     | \$ 9,326.85         | N/A                    | N/A                       | No            | Construction conditions required a valve assembly to be re-oriented which caused a new vault to be ordered to fit the new arrangement.  |
| 52     | 25900    | T-100-12;L-148 TEST 1.93MI MP 12.58-14.62 PH1           | Ctr Vly | Pigging  | Potential issues may occur while pigging the line that cause delays or cost increases to resolve them.   | \$ 27,000.00     | \$ 4,551.58         | N/A                    | N/A                       | No            | The clearing Pigs found debris in the line causing additional pipe to be removed and welded, resulting in a cost increase.  |

TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
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| Line # | New PSRS | Project Description                                 | Region  | Risk   | Description   | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments  |
|--------|----------|---|---------|--|---|------------------|---------------------|------------------------|---------------------------|---------------|---|
| 53     | 25898    | T-099-12;L-148 TEST 6.59MI MP 6.06-12.58 PH1        | Ctr Vly | Contaminated Test Water (other than Hg)          | Any variety of contaminants could be found in the water and require additional costs to sample, clean, etc.   | \$ 16,000.00     | \$ 2,428.29         | N/A                    | N/A                       | No            | Additional filtration was required to clean contaminated water at the site.   |
| 54     | 25898    | T-099-12;L-148 TEST 6.59MI MP 6.06-12.58 PH1        | Ctr Vly | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed.          | \$ 50,000.00     | \$ 7,588.40         | 2                      | 0.3                       | No            | Delays encountered for GC and T&R to connect CNG to 13 TAPs caused increased standby time and overtime to complete the clearance.   |
| 55     | 25898    | T-099-12;L-148 TEST 6.59MI MP 6.06-12.58 PH1        | Ctr Vly | Pigging  | Potential issues may occur while pigging the line that cause delays or cost increases to resolve them.  | \$ 10,000.00     | \$ 1,517.68         | N/A                    | N/A                       | No            | During construction, Pigs became stuck which resulted in additional costs for inspectors, etc.  |
| 56     | 28135    | TIM-175-12;L-109_3 TEST 0.08MI MP 16.93-17.01 PH1   | Ctr Cst | Unexpected Condition of Pipe, Valves or Fittings | Pipe, valves or fittings may be leaking or faulty requiring additional work to repair or replace them, not including linear indications on the pipe.  | \$ 100,000.00    | \$ 1,250,000.00     | N/A                    | N/A                       | No            | During construction two valves were discovered to be leaking and were replaced.   |
| 57     | 28135    | TIM-175-12;L-109_3 TEST 0.08MI MP 16.93-17.01 PH1   | Ctr Cst | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                               | \$ 13,000.00     | \$ 162,500.00       | N/A                    | N/A                       | No            | Additional costs incurred to conduct a nitrogen test on a pipeline crossing a creek to meet Integrity Management inspection compliance deadline - permits associated with addressing the pipeline also identified as 24-inch diameter not 22-inch diameter not being unavailable within that timeline. Replacement of the pipeline was rescheduled to 2013 to use a bore. |
| 58     | 28135    | TIM-175-12;L-109_3 TEST 0.08MI MP 16.93-17.01 PH1   | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 104,000.00    | \$ 1,300,000.00     | N/A                    | N/A                       | No            | TAP isolations and an extra sniff hole were required to extend project length and accommodate two pipe sizes. There were additional costs for test heads and extra labor hours.   |
| 59     | 25892    | T-097-12;L-148 TEST 6.06MI MP 0.00-6.06 PH1         | Ctr Vly | Weather Impacts                                  | Potential construction delays and resulting additional costs due to rain days. Potential rain interaction with species (e.g. CTS breeding migration) delaying construction and increasing cost. | \$ 6,000.00      | \$ 990.92           | N/A                    | N/A                       | No            | There was heavy rain so the ground had to be graveled to support CNG trailers.  |
| 60     | 25892    | T-097-12;L-148 TEST 6.06MI MP 0.00-6.06 PH1         | Ctr Vly | Environmental/Species Impacts                    | Potential delays in construction due to the presence of protected or endangered species at the construction site.   | \$ 20,000.00     | \$ 3,303.06         | N/A                    | N/A                       | No            | Nesting owls were present so excavations were hand dug, the work site was kept very quiet and extra inspectors were present.  |
| 61     | 25892    | T-097-12;L-148 TEST 6.06MI MP 0.00-6.06 PH1         | Ctr Vly | Mercury Cleaning - Strength Test                 | Cleaning Hg from piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                   | \$ 110,000.00    | \$ 18,166.80        | N/A                    | N/A                       | No            | Additional costs to clean mercury from the pipeline before testing.   |
| 62     | 25892    | T-097-12;L-148 TEST 6.06MI MP 0.00-6.06 PH1         | Ctr Vly | Surveying and Potholing                          | Delays or cost increases resulting from surveying, potholing, or mark and locate not being completed prior to IFC.  | \$ 30,000.00     | \$ 4,954.58         | N/A                    | N/A                       | No            | Additional pothole inspection of the pipeline was conducted through an agricultural field to assure that there were no unidentified strikes on the line before testing.   |
| 63     | 25908    | T-102D-12;L-118A TEST 0.27MI MP 37.38-37.71 PH1     | Ctr Vly | Environmental/Species Impacts                    | Potential delays in construction due to the presence of protected or endangered species at the construction site.   | \$ 25,000.00     | \$ 93,984.96        | N/A                    | N/A                       | No            | Fairy Shrimp were present (mitigation required) as well as nesting birds so additional environmental inspectors were present.   |
| 64     | 25908    | T-102D-12;L-118A TEST 0.27MI MP 37.38-37.71 PH1     | Ctr Vly | Linear Indications                               | Linear indications may be encountered when excavation and require repair or replacement.  | \$ 20,000.00     | \$ 75,187.97        | N/A                    | N/A                       | No            | Extra cuts, an excavation, and additional engineering were required.  |
| 65     | 23474    | TIM-162-12;DFM-7224-09 TEST 1.35MI MP 0.00-1.35 PH1 | Ctr Vly | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                               | \$ 47,000.00     | \$ 34,918.28        | 15                     | 11.1                      | No            | There was a delay acquiring the Caltrans encroachment permit and a requirement to have California Highway Patrol (CHP) present because of night work which took time to contract and incurred additional costs.   |
| 66     | 23474    | TIM-162-12;DFM-7224-09 TEST 1.35MI MP 0.00-1.35 PH1 | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 550,000.00    | \$ 408,618.13       | N/A                    | N/A                       | No            | Load information for a new customer was not available, so it was not known until after the IFB that the test would need to be split to support the customer.  |
| 67     | 23474    | TIM-162-12;DFM-7224-09 TEST 1.35MI MP 0.00-1.35 PH1 | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.   | \$ 15,000.00     | \$ 11,144.13        | N/A                    | N/A                       | No            | An additional excavation was required.  |
| 68     | 23474    | TIM-162-12;DFM-7224-09 TEST 1.35MI MP 0.00-1.35 PH1 | Ctr Vly | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed.          | \$ 11,000.00     | \$ 8,172.36         | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.  |

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| Line # | New PSRS | Project Description                                 | Region  | Risk   | Description   | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments   |
|--------|----------|---|---------|--|---|------------------|---------------------|------------------------|---------------------------|---------------|--|
| 69     | 28448    | T-183-12;L-300B_1 TEST 0.25MI MP 152.45-152.69 PH1  | Ctr Vly | Environmental/Species Impacts                    | Potential delays in construction due to the presence of protected or endangered species at the construction site.   | \$ 25,000.00     | \$ 100,000.00       | N/A                    | N/A                       | No            | A tortoise exclusion fence was necessary.  |
| 70     | 28448    | T-183-12;L-300B_1 TEST 0.25MI MP 152.45-152.69 PH1  | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.   | \$ 24,500.00     | \$ 98,000.00        | 2                      | 6.0                       | No            | Additional trench plating and re-grading were needed to protect the pipeline during construction.  |
| 71     | 28448    | T-183-12;L-300B_1 TEST 0.25MI MP 152.45-152.69 PH1  | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation. | \$ 98,000.00     | \$ 392,000.00       | 1                      | 4.0                       | No            | The wrong pipe was delivered and the inspection crew did not catch the mistake until after welding. The pipe was cut out and replaced with the correct pipe. |
| 72     | 28448    | T-183-12;L-300B_1 TEST 0.25MI MP 152.45-152.69 PH1  | Ctr Vly | Linear Indications                               | Linear indications may be encountered when excavation and require repair or replacement.  | \$ 48,000.00     | \$ 192,000.00       | 2                      | 6.0                       | No            | A linear indication was found while conducting the H-Form inspection. The pipe was cut out and replaced.   |
| 73     | 28448    | T-183-12;L-300B_1 TEST 0.25MI MP 152.45-152.69 PH1  | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation. | \$ 12,800.00     | \$ 51,200.00        | 1                      | 2.0                       | No            | There were delays waiting on the PG&E T&R crews to commission a valve while they dealt with other emergencies.   |
| 74     | 28448    | T-183-12;L-300B_1 TEST 0.25MI MP 152.45-152.69 PH1  | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation. | \$ 20,000.00     | \$ 80,000.00        | N/A                    | N/A                       | No            | There was a delay in testing, extra costs to haul water and find a discharge source.   |
| 75     | 25913    | T-102F-12;L-118A TEST 0.53MI MP 58.21-58.74 PH1     | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 45,800.00     | \$ 87,238.10        | 1                      | 1.9                       | No            | An additional sniff hole was required to accommodate the installation of a Pressure Control Fitting.   |
| 76     | 26310    | TIM-133-12;DFM-7224-01 TEST 0.68MI MP 5.34-6.02 PH1 | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation. | \$ 4,400.00      | \$ 6,480.12         | 1                      | 0.7                       | No            | Costs incurred due to additional time spent on stand-by because the local PG&E T&R crew was not available to complete their assigned work.                   |
| 77     | 26310    | TIM-133-12;DFM-7224-01 TEST 0.68MI MP 5.34-6.02 PH1 | Ctr Vly | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                     | \$ 5,300.00      | \$ 7,805.60         | 7                      | 10.3                      | No            | Delays experienced with the permit (Modesto) due to previously unidentified specific local requirements.   |
| 78     | 26310    | TIM-133-12;DFM-7224-01 TEST 0.68MI MP 5.34-6.02 PH1 | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.   | \$ 4,100.00      | \$ 6,038.29         | 2                      | 2.9                       | No            | There was a mismarked pipe feature for a bell hole so the excavation had to be expanded.   |
| 79     | 26310    | TIM-133-12;DFM-7224-01 TEST 0.68MI MP 5.34-6.02 PH1 | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation. | \$ 2,300.00      | \$ 3,387.33         | 7                      | 10.3                      | No            | Delay to allow another project (non-PG&E) to complete due to traffic control conflicts.  |
| 80     | 26310    | TIM-133-12;DFM-7224-01 TEST 0.68MI MP 5.34-6.02 PH1 | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 29,000.00     | \$ 42,709.87        | N/A                    | N/A                       | No            | Additional traffic control was requested (Modesto) beyond the original permit requirements to ensure safety.   |
| 81     | 26310    | TIM-133-12;DFM-7224-01 TEST 0.68MI MP 5.34-6.02 PH1 | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 11,700.00     | \$ 17,231.22        | N/A                    | N/A                       | No            | During construction it was determined that an additional sniff hole was needed for safety.   |
| 82     | 26310    | TIM-133-12;DFM-7224-01 TEST 0.68MI MP 5.34-6.02 PH1 | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 11,700.00     | \$ 17,231.22        | N/A                    | N/A                       | No            | During construction it was determined that an additional 4 sniff holes were needed for safety.   |
| 83     | 25467    | T-172-12;L-131_1 TEST 0.16MI MP 35.73-35.87 PH1     | Bay     | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                     | \$ 62,000.00     | \$ 392,405.06       | N/A                    | N/A                       | No            | There was an issue with obtaining Caltrans permit; additional costs incurred for standby time until the issue was resolved.                                  |
| 84     | 25467    | T-172-12;L-131_1 TEST 0.16MI MP 35.73-35.87 PH1     | Bay     | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 10,000.00     | \$ 63,291.14        | N/A                    | N/A                       | No            | An excavation was increased in size.   |
| 85     | 25467    | T-172-12;L-131_1 TEST 0.16MI MP 35.73-35.87 PH1     | Bay     | Unexpected Condition of Pipe, Valves or Fittings | Pipe, valves or fittings may be leaking or faulty requiring additional work to repair or replace them, not including linear indications on the pipe.                                  | \$ 18,000.00     | \$ 113,924.05       | N/A                    | N/A                       | No            | During construction, it was determined that a 10 foot section of pipe needed replacing because of external damage found.                                     |
| 86     | 26622    | TIM-168-12;DFM-1614-08 TEST 0.44MI MP 0.56-1.00 PH1 | Ctr Vly | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                     | \$ 3,800.00      | \$ 8,636.36         | N/A                    | N/A                       | No            | Delays occurred acquiring the encroachment permit (City of Lodi).  |
| 87     | 26622    | TIM-168-12;DFM-1614-08 TEST 0.44MI MP 0.56-1.00 PH1 | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.   | \$ 11,000.00     | \$ 25,000.00        | N/A                    | N/A                       | No            | During construction it was determined that an additional excavation was required.  |

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|--------|----------|---|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|--|
| 88     | 26622    | TIM-168-12;DFM-1614-08 TEST 0.44MI MP 0.56-1.00 PH1 | Ctr Vly | Unexpected Condition of Pipe, Valves or Fittings | Pipe, valves or fittings may be leaking or faulty requiring additional work to repair or replace them, not including linear indications on the pipe.   | \$ 3,000.00      | \$ 6,818.18         | N/A                    | N/A                       | No            | Asbestos was encountered in the pipe coating requiring additional safety and disposal procedures.  |
| 89     | 26622    | TIM-168-12;DFM-1614-08 TEST 0.44MI MP 0.56-1.00 PH1 | Ctr Vly | Unknown Obstructions During Excavation           | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 17,000.00     | \$ 38,636.36        | 1                      | 1.1                       | No            | Traffic detection loops were unexpectedly encountered during construction. The city inspection closed the site for half a day for repairs. |
| 90     | 26623    | TIM-169-12;L-197B TEST 4.4MI MP 0.00-4.47 PH1       | Ctr Vly | Mercury Cleaning - Strength Test                 | Cleaning Hg from piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                    | \$ 115,000.00    | \$ 26,136.36        | N/A                    | N/A                       | No            | High levels of mercury were encountered requiring additional costs to clean the pipe prior to testing.                                     |
| 91     | 26623    | TIM-169-12;L-197B TEST 4.4MI MP 0.00-4.47 PH1       | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 2,200.00      | \$ 500.00           | N/A                    | N/A                       | No            | A larger safety radius than planned was required for the hydrotest.  |
| 92     | 26623    | TIM-169-12;L-197B TEST 4.4MI MP 0.00-4.47 PH1       | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 23,500.00     | \$ 5,340.91         | N/A                    | N/A                       | No            | An additional sniff hole required which resulted in additional labor costs - excavation and stand-by time.                                 |
| 93     | 26623    | TIM-169-12;L-197B TEST 4.4MI MP 0.00-4.47 PH1       | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 5,500.00      | \$ 1,250.00         | N/A                    | N/A                       | No            | Additional fabrication (welding) was required because the field conditions did not match what was expected.                                |
| 94     | 26620    | TIM-166-12;DFM-1301-01 TEST 4.66MI MP 0.00-4.63 PH1 | North   | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 44,400.00     | \$ 9,538.13         | N/A                    | N/A                       | No            | An additional bell hole was required because the test heads would not fit as planned due to conflicting utilities.                         |
| 95     | 26620    | TIM-166-12;DFM-1301-01 TEST 4.66MI MP 0.00-4.63 PH1 | North   | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 102,000.00    | \$ 21,911.92        | N/A                    | N/A                       | No            | An additional bell hole was required because the pipe features were not where the drawings showed them.                                    |
| 96     | 25883    | T-092-12;L-210B TEST 2.82MI MP 22.98-25.98 PH1      | Bay     | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 24,400.00     | \$ 8,652.48         | N/A                    | N/A                       | No            | There was a shallow water line not shown on the drawings; plates had to be installed.  |
| 97     | 25883    | T-092-12;L-210B TEST 2.82MI MP 22.98-25.98 PH1      | Bay     | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 35,000.00     | \$ 12,411.35        | N/A                    | N/A                       | No            | During construction it was determined that an additional three sniff holes were needed for safety.   |
| 98     | 25883    | T-092-12;L-210B TEST 2.82MI MP 22.98-25.98 PH1      | Bay     | Contaminated Test Water (other than Hg)          | Any variety of contaminants could be found in the water and require additional costs to sample, clean, etc.  | \$ 57,000.00     | \$ 20,212.77        | N/A                    | N/A                       | No            | There were unexpected constituents in the water so sampling, storage and additional hauling costs were incurred.                           |
| 99     | 26326    | TIM-136-12;DFM-1614-01 TEST 3.97MI MP 0.00-3.97 PH1 | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 39,000.00     | \$ 9,823.68         | N/A                    | N/A                       | Yes           | During construction it was determined that to complete the project additional welds and revisions to the plans were required.              |
| 100    | 26326    | TIM-136-12;DFM-1614-01 TEST 3.97MI MP 0.00-3.97 PH1 | Ctr Vly | Mercury Cleaning - Strength Test                 | Cleaning Hg from piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                    | \$ 27,500.00     | \$ 6,926.95         | N/A                    | N/A                       | Yes           | High mercury was encountered requiring additional costs to clean the pipe prior to testing.  |
| 101    | 26326    | TIM-136-12;DFM-1614-01 TEST 3.97MI MP 0.00-3.97 PH1 | Ctr Vly | Hydrostatic Test Rupture/Leak                    | Potential rupture or leak during a hydrostatic test results in increased cost.   | \$ 276,000.00    | \$ 69,521.41        | N/A                    | N/A                       | Yes           | A leak was discovered during the test. Additional costs were incurred to locate, excavate, and repair the pipeline.                        |
| 102    | 26326    | TIM-136-12;DFM-1614-01 TEST 3.97MI MP 0.00-3.97 PH1 | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 6,800.00      | \$ 1,712.85         | N/A                    | N/A                       | Yes           | Additional 6" welds were required.   |
| 103    | 26326    | TIM-136-12;DFM-1614-01 TEST 3.97MI MP 0.00-3.97 PH1 | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 21,200.00     | \$ 5,340.05         | N/A                    | N/A                       | Yes           | An assembly was cut out and rebuilt to meet Code.  |
| 104    | 26326    | TIM-136-12;DFM-1614-01 TEST 3.97MI MP 0.00-3.97 PH1 | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 2,000.00      | \$ 503.78           | N/A                    | N/A                       | Yes           | Additional fabrication was required.   |
| 105    | 26326    | TIM-136-12;DFM-1614-01 TEST 3.97MI MP 0.00-3.97 PH1 | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 167,000.00    | \$ 42,065.49        | N/A                    | N/A                       | Yes           | During construction additional traffic control beyond what was required by the permit to ensure safety (City of Lodi).                     |
| 106    | 25394    | T-061-12;L-300A_2 TEST 2.12MI MP 372.87-374.26 PH1  | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.            | \$ 100,000.00    | \$ 47,169.81        | 14                     | 6.6                       | No            | Additional costs were incurred for De-mobilization and Mobilization to allow crews to go home for the holiday season.                      |

TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
COST IMPACTS BY PROJECT  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | New PSRS | Project Description                                | Region  | Risk   | Description  | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments  |
|--------|----------|--|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|---|
| 107    | 25905    | TIM-102A-12;L-118A TEST 0.18MI MP 0.00-0.18 PH1    | Ctr Vly | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                      | \$ 2,000.00      | \$ 11,049.72        | N/A                    | N/A                       | No            | The encroachment/Traffic Control plan had to be separated to just show Fresno only (change order).  |
| 108    | 25901    | T-045-12;L-138 TEST 6.51MI MP 28.64-35.91 PH1      | Ctr Vly | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed. | \$ 6,800.00      | \$ 1,044.23         | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.  |
| 109    | 25810    | T-047-12;L-138 TEST 0.16MI MP 45.39-45.56 PH1      | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.  | N/A              | N/A                 | 10                     | 61.0                      | No            | Scheduling conflicts occurred with T&R and GC. GC did not have the tapping truck available when T&R was available.  |
| 110    | 26317    | TIM-155-12;L-138D TEST 1.54MI MP 45.10-46.64 PH1   | Ctr Vly | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed. | \$ 10,000.00     | \$ 6,501.95         | N/A                    | N/A                       | No            | Equipment support was provided to GC during the tie-in.   |
| 111    | 26317    | TIM-155-12;L-138D TEST 1.54MI MP 45.10-46.64 PH1   | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.  | N/A              | N/A                 | 10                     | 6.5                       | No            | The clearance was delayed until resources from GC and T&R were available because of other jobs in the vicinity.   |
| 112    | 28278    | TIM-180-12;L-191-1 TEST 0.6MI MP 34.70-35.28 PH1   | Bay     | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed. | \$ 10,000.00     | \$ 16,666.67        | N/A                    | N/A                       | No            | Equipment support was provided to GC during the tie-in.   |
| 113    | 26331    | PR-005-12;L-148 TEST 0.04MI MP 0.93-1.43 PH1       | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 27,000.00     | \$ 710,526.32       | N/A                    | N/A                       | No            | An additional sniff hole was necessary for safety.  |
| 114    | 26331    | PR-005-12;L-148 TEST 0.04MI MP 0.93-1.43 PH1       | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 12,000.00     | \$ 315,789.47       | N/A                    | N/A                       | No            | An additional excavation was required due to a bridge being built over a valve that was not there during the bid walk.  |
| 115    | 26331    | PR-005-12;L-148 TEST 0.04MI MP 0.93-1.43 PH1       | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 20,000.00     | \$ 526,315.79       | N/A                    | N/A                       | No            | Additional welding was necessary to accommodate a design change made after IFB.   |
| 116    | 25826    | T-055-12;L-300A_2 TEST 0.92MI MP 230.32-231.20 PH1 | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.  | N/A              | N/A                 | 10                     | 10.9                      | No            | Construction resources were unavailable (welders and equipment) when needed, impacting productivity.  |
| 117    | 25826    | T-055-12;L-300A_2 TEST 0.92MI MP 230.32-231.20 PH1 | Ctr Vly | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed. | \$ 57,000.00     | \$ 62,295.08        | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.  |
| 118    | 25826    | T-055-12;L-300A_2 TEST 0.92MI MP 230.32-231.20 PH1 | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 24,000.00     | \$ 26,229.51        | N/A                    | N/A                       | No            | The test was split, but there was a bend where the split was planned so a new location had to be chosen resulting in an additional excavation.                            |
| 119    | 25830    | T-059-12;L-300A_2 TEST 0.26MI MP 277.89-278.12 PH1 | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.  | \$ 20,000.00     | \$ 77,519.38        | N/A                    | N/A                       | No            | The test heads shipped without proper valves, which then had to be installed prior to the test.   |
| 120    | 25830    | T-059-12;L-300A_2 TEST 0.26MI MP 277.89-278.12 PH1 | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 68,000.00     | \$ 263,565.89       | N/A                    | N/A                       | No            | Additional excavation depth required - bid drawings had assumed a more shallow depth for both the test locations and sniff holes.   |
| 121    | 25830    | T-059-12;L-300A_2 TEST 0.26MI MP 277.89-278.12 PH1 | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 80,000.00     | \$ 310,077.52       | N/A                    | N/A                       | No            | Customer service requirements restricted clearance to weekends resulting in additional construction labor (additional crews and extended hours) to meet revised schedule. |
| 122    | 25830    | T-059-12;L-300A_2 TEST 0.26MI MP 277.89-278.12 PH1 | Ctr Vly | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed. | \$ 75,000.00     | \$ 290,697.67       | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.  |

TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
COST IMPACTS BY PROJECT  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | New PSRS | Project Description                                | Region  | Risk   | Description  | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments  |
|--------|----------|--|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|---|
| 123    | 25822    | T-053-12;L-142S TEST 0.63MI MP 3.21-3.87 PH1       | Ctr Vly | Mercury Cleaning - Strength Test                 | Cleaning piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                  | \$ 65,000.00     | \$ 103,338.63       | N/A                    | N/A                       | No            | High mercury was encountered requiring additional costs to clean the pipe prior to testing.   |
| 124    | 25822    | T-053-12;L-142S TEST 0.63MI MP 3.21-3.87 PH1       | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 12,000.00     | \$ 19,077.90        | N/A                    | N/A                       | No            | GC required an additional sniff hole for safety.  |
| 125    | 25822    | T-053-12;L-142S TEST 0.63MI MP 3.21-3.87 PH1       | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 67,000.00     | \$ 106,518.28       | N/A                    | N/A                       | No            | The cost of re-paving was inadvertently excluded from the bid and final contract agreement.   |
| 126    | 25822    | T-053-12;L-142S TEST 0.63MI MP 3.21-3.87 PH1       | Ctr Vly | Shoring  | There may be a lack of or insufficient shoring which could result in a number of issues causing delays and costs to install or reinforce the shoring.                                  | N/A              | N/A                 | 3                      | 4.8                       | No            | The project was delayed due to a public safety incident caused by the failure of construction resources to install appropriate temporary shoring.   |
| 127    | 25812    | T-048-12;L-142N TEST 3.14MI MP 0.00-3.16 PH1       | Ctr Vly | Mercury Cleaning - Strength Test                 | Cleaning piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                  | \$ 100,000.00    | \$ 31,847.13        | N/A                    | N/A                       | No            | High mercury was encountered requiring additional costs to clean the pipe prior to testing.   |
| 128    | 25824    | T-054-12;L-142S TEST 1.04MI MP 10.45-11.48 PH1     | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 29,000.00     | \$ 27,911.45        | N/A                    | N/A                       | No            | An additional sniff hole was necessary for safety in a city street.   |
| 129    | 25824    | T-054-12;L-142S TEST 1.04MI MP 10.45-11.48 PH1     | Ctr Vly | Linear Indications                               | Linear indications may be encountered when excavation and require repair or replacement.   | \$ 13,000.00     | \$ 12,512.03        | N/A                    | N/A                       | No            | A section of pipe was replaced because of a linear indication found during construction   |
| 130    | 25816    | T-049-12;L-142N TEST 3.53MI MP 3.16-6.69 PH1       | Ctr Vly | Mercury Cleaning - Strength Test                 | Cleaning piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                  | \$ 50,000.00     | \$ 14,184.40        | N/A                    | N/A                       | No            | High mercury was encountered requiring additional costs to clean the pipe prior to testing.   |
| 131    | 25816    | T-049-12;L-142N TEST 3.53MI MP 3.16-6.69 PH1       | Ctr Vly | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 20,000.00     | \$ 5,673.76         | N/A                    | N/A                       | No            | Costs were incurred to make changes.  |
| 132    | 25821    | T-052-12;L-152S TEST 0.65MI MP 0.02-0.69 PH1       | Ctr Vly | Environmental/Species Impacts                    | Potential delays in construction due to the presence of protected or endangered species at the construction site.  | \$ 20,000.00     | \$ 30,816.64        | 1                      | 1.5                       | No            | Biologist assessment of Kit Fox presence in staging area deemed area unusable and required additional time to acquire land for a new staging area with cordon.  |
| 133    | 25821    | T-052-12;L-152S TEST 0.65MI MP 0.02-0.69 PH1       | Ctr Vly | Mercury Cleaning - Strength Test                 | Cleaning piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                  | \$ 120,000.00    | \$ 184,899.85       | N/A                    | N/A                       | No            | High mercury was encountered requiring additional costs to clean the pipe prior to testing.   |
| 134    | 25821    | T-052-12;L-152S TEST 0.65MI MP 0.02-0.69 PH1       | Ctr Vly | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 12,000.00     | \$ 18,489.98        | N/A                    | N/A                       | No            | GC required an additional sniff hole for safety.  |
| 135    | 26322    | TIM-125-12;L-109_3 TEST 0.62MI MP 21.42-22.23 PH1  | Ctr Cst | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed. | \$ 95,000.00     | \$ 154,471.54       | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.  |
| 136    | 26323    | TIM-126-12;L-109_3 TEST 0.96MI MP 18.56-19.55 PH1  | Ctr Cst | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed. | \$ 40,000.00     | \$ 41,710.11        | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.  |
| 137    | 25926    | T-110-12;L-300A_1 TEST 3.85MI MP 446.48-449.71 PH1 | Ctr Cst | Environmental/Species Impacts                    | Potential delays in construction due to the presence of protected or endangered species at the construction site.  | \$ 40,000.00     | \$ 10,384.22        | N/A                    | N/A                       | No            | Presence of CA Tiger Salamanders required laying of steel plates around station where valves were being turned. It was not possible to anticipate this issue at IFB as clearance details had not yet been determined. |
| 138    | 25926    | T-110-12;L-300A_1 TEST 3.85MI MP 446.48-449.71 PH1 | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 150,000.00    | \$ 38,940.81        | N/A                    | N/A                       | No            | The test had to be split and additional Baker Tanks were needed   |
| 139    | 26318    | TIM-159-12;L-181B TEST 0.46MI MP 4.08-4.51 PH1     | Ctr Cst | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                      | \$ 15,000.00     | \$ 32,537.96        | N/A                    | N/A                       | No            | Strength Test costs assumed to match original PSEP filing estimates proved to be insufficient.  |
| 140    | 26318    | TIM-159-12;L-181B TEST 0.46MI MP 4.08-4.51 PH1     | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 100,000.00    | \$ 216,919.74       | N/A                    | N/A                       | No            | Site conditions necessitated additional preparations for the site staging area and excavations for CNG/LNG that were not included in IFB.   |

TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
COST IMPACTS BY PROJECT  
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| Line # | New PSRS              | Project Description   | Region  | Risk   | Description  | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments   |
|--------|-----------------------|---|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|--|
| 141    | 26327                 | TIM-140-12;L-103 TEST 0.22MI MP 15.64-15.86 PH1                             | Ctr Cst | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 61,000.00     | \$ 274,774.77       | 6                      | 27.0                      | No            | The drawings compared to actual conditions were off by a few feet so the line was under a paved road which required the encroachment permit to be revised and for additional traffic control.  |
| 142    | 26329                 | TIM-142-12;L-103 TEST 2.45MI MP 25.31-27.77 PH1                             | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 40,000.00     | \$ 16,326.53        | N/A                    | N/A                       | No            | Due to limited CNG availability, the scope was changed to install a pressure control fitting rather than supplying multiple CNG points.  |
| 143    | 26341                 | TIM-150-12;DFM-0813-02 TEST 0.31MI MP 0.00-0.31 PH1                         | Ctr Cst | Unexpected Condition of Pipe, Valves or Fittings | Pipe, valves or fittings may be leaking or faulty requiring additional work to repair or replace them, not including linear indications on the pipe.                                   | \$ 30,000.00     | \$ 98,039.22        | N/A                    | N/A                       | No            | The pipe was found to have a lamination defect so the entire joint was excavated and was replaced with new pipe.   |
| 144    | 25862                 | TIM-024-12;DFM-0813-01 TEST 3.30MI MP 0.03-1.29 PH1                         | Ctr Cst | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                      | \$ 200,000.00    | \$ 153,491.94       | N/A                    | N/A                       | No            | A drip was found near the creek and could not be excavated or removed. Since the drip would not allow a pig to conduct a water test, the test was split into 3 portions with the part near the creek being nitrogen tested. This work had to be re-engineered and three tests required more welding and construction time. |
| 145    | 25862 / 26340 / 26341 | TIM-024-12/TIM-149-12/TIM-150-12;DFM-0813-01/02/05 TEST 2.11MI              | Ctr Cst | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed. | \$ 50,000.00     | \$ 23,663.04        | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.   |
| 146    | 25877 / 25879         | T-089-12/T-090-12;L-210B TEST 8.55MI MP 7.57-15.61 PH1                      | North   | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                      | N/A              | N/A                 | 4                      | 0.5                       | No            | There were delays acquiring the Caltrans permit.   |
| 147    | 25879                 | T-090-12;L-210B TEST 5.14MI MP 10.82-15.61 PH1                              | North   | Unexpected Condition of Pipe, Valves or Fittings | Pipe, valves or fittings may be leaking or faulty requiring additional work to repair or replace them, not including linear indications on the pipe.                                   | \$ 25,000.00     | \$ 4,867.60         | N/A                    | N/A                       | No            | A valve leak had to be replaced.   |
| 148    | 25879                 | T-090-12;L-210B TEST 5.14MI MP 10.82-15.61 PH1                              | North   | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | N/A              | N/A                 | N/A                    | N/A                       | No            | A mainline valve was installed because a power plant needed to be supplied during the test process.  |
| 149    | 24499 / 26783         | T-057E-11/T-057W-11;L-300A TEST 1.65MI MP 181.45-182.34 & 187.85-188.41 PH1 | Ctr Vly | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                      | \$ 200,000.00    | \$ 120,992.14       | N/A                    | N/A                       | No            | One State permit conflicted with another so there were additional costs for restoration.   |
| 150    | 26478                 | TIM-019-12;L-153_2 TEST 2.41MI MP 22.87-25.11 PH1                           | Bay     | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.  | N/A              | N/A                 | 5                      | 2.1                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.   |
| 151    | 26476                 | T-047C-11;L-153_1 TEST 2.80MI MP 20.07-22.87 PH1                            | Bay     | Pigging  | Potential issues may occur while pigging the line that cause delays or cost increases to resolve them.   | \$ 200,000.00    | \$ 71,377.59        | 6                      | 2.1                       | No            | While running cleaning Pigs through the line the discharge piping installed on the pig receiver broke. Cleaning solution was sprayed in a mist onto a residential street in Oakland. The costs were incurred to clean the entire area.   |
| 152    | 26475                 | TIM-020-12;L-153_2 TEST 2.77MI MP 25.11-27.88 PH1                           | Bay     | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 120,000.00    | \$ 43,383.95        | N/A                    | N/A                       | No            | A 70 ft. hole was dug looking for a pipeline feature that needed to be removed. The drawing was approximately 60 ft. off from where the feature was found. Additional costs were incurred to perform the digging.  |
| 153    | 27746                 | T-025B-11;L-132_1 TEST 0.64MI MP 4.29-4.92 PH1                              | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 26,000.00     | \$ 40,816.33        | 2                      | 3.1                       | Yes           | A coupon had to be installed that was not planned due to the shape of the line.  |
| 154    | 27746                 | T-025B-11;L-132_1 TEST 0.64MI MP 4.29-4.92 PH1                              | Ctr Cst | Mercury Cleaning - Strength Test                 | Cleaning piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                  | \$ 160,000.00    | \$ 251,177.39       | 10                     | 15.7                      | Yes           | Site-specific cleaning requirements stated that the water had to be cleaned to drinking water standards (5 parts per billion (ppb) instead of 150ppb). It was unknown prior to the test how many cleaning runs would be required to clean to this level.   |
| 155    | 27746                 | T-025B-11;L-132_1 TEST 0.64MI MP 4.29-4.92 PH1                              | Ctr Cst | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 28,000.00     | \$ 43,956.04        | N/A                    | N/A                       | Yes           | An excavation had to be expanded beyond the initial plan to accommodate construction.  |
| 156    | 27746                 | T-025B-11;L-132_1 TEST 0.64MI MP 4.29-4.92 PH1                              | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 36,000.00     | \$ 56,514.91        | 4                      | 6.3                       | Yes           | Related to the cleaning requirements, the test was split into 2 so additional test heads were needed.  |
| 157    | 27746                 | T-025B-11;L-132_1 TEST 0.64MI MP 4.29-4.92 PH1                              | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 4,000.00      | \$ 6,279.43         | N/A                    | N/A                       | Yes           | There were noise complaints so a sound wall was built.   |

TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
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| Line # | New PSRS      | Project Description  | Region  | Risk   | Description  | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments  |
|--------|---------------|--|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|---|
| 158    | 26320         | TIM-123-12;L-109_4 TEST 2.26MI MP 31.52-32.81 PH1                        | Ctr Cst | Mercury Cleaning - Strength Test                 | Cleaning piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                  | \$ 23,000.00     | \$ 10,176.99        | N/A                    | N/A                       | No            | Cost to clean to drinking water standards (5ppb). It was unknown prior to the test how many cleaning runs would be required to clean to this level. |
| 159    | 26320         | TIM-123-12;L-109_4 TEST 2.26MI MP 31.52-32.81 PH1                        | Ctr Cst | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 10,000.00     | \$ 4,424.78         | N/A                    | N/A                       | No            | A 30" manifold had to be modified, which was not planned for in the original design.  |
| 160    | 26320         | TIM-123-12;L-109_4 TEST 2.26MI MP 31.52-32.81 PH1                        | Ctr Cst | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed. | \$ 9,000.00      | \$ 3,982.30         | 1                      | 0.4                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.  |
| 161    | 26320         | TIM-123-12;L-109_4 TEST 2.26MI MP 31.52-32.81 PH1                        | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 13,000.00     | \$ 5,752.21         | 1                      | 0.4                       | No            | An additional sniff hole was necessary for safety.  |
| 162    | 26320         | TIM-123-12;L-109_4 TEST 2.26MI MP 31.52-32.81 PH1                        | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 3,000.00      | \$ 1,327.43         | N/A                    | N/A                       | No            | A 4" valve was installed out of necessity for clearance.  |
| 163    | 25917         | T-104-12;L-132_1 TEST 3.51MI MP 25.60-29.06 PH1                          | Ctr Cst | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                      | \$ 9,000.00      | \$ 2,564.10         | 1                      | 0.3                       | No            | There was stand-by time while waiting for the permit from the San Francisco Public Utilities Commission (SFPUC) so that work could begin.           |
| 164    | 25917         | T-104-12;L-132_1 TEST 3.51MI MP 25.60-29.06 PH1                          | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 23,000.00     | \$ 6,552.71         | 1                      | 0.3                       | No            | An additional sniff hole and other equipment were necessary for the clearance.  |
| 165    | 25917         | T-104-12;L-132_1 TEST 3.51MI MP 25.60-29.06 PH1                          | Ctr Cst | Mercury Cleaning - Strength Test                 | Cleaning piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                  | \$ 65,000.00     | \$ 18,518.52        | N/A                    | N/A                       | No            | Cost to clean to drinking water standards (5ppb). It was unknown prior to the test how many cleaning runs would be required to clean to this level. |
| 166    | 25917         | T-104-12;L-132_1 TEST 3.51MI MP 25.60-29.06 PH1                          | Ctr Cst | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                      | \$ 17,000.00     | \$ 4,843.30         | N/A                    | N/A                       | No            | The SFPUC permit only provided for limited work hours. Additional hours were granted on Saturdays so additional labor costs were incurred.          |
| 167    | 25917         | T-104-12;L-132_1 TEST 3.51MI MP 25.60-29.06 PH1                          | Ctr Cst | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                      | \$ 6,000.00      | \$ 1,709.40         | N/A                    | N/A                       | No            | Related to the SFPUC permit, double walled 'frac' tanks had to be used based on the permit, so additional costs were incurred to rent.              |
| 168    | 25917         | T-104-12;L-132_1 TEST 3.51MI MP 25.60-29.06 PH1                          | Ctr Cst | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 54,000.00     | \$ 15,384.62        | N/A                    | N/A                       | No            | Additional dig locations and more compressors were necessary than planned.  |
| 169    | 25838 / 26265 | TIM-013A-12/T-013B-12;L-109 TEST 3.64MI MP 41.90-43.47 & 43.49-45.15 PH1 | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 40,000.00     | \$ 11,001.10        | N/A                    | N/A                       | No            | The piping that carried water to the site crossed a road/path so it had to be protected. A ramp was constructed over the piping.                    |
| 170    | 25838 / 26265 | TIM-013A-12/T-013B-12;L-109 TEST 3.64MI MP 41.90-43.47 & 43.49-45.15 PH1 | Ctr Cst | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                      | \$ 46,000.00     | \$ 12,651.27        | N/A                    | N/A                       | No            | In accordance with the SFPUC notification was required when changes were made to testing process – changes required moving the test water further.  |
| 171    | 25838 / 26265 | TIM-013A-12/T-013B-12;L-109 TEST 3.64MI MP 41.90-43.47 & 43.49-45.15 PH1 | Ctr Cst | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                      | \$ 18,000.00     | \$ 4,950.50         | N/A                    | N/A                       | No            | There was stand-by time while waiting for the permit from the SFPUC so that work could begin.   |
| 172    | 25838 / 26265 | TIM-013A-12/T-013B-12;L-109 TEST 3.64MI MP 41.90-43.47 & 43.49-45.15 PH1 | Ctr Cst | Mercury Cleaning - Strength Test                 | Cleaning piping associated prior to strength testing. This includes the requirement to meet drinking water standards of rinse water prior to hydrostatically testing.                  | \$ 152,000.00    | \$ 41,804.18        | N/A                    | N/A                       | No            | Cost to clean to drinking water standards (5ppb). It was unknown prior to the test how many cleaning runs would be required to clean to this level. |
| 173    | 25838 / 26265 | TIM-013A-12/T-013B-12;L-109 TEST 3.64MI MP 41.90-43.47 & 43.49-45.15 PH1 | Ctr Cst | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 75,000.00     | \$ 20,627.06        | N/A                    | N/A                       | No            | A bell-hole had to be expanded to accommodate the construction.   |



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| Line # | New PSRS      | Project Description  | Region  | Risk   | Description  | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments  |
|--------|---------------|--|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|---|
| 174    | 25838 / 26265 | TIM-013A-12/T-013B-12;L-109 TEST 3.64MI MP 41.90-43.47 & 43.49-45.15 PH1 | Ctr Cst | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.  | \$ 50,000.00     | \$ 13,751.38        | N/A                    | N/A                       | No            | The initial location (a manhole) planned for water discharge was not where it was expected to be so a new one had to be found.  |
| 175    | 25838 / 26265 | TIM-013A-12/T-013B-12;L-109 TEST 3.64MI MP 41.90-43.47 & 43.49-45.15 PH1 | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 34,000.00     | \$ 9,350.94         | N/A                    | N/A                       | No            | Work had to be modified to coordinate with nearby work at Sullivan Station.   |
| 176    | 25838 / 26265 | TIM-013A-12/T-013B-12;L-109 TEST 3.64MI MP 41.90-43.47 & 43.49-45.15 PH1 | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 70,000.00     | \$ 19,251.93        | 4                      | 1.1                       | No            | In order to meet the scheduled tie-in, the design was altered, changing the method of movement from part A to B – this caused the water to be moved a further distance than initially planned.  |
| 177    | 25838 / 26265 | TIM-013A-12/T-013B-12;L-109 TEST 3.64MI MP 41.90-43.47 & 43.49-45.15 PH1 | Ctr Cst | Support for Other Work Teams                     | Unplanned support (equipment or labor) was provided to other teams such as GC, CNG, or LNG because they did not have sufficient resources available at the time that they were needed. | \$ 10,000.00     | \$ 2,750.28         | N/A                    | N/A                       | No            | Unplanned support was provided because sufficient resources were not available at the time needed.  |
| 178    | 25838 / 26265 | TIM-013A-12/T-013B-12;L-109 TEST 3.64MI MP 41.90-43.47 & 43.49-45.15 PH1 | Ctr Cst | Unexpected Condition of Pipe, Valves or Fittings | Pipe, valves or fittings may be leaking or faulty requiring additional work to repair or replace them, not including linear indications on the pipe.                                   | \$ 230,000.00    | \$ 63,256.33        | N/A                    | N/A                       | No            | A 16" ball valve was leaking so there were costs to identify, fix and replace it.   |
| 179    | 25838 / 26265 | TIM-013A-12/T-013B-12;L-109 TEST 3.64MI MP 41.90-43.47 & 43.49-45.15 PH1 | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.  | \$ 292,000.00    | \$ 80,308.03        | N/A                    | N/A                       | No            | When dewatering the line as the water went into the 'frac' tanks the mercaptan was venting off of the water. The odor alarmed a nearby business so they evacuated. Carbon filters were rented to prevent the odor from venting.         |
| 180    | 23816         | R-004;L-142S REPL 1.04MI MP5.32-6.35 PH1                                 | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity, caused by multiple issues, resulting in contractor moving to another construction location on-site.                                      | TBD              | N/A                 | 2                      | 1.9                       | No            | Material delivery delays occurred resulting in costs increases to relocate the crew in the meantime.  |
| 181    | 23816         | R-004;L-142S REPL 1.04MI MP5.32-6.35 PH1                                 | Ctr Vly | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                       | TBD              | N/A                 | 12                     | 11.5                      | No            | Not enough time scheduled between project Notice to Proceed and Mobilization. Needs to be at least 2 weeks for encroachment permit.   |
| 182    | 23816         | R-004;L-142S REPL 1.04MI MP5.32-6.35 PH1                                 | Ctr Vly | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                       | \$ 365,000.00    | \$ 350,961.54       | N/A                    | N/A                       | No            | Delays to the schedule and increased cost due to limited work hours permitted under traffic control plans. Later, were able to negotiate for longer work hours (10hrs/day) and worked weekends (higher wage costs) to make up the time. |
| 183    | 23816         | R-004;L-142S REPL 1.04MI MP5.32-6.35 PH1                                 | Ctr Vly | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                       | \$ 500,000.00    | \$ 480,769.23       | N/A                    | N/A                       | No            | City requested that the trenching design be redesigned from 2' to 8' asphalt for safety causing additional costs and delays.  |
| 184    | 23797         | R-012;L-167-1 REPL 2.09MI MP 4.45-6.55 PH1                               | North   | Productivity Impacts                             | Potential impacts to contractor productivity, caused by multiple issues, resulting in contractor moving to another construction location on-site.                                      | N/A              | N/A                 | 5                      | 2.4                       | Yes           | Crew had to wait on delayed fill materials for trench.  |
| 185    | 23797         | R-012;L-167-1 REPL 2.09MI MP 4.45-6.55 PH1                               | North   | Dewatering                                       | A high water table is encountered resulting in unplanned dewatering costs and delays in construction.  | N/A              | N/A                 | N/A                    | N/A                       | Yes           | Crew encountered unexpected groundwater.  |
| 186    | 23797         | R-012;L-167-1 REPL 2.09MI MP 4.45-6.55 PH1                               | North   | Mercury Cleaning - Pipe Replacement              | Cleaning piping associated with asset retirement.  | \$ 200,000.00    | \$ 95,693.78        | N/A                    | N/A                       | Yes           | Pipe testing indicated contaminants requiring future pipe cleaning and waste management. Amount reflects estimate of cost to reopen holes and clean.  |
| 187    | 23797         | R-012;L-167-1 REPL 2.09MI MP 4.45-6.55 PH1                               | North   | Unstable/Weak Soil                               | Unstable soils may require additional shoring which may cause delays to obtain and install.  | N/A              | N/A                 | 30                     | 14.4                      | Yes           | Crew encountered unstable soils at culvert crossings so there was a delay to obtain and install additional shoring equipment.   |
| 188    | 27572         | R-013;L-210A East REPL 0.61MI MP 19.69-20.22 PH1                         | North   | Productivity Impacts                             | Potential impacts to contractor productivity, caused by multiple issues, resulting in contractor moving to another construction location on-site.                                      | \$ 50,000.00     | \$ 81,967.21        | 1                      | 1.6                       | No            | Delayed availability of PG&E T & R resources to execute tie-in. Diesel fluid discovered during P/L cleaning (from prior ILI cleaning operations). Extended clearance and tie-in to 48 hours.  |

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| Line # | New PSRS | Project Description                                  | Region  | Risk                                   | Description  | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments   |
|--------|----------|--|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|--|
| 189    | 27572    | R-013;L-210A East REPL 0.61MI MP 19.69-20.22 PH1     | North   | Unknown Obstructions During Excavation | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 50,000.00     | \$ 81,967.21        | N/A                    | N/A                       | No            | Unmarked utility lines slowed the crew down through Univ. of Phoenix parking lot.  |
| 190    | 27572    | R-013;L-210A East REPL 0.61MI MP 19.69-20.22 PH1     | North   | Environmental/Species Impacts          | Potential delays in construction due to the presence of protected or endangered species at the construction site.  | \$ 50,000.00     | \$ 81,967.21        | N/A                    | N/A                       | No            | Construction delayed due to red-legged frog spotted on private property.   |
| 191    | 27572    | R-013;L-210A East REPL 0.61MI MP 19.69-20.22 PH1     | North   | Mercury Cleaning - Pipe Replacement    | Cleaning piping associated with asset retirement.  | \$ 200,000.00    | \$ 327,868.85       | N/A                    | N/A                       | No            | Pipe testing indicated contaminants requiring future pipe cleaning and waste management. Amount reflects estimate of cost to reopen holes and clean.   |
| 192    | 23875    | R-072;DFM-1503-01 DEACTIVATE 0.93MI MP 0.00-0.92 PH1 | North   | Environmental/Species Impacts          | Potential delays in construction due to the presence of protected or endangered species at the construction site.  | N/A              | N/A                 | 10                     | 10.8                      | No            | Environmental site review required at Yuba City Holder, inspecting for endangered Elderberry bushes and Elderberry Beetles. No plants discovered.  |
| 193    | 23746    | R-017;L-131_2 REPL 0.29MI MP 8.15-8.44 PH1           | Bay     | Productivity Impacts                   | Potential impacts to contractor productivity, caused by multiple issues, resulting in contractor moving to another construction location on-site.  | \$ 79,000.00     | \$ 272,413.79       | 4                      | 13.8                      | Yes           | Additional hazardous materials procedures required to complete cold-cuts of pipeline after testing indicated contaminants requiring future pipe cleaning and waste management.   |
| 194    | 23746    | R-017;L-131_2 REPL 0.29MI MP 8.15-8.44 PH1           | Bay     | Unknown Obstructions During Excavation | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 26,000.00     | \$ 89,655.17        | 1                      | 3.4                       | Yes           | Fire access impeded workspace and added worksite delineation. Double set-up and breakdown was required.  |
| 195    | 23746    | R-017;L-131_2 REPL 0.29MI MP 8.15-8.44 PH1           | Bay     | Environmental/Species Impacts          | Potential delays in construction due to the presence of protected or endangered species at the construction site.  | N/A              | N/A                 | 1                      | 1.7                       | Yes           | A nesting bird was found near site. Needed to delineate 50 foot radius to avoid disturbing the bird.   |
| 196    | 23746    | R-017;L-131_2 REPL 0.29MI MP 8.15-8.44 PH1           | Bay     | Dewatering                             | A high water table is encountered resulting in unplanned dewatering costs and delays in construction.  | N/A              | N/A                 | N/A                    | N/A                       | Yes           | Ground water was expected prior to construction so costs were captured in bid rather than a subsequent change.   |
| 197    | 23746    | R-017;L-131_2 REPL 0.29MI MP 8.15-8.44 PH1           | Bay     | Permitting                             | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                                 | \$ 64,000.00     | \$ 220,689.66       | 2                      | 6.9                       | Yes           | Safety considerations identified by local PG&E resources required additional laydown area after bid. Original laydown was in the terminal station with additional costs incurred for double handling soils.                      |
| 198    | 23746    | R-017;L-131_2 REPL 0.29MI MP 8.15-8.44 PH1           | Bay     | Changes After IFB                      | Any changes to the project that were excluded from or occurred after IFB.  | \$ 800.00        | \$ 2,758.62         | 1                      | 3.4                       | Yes           | Added 24-hour policy to spray coat prior to welding.   |
| 199    | 23746    | R-017;L-131_2 REPL 0.29MI MP 8.15-8.44 PH1           | Bay     | Mercury Cleaning - Pipe Replacement    | Cleaning piping associated with asset retirement.  | N/A              | N/A                 | N/A                    | N/A                       | Yes           | See Productivity Impacts above.  |
| 200    | 23746    | R-017;L-131_2 REPL 0.29MI MP 8.15-8.44 PH1           | Bay     | Damage to Property During Construction | Damage to Property During Construction   | \$ 15,000.00     | \$ 51,724.14        | 2                      | 6.9                       | Yes           | Construction resources damaged monitoring wells owned by adjacent property owners so repairs were necessary.   |
| 201    | 23746    | R-017;L-131_2 REPL 0.29MI MP 8.15-8.44 PH1           | Bay     | Changes After IFB                      | Any changes to the project that were excluded from or occurred after IFB.  | \$ 28,000.00     | \$ 96,551.72        | 1                      | 3.4                       | Yes           | Changed requirement to hydrotest caps prior to installation.   |
| 202    | 23746    | R-017;L-131_2 REPL 0.29MI MP 8.15-8.44 PH1           | Bay     | Changes After IFB                      | Any changes to the project that were excluded from or occurred after IFB.  | \$ 20,000.00     | \$ 68,965.52        | 1                      | 3.4                       | Yes           | Work Required by others: Added scope at the request of adjacent property owner. Cathodic Automated Testing Station (CATS) unit above ground used for corrosion prevention landed within adjacent owner's access to marina slips. |
| 203    | 23772    | R-020;L-181A REPL 1.73MI MP 15.31-16.81 PH1          | Ctr Cst | Weather Impacts                        | Potential construction delays and resulting additional costs due to rain days. Potential rain interaction with species (e.g. CTS breeding migration) delaying construction and increasing cost.  | \$ 10,000.00     | \$ 5,780.35         | 4                      | 2.3                       | No            | Work had to be stopped due to rain.  |
| 204    | 23772    | R-020;L-181A REPL 1.73MI MP 15.31-16.81 PH1          | Ctr Cst | Productivity Impacts                   | Potential impacts to contractor productivity, caused by multiple issues, resulting in contractor moving to another construction location on-site.  | \$ 130,000.00    | \$ 75,144.51        | 10                     | 5.8                       | No            | Materials were delayed in arriving and the wrong valve systems were delivered.   |
| 205    | 23772    | R-020;L-181A REPL 1.73MI MP 15.31-16.81 PH1          | Ctr Cst | Permitting                             | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                                 | \$ 180,000.00    | \$ 104,046.24       | 8                      | 4.6                       | No            | Multiple permitting issues.  |
| 206    | 23772    | R-020;L-181A REPL 1.73MI MP 15.31-16.81 PH1          | Ctr Cst | Changes After IFB                      | Any changes to the project that were excluded from or occurred after IFB.  | \$ 150,000.00    | \$ 86,705.20        | 6                      | 3.5                       | No            | Additional construction to ensure future piggability of line added to the project scope.   |

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|--------|----------|---|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|---|
| 207    | 23364    | R-025;L-109_1 REPL 1.12MI MP 3.41-4.45 PH1 Spread 1 | Ctr Cst | Weather Impacts                        | Potential construction delays and resulting additional costs due to rain days. Potential rain interaction with species (e.g. CTS breeding migration) delaying construction and increasing cost.  | \$ 23,000.00     | \$ 20,535.71        | 3                      | 2.7                       | No            | Rain delayed the project for a total of three shut down days as the HDD Permit requires work to stop once it rained for 72 hours.   |
| 208    | 23364    | R-025;L-109_1 REPL 1.12MI MP 3.41-4.45 PH1 Spread 1 | Ctr Cst | Unknown Obstructions During Excavation | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 500,000.00    | \$ 446,428.57       | 20                     | 17.9                      | No            | This is the cost to re-design a portion of the pipeline replacement from direct bury and an Horizontal Directional Drill (HDD) to one long HDD in order to avoid unidentified utilities, safely construct beneath a drainage canal and stay within PG&E's existing pipeline easement. |
| 209    | 23364    | R-025;L-109_1 REPL 1.12MI MP 3.41-4.45 PH1 Spread 1 | Ctr Cst | Dewatering                             | A high water table is encountered resulting in unplanned dewatering costs and delays in construction.  | \$ 150,000.00    | \$ 133,928.57       | 10                     | 8.9                       | No            | A considerable amount of water had to be pumped out of the trench and the amount would have been much greater if the HDD had not been extended.   |
| 210    | 23364    | R-025;L-109_1 REPL 1.12MI MP 3.41-4.45 PH1 Spread 1 | Ctr Cst | Permitting                             | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                                 | \$ 300,000.00    | \$ 267,857.14       | 15                     | 13.4                      | No            | Unanticipated permit restraints on working hours and time of day, e.g. night-time construction and short work-hours.  |
| 211    | 23364    | R-025;L-109_1 REPL 1.12MI MP 3.41-4.45 PH1 Spread 1 | Ctr Cst | Mercury Cleaning - Pipe Replacement    | Cleaning piping associated with asset retirement.  | \$ 200,000.00    | \$ 178,571.43       | N/A                    | N/A                       | No            | Pipe testing indicated contaminants requiring future pipe cleaning and waste management. Amount reflects estimate of cost to reopen holes and clean.  |
| 212    | 23364    | R-025;L-109_1 REPL 1.12MI MP 3.41-4.45 PH1 Spread 1 | Ctr Cst | Low Estimate                           | Specific cost assumptions in the Job Estimate prove to be inaccurate.  | \$ 500,000.00    | \$ 446,428.57       | N/A                    | N/A                       | No            | Strength Test costs assumed to match original PSEP filing estimates proved to be insufficient.  |
| 213    | 23295    | R-027;L-109_1 REPL 1.1MI MP 5.60-6.72 PH1 Spread 4  | Ctr Cst | Productivity Impacts                   | Potential impacts to contractor productivity, caused by multiple issues, resulting in contractor moving to another construction location on-site.  | \$ 45,000.00     | \$ 40,909.09        | 1                      | 0.9                       | No            | Work had to be moved to another portion of the project on multiple occasions due to a variety of issues.  |
| 214    | 23295    | R-027;L-109_1 REPL 1.1MI MP 5.60-6.72 PH1 Spread 4  | Ctr Cst | Unknown Obstructions During Excavation | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 130,000.00    | \$ 118,181.82       | 5                      | 4.5                       | No            | A median and sidewalk had to be replaced due to unmarked utilities during design.   |
| 215    | 23295    | R-027;L-109_1 REPL 1.1MI MP 5.60-6.72 PH1 Spread 4  | Ctr Cst | Dewatering                             | A high water table is encountered resulting in unplanned dewatering costs and delays in construction.  | \$ 300,000.00    | \$ 272,727.27       | 4                      | 3.6                       | No            | Water table is extremely high.  |
| 216    | 23295    | R-027;L-109_1 REPL 1.1MI MP 5.60-6.72 PH1 Spread 4  | Ctr Cst | Mercury Cleaning - Pipe Replacement    | Cleaning Hg from piping associated with asset retirement.  | \$ 200,000.00    | \$ 181,818.18       | N/A                    | N/A                       | No            | Pipe testing indicated contaminants requiring future pipe cleaning and waste management. Amount reflects estimate of cost to reopen holes and clean.  |
| 217    | 23295    | R-027;L-109_1 REPL 1.1MI MP 5.60-6.72 PH1 Spread 4  | Ctr Cst | Low Estimate                           | Specific cost assumptions in the Job Estimate prove to be inaccurate.  | \$ 300,000.00    | \$ 272,727.27       | N/A                    | N/A                       | No            | Strength Test costs assumed to match original PSEP filing estimates proved to be insufficient.  |
| 218    | 23366    | R-029;L-109_1 REPL 0.61MI MP 9.27-9.89 PH1 Spread 6 | Ctr Cst | Weather Impacts                        | Potential construction delays and resulting additional costs due to rain days. Potential rain interaction with species (e.g. CTS breeding migration) delaying construction and increasing cost.  | \$ 46,000.00     | \$ 75,409.84        | 2                      | 3.3                       | No            | Weather prevented de-watering due to a permit requiring work to stop during rain resulting in a shut down for 2 days.   |
| 219    | 23366    | R-029;L-109_1 REPL 0.61MI MP 9.27-9.89 PH1 Spread 6 | Ctr Cst | Productivity Impacts                   | Potential impacts to contractor productivity, caused by multiple issues, resulting in contractor moving to another construction location on-site.  | \$ 180,000.00    | \$ 295,081.97       | N/A                    | N/A                       | No            | Work had to be moved to another portion of the project on multiple occasions due to a variety of issues.  |
| 220    | 23366    | R-029;L-109_1 REPL 0.61MI MP 9.27-9.89 PH1 Spread 6 | Ctr Cst | Contaminated Soil                      | Contaminated soil found on a site during excavation. Potential costs associated with contaminated soil handling, storage, hauling and disposal.  | \$ 331,000.00    | \$ 542,622.95       | 6                      | 9.8                       | No            | Contaminated soil was encountered which caused a one week shut down. Haul-off plus delays are included in the cost estimate.  |
| 221    | 23366    | R-029;L-109_1 REPL 0.61MI MP 9.27-9.89 PH1 Spread 6 | Ctr Cst | Unknown Obstructions During Excavation | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 250,000.00    | \$ 409,836.07       | 10                     | 16.4                      | No            | A median and sidewalk had to be replaced due to unmarked utilities during design.   |
| 222    | 23366    | R-029;L-109_1 REPL 0.61MI MP 9.27-9.89 PH1 Spread 6 | Ctr Cst | Dewatering                             | A high water table is encountered resulting in unplanned dewatering costs and delays in construction.  | \$ 1,600,000.00  | \$ 2,622,950.82     | 6                      | 9.8                       | No            | Over 20,000,000 gallons of water were pumped.   |

TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
COST IMPACTS BY PROJECT  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | New PSRS | Project Description                                 | Region  | Risk                                   | Description  | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments   |
|--------|----------|---|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|--|
| 223    | 23366    | R-029;L-109_1 REPL 0.61MI MP 9.27-9.89 PH1 Spread 6 | Ctr Cst | Permitting                             | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                                 | \$ 300,000.00    | \$ 491,803.28       | 15                     | 24.6                      | No            | Unanticipated permit restraints on time such as night work and short hours.  |
| 224    | 23366    | R-029;L-109_1 REPL 0.61MI MP 9.27-9.89 PH1 Spread 6 | Ctr Cst | Mercury Cleaning - Pipe Replacement    | Cleaning Hg from piping associated with asset retirement.  | \$ 200,000.00    | \$ 327,868.85       | N/A                    | N/A                       | No            | Pipe testing indicated contaminants requiring future pipe cleaning and waste management. Amount reflects estimate of cost to reopen holes and clean.   |
| 225    | 23366    | R-029;L-109_1 REPL 0.61MI MP 9.27-9.89 PH1 Spread 6 | Ctr Cst | Low Estimate                           | Specific cost assumptions in the Job Estimate prove to be inaccurate.  | \$ 500,000.00    | \$ 819,672.13       | N/A                    | N/A                       | No            | Strength test costs assumed to match original PSEP filing estimates proved to be insufficient  |
| 226    | 23365    | R-028;L-109_1 REPL 0.53MI MP 7.04-7.57 PH1 Spread 5 | Ctr Cst | Productivity Impacts                   | Potential impacts to contractor productivity, caused by multiple issues, resulting in contractor moving to another construction location on-site.  | \$ 220,000.00    | \$ 415,094.34       | 10                     | 18.9                      | No            | A 30 day wait was required to complete the project with a hydrotest project that was behind due to permitting delays.  |
| 227    | 23365    | R-028;L-109_1 REPL 0.53MI MP 7.04-7.57 PH1 Spread 5 | Ctr Cst | Dewatering                             | A high water table is encountered resulting in unplanned dewatering costs and delays in construction.  | \$ 200,000.00    | \$ 377,358.49       | N/A                    | N/A                       | No            | Dewatering of a 6 foot deep water table was required when the original drawings did not anticipate water issues.   |
| 228    | 23365    | R-028;L-109_1 REPL 0.53MI MP 7.04-7.57 PH1 Spread 5 | Ctr Cst | Permitting                             | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                                 | \$ 98,000.00     | \$ 184,905.66       | 8                      | 15.1                      | No            | Bike paths/lane closures were issues because they were unplanned and changed by the city.  |
| 229    | 23365    | R-028;L-109_1 REPL 0.53MI MP 7.04-7.57 PH1 Spread 5 | Ctr Cst | Changes After IFB                      | Any changes to the project that were excluded from or occurred after IFB.  | N/A              | N/A                 | 6                      | 11.3                      | No            |  |
| 230    | 23365    | R-028;L-109_1 REPL 0.53MI MP 7.04-7.57 PH1 Spread 5 | Ctr Cst | Low Estimate                           | Specific cost assumptions in the Job Estimate prove to be inaccurate.  | \$ 500,000.00    | \$ 943,396.23       | N/A                    | N/A                       | No            | Strength test costs assumed to match original PSEP filing estimates proved to be insufficient  |
| 231    | 26001    | R-024;L-103 REPL 0.65MI MP 16.61-19.60 PH1          | Ctr Cst | Weather Impacts                        | Potential construction delays and resulting additional costs due to rain days. Potential rain interaction with species (e.g. CTS breeding migration) delaying construction and increasing cost.  | Unknown          | N/A                 | 6                      | 9.2                       | No            | No data as yet identified.   |
| 232    | 26001    | R-024;L-103 REPL 0.65MI MP 16.61-19.60 PH1          | Ctr Cst | Unknown Obstructions During Excavation | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 20,000.00     | \$ 30,769.23        | 6                      | 9.2                       | No            | The drawings incorrectly identified TAP location.  |
| 233    | 26001    | R-024;L-103 REPL 0.65MI MP 16.61-19.60 PH1          | Ctr Cst | Environmental/Species Impacts          | Potential delays in construction due to the presence of protected or endangered species at the construction site.  | \$ 15,000.00     | \$ 23,076.92        | 2                      | 3.1                       | No            | CA Tiger Salamanders present. Additional costs for weather report, additional inspection and mitigation of salamanders.  |
| 234    | 26001    | R-024;L-103 REPL 0.65MI MP 16.61-19.60 PH1          | Ctr Cst | Permitting                             | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                                 | N/A              | N/A                 | 18                     | 27.7                      | No            | There were permitting hurdles at the start for encroachment.   |
| 235    | 26001    | R-024;L-103 REPL 0.65MI MP 16.61-19.60 PH1          | Ctr Cst | Changes After IFB                      | Any changes to the project that were excluded from or occurred after IFB.  | \$ 10,000.00     | \$ 15,384.62        | 10                     | 15.4                      | No            | Cost paid for changes in drawings and engineering costs.   |
| 236    | 26001    | R-024;L-103 REPL 0.65MI MP 16.61-19.60 PH1          | Ctr Cst | Permitting                             | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                                 | N/A              | N/A                 | 12                     | 18.5                      | No            | Temporary Construction Easement (TCE) failed to be actualized.   |
| 237    | 25722    | R-021;L-109_2A REPL 0.41MI MP 11.52-11.93 PH1       | Ctr Cst | Productivity Impacts                   | Potential impacts to contractor productivity, caused by multiple issues, resulting in contractor moving to another construction location on-site.  | \$ 300,000.00    | \$ 731,707.32       | 45                     | 109.8                     | No            | Construction resources misunderstood that the entire road would be shut down at once instead of in 3 sections. Negotiations were made with the city to close the whole road at once, but the construction work was significantly impacted. |
| 238    | 25722    | R-021;L-109_2A REPL 0.41MI MP 11.52-11.93 PH1       | Ctr Cst | Unknown Obstructions During Excavation | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 30,000.00     | \$ 73,170.73        | N/A                    | N/A                       | No            |  |
| 239    | 25722    | R-021;L-109_2A REPL 0.41MI MP 11.52-11.93 PH1       | Ctr Cst | Dewatering                             | A high water table is encountered resulting in unplanned dewatering costs and delays in construction.  | \$ 65,000.00     | \$ 158,536.59       | N/A                    | N/A                       | No            |  |

TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
COST IMPACTS BY PROJECT  
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| Line # | New PSRS | Project Description                           | Region  | Risk                                   | Description  | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments   |
|--------|----------|---|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|--|
| 240    | 25722    | R-021;L-109_2A REPL 0.41MI MP 11.52-11.93 PH1 | Ctr Cst | Mercury Cleaning - Pipe Replacement    | Cleaning Hg from piping associated with asset retirement.  | \$ 200,000.00    | \$ 487,804.88       | N/A                    | N/A                       | No            | Pipe testing indicated contaminants requiring future pipe cleaning and waste management. Amount reflects estimate of cost to reopen holes and clean.                 |
| 241    | 26026    | R-049;L-109_4D REPL 0.67MI MP 32.41-33.08 PH1 | Ctr Cst | Weather Impacts                        | Potential construction delays and resulting additional costs due to rain days. Potential rain interaction with species (e.g. CTS breeding migration) delaying construction and increasing cost.  | \$ 30,000.00     | \$ 44,776.12        | N/A                    | N/A                       | No            | Dewatering was required due to rain and run-off into the trench.   |
| 242    | 26026    | R-049;L-109_4D REPL 0.67MI MP 32.41-33.08 PH1 | Ctr Cst | Productivity Impacts                   | Potential impacts to contractor productivity, caused by multiple issues, resulting in contractor moving to another construction location on-site.  | \$ 50,000.00     | \$ 74,626.87        | 14                     | 20.9                      | No            | Delayed start of construction because a tree cutter was in the vicinity and had slow progress.   |
| 243    | 26026    | R-049;L-109_4D REPL 0.67MI MP 32.41-33.08 PH1 | Ctr Cst | Environmental/Species Impacts          | Potential delays in construction due to the presence of protected or endangered species at the construction site.  | \$ 150,000.00    | \$ 223,880.60       | N/A                    | N/A                       | No            | Red-Legged Frog habitat so additional measures were taken to avoid contact.  |
| 244    | 26026    | R-049;L-109_4D REPL 0.67MI MP 32.41-33.08 PH1 | Ctr Cst | Permitting                             | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                                 | \$ 300,000.00    | \$ 447,761.19       | N/A                    | N/A                       | No            | Delays acquiring SFPUC permit.   |
| 245    | 26026    | R-049;L-109_4D REPL 0.67MI MP 32.41-33.08 PH1 | Ctr Cst | Changes After IFB                      | Any changes to the project that were excluded from or occurred after IFB.  | N/A              | N/A                 | N/A                    | N/A                       | No            | Design changes were required after IFB.  |
| 246    | 26026    | R-049;L-109_4D REPL 0.67MI MP 32.41-33.08 PH1 | Ctr Cst | Mercury Cleaning - Pipe Replacement    | Cleaning Hg from piping associated with asset retirement.  | \$ 200,000.00    | \$ 298,507.46       | N/A                    | N/A                       | No            | Pipe testing indicated contaminants requiring future pipe cleaning and waste management. Amount reflects estimate of cost to reopen holes and clean.                 |
| 247    | 26024    | R-047;L-109_4B REPL 0.47MI MP 28.21-28.6 PH1  | Ctr Cst | Weather Impacts                        | Potential construction delays and resulting additional costs due to rain days. Potential rain interaction with species (e.g. CTS breeding migration) delaying construction and increasing cost.  | \$ 40,000.00     | \$ 85,106.38        | N/A                    | N/A                       | No            | Dewatering was required due to rain and run-off into the trench. Water was contaminated due to substances present in the soil so treatment was required.             |
| 248    | 26024    | R-047;L-109_4B REPL 0.47MI MP 28.21-28.6 PH1  | Ctr Cst | Productivity Impacts                   | Potential impacts to contractor productivity, caused by multiple issues, resulting in contractor moving to another construction location on-site.  | \$ 15,000.00     | \$ 31,914.89        | 10                     | 21.3                      | No            | A power pole was in the way causing construction delays to avoid it.   |
| 249    | 26024    | R-047;L-109_4B REPL 0.47MI MP 28.21-28.6 PH1  | Ctr Cst | Contaminated Soil                      | Contaminated soil found on a site during excavation. Potential costs associated with contaminated soil handling, storage, hauling and disposal.  | \$ 15,000.00     | \$ 31,914.89        | N/A                    | N/A                       | No            | Additional hazardous waste management activities: Serpentine Rocks from the excavation had to be off hauled because they contained ≥1% asbestos (natural occurring). |
| 250    | 26024    | R-047;L-109_4B REPL 0.47MI MP 28.21-28.6 PH1  | Ctr Cst | Unknown Obstructions During Excavation | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 3,000.00      | \$ 6,382.98         | N/A                    | N/A                       | No            | An unmarked water line was encountered.  |
| 251    | 26024    | R-047;L-109_4B REPL 0.47MI MP 28.21-28.6 PH1  | Ctr Cst | Environmental/Species Impacts          | Potential delays in construction due to the presence of protected or endangered species at the construction site.  | \$ 35,000.00     | \$ 74,468.09        | N/A                    | N/A                       | No            | When construction started the wetland size turned out to be an additional 50 feet longer than anticipated so the bore had to be extended.                            |
| 252    | 26024    | R-047;L-109_4B REPL 0.47MI MP 28.21-28.6 PH1  | Ctr Cst | Permitting                             | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.)                                 | \$ 30,000.00     | \$ 63,829.79        | 12                     | 25.5                      | No            | Delay resulting from time required to acquire necessary permits.   |
| 253    | 26024    | R-047;L-109_4B REPL 0.47MI MP 28.21-28.6 PH1  | Ctr Cst | Mercury Cleaning - Pipe Replacement    | Cleaning Hg from piping associated with asset retirement.  | Unknown          | N/A                 | N/A                    | N/A                       | No            | Pipe will require cleaning prior to retirement.  |
| 254    | 23614    | V-025;Valve Auto - Alum Rock, 2V, PH. 1       | Ctr Cst | Environmental/Species Impacts          | Potential delays in construction due to the presence of protected or endangered species at the construction site.  | \$ 2,000.00      | \$ 1,000.00         | N/A                    | N/A                       | No            | Nesting birds were in the area so there was monitoring and exclusion fencing in place.   |
| 255    | 23614    | V-025;Valve Auto - Alum Rock, 2V, PH. 1       | Ctr Cst | Changes After IFB                      | Any changes to the project that were excluded from or occurred after IFB.  | \$ 5,000.00      | \$ 2,500.00         | N/A                    | N/A                       | No            | Equipment was stolen during the night so security was increased to 24/7 for 2 days.  |
| 256    | 23614    | V-025;Valve Auto - Alum Rock, 2V, PH. 1       | Ctr Cst | Productivity Impacts                   | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.            | N/A              | N/A                 | 2                      | 1.0                       | No            | A valve was damaged while construction resources were backing up a piece of equipment so it had to be repaired.  |

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| Line # | New PSRS | Project Description                                | Region  | Risk   | Description   | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments   |
|--------|----------|--|---------|--|---|------------------|---------------------|------------------------|---------------------------|---------------|--|
| 257    | 23605    | V-018;Valve Auto - Lawrence & Lakehaven, 1V, PH. 1 | Ctr Cst | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation. | N/A              | N/A                 | 15                     | N/A                       | No            | When the 1st of 2 clearances was delayed waiting on a Strength Test to complete (T-025B-11), the 2nd clearance was also delayed. This caused further delay coordinating with a customer's limited time frame for outages. Construction resources worked overtime to meet the rescheduled clearance date. |
| 258    | 23605    | V-018;Valve Auto - Lawrence & Lakehaven, 1V, PH. 1 | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 30,000.00     | \$ 30,000.00        | N/A                    | N/A                       | No            | Additional sniff holes and a temporary regulator station were required to support clearance.   |
| 259    | 23605    | V-018;Valve Auto - Lawrence & Lakehaven, 1V, PH. 1 | Ctr Cst | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.   | \$ 11,000.00     | \$ 11,000.00        | N/A                    | N/A                       | No            | The existing 'as-built' drawings proved to be inaccurate so last minute changes to the design were necessary.  |
| 260    | 23615    | V-026;Valve Auto - 7A & 7B Pls, 5V, PH. 1          | Ctr Cst | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation. | \$ 13,000.00     | \$ 2,600.00         | 2                      | 0.4                       | No            | A pipeline blow-down clearance operation had to take place at the Pressure Limiting Station (nearby residents) resulting in additional stand-by time and costs while this was done.  |
| 261    | 23971    | V-029;Valve Auto - Anzar Tap Station, 2V, PH. 1    | Ctr Cst | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                     | \$ 5,000.00      | \$ 2,500.00         | 1                      | 0.5                       | Yes           | The hot work permit took additional time to acquire. To avoid this issue in the future, inspectors who are always present on site will issue these permits.  |
| 262    | 23611    | V-023;Valve Auto - Hwy 101 & Scheller, 1V, PH. 1   | Ctr Cst | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                     | \$ 10,000.00     | \$ 10,000.00        | 60                     | 60.0                      | Yes           | Did not receive the easement from the local water district in a timely fashion – additional de-mob and re-mob to work around that area was required in an attempt to limit the delay.  |
| 263    | 23611    | V-023;Valve Auto - Hwy 101 & Scheller, 1V, PH. 1   | Ctr Cst | Surveying and Potholing                          | Delays or cost increases resulting from surveying, potholing, or mark and locate not being completed prior to IFC.  | \$ 29,000.00     | \$ 29,000.00        | 3                      | 3.0                       | Yes           | A biological survey was not done prior to IFC so there was stand-by time while surveying was completed and some sensitive plants were cleared. An orange protection fence was placed around some plants.   |
| 264    | 23611    | V-023;Valve Auto - Hwy 101 & Scheller, 1V, PH.1    | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 30,000.00     | \$ 30,000.00        | 9                      | 9.0                       | Yes           | An employee access platform was built to provide better access to the valve extension and actuator. Existing valve yard is in a low lying area subject to surface water after rains.   |
| 265    | 23609    | V-022;Valve Auto - Diana, 2V, PH. 1                | Ctr Cst | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.   | \$ 100,000.00    | \$ 50,000.00        | 12                     | 6.0                       | Yes           | The excavation was extended to 3 times its original size because the valve and piping were not where the construction drawings showed they would be. Several change orders were received relating to this issue.   |
| 266    | 23439    | V-004;Valve Auto - Larkspur Dr., PH. 1             | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 350,000.00    | \$ 116,666.67       | 40                     | 13.3                      | Yes           | Construction resources had to de-mob and re-mob because the clearance was delayed while waiting for an extended hydrotest project clearance to be completed.   |
| 267    | 23439    | V-004;Valve Auto - Larkspur Dr., PH. 1             | Ctr Cst | Surveying and Potholing                          | Delays or cost increases resulting from surveying, potholing, or mark and locate not being completed prior to IFC.  | \$ 150,000.00    | \$ 50,000.00        | 12                     | 4.0                       | Yes           | The SFPUC required additional monitors and environmental surveys to be performed.  |
| 268    | 23439    | V-004;Valve Auto - Larkspur Dr., PH. 1             | Ctr Cst | Permitting                                       | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                     | \$ 300,000.00    | \$ 100,000.00       | N/A                    | N/A                       | Yes           | Construction resources did not properly back-fill site after construction, soil settlement occurred, site conditions worsened due to heavy rains. The excavation had to be dug up and back-filled properly. Warranty claim against the contractor.   |
| 269    | 23598    | V-011;Valve Auto - Birch & S. Delaware, 1 V, PH. 1 | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 20,000.00     | \$ 20,000.00        | 7                      | 7.0                       | No            | The RTU (controls) cabinet was designed over another utility (water) - relocation of this line was required. The PG&E electric service line in support of this project was installed too close to the water line.  |
| 270    | 23598    | V-011;Valve Auto - Birch & S. Delaware, 1 V, PH. 1 | Ctr Cst | Surveying and Potholing                          | Delays or cost increases resulting from surveying, potholing, or mark and locate not being completed prior to IFC.  | \$ 100,000.00    | \$ 100,000.00       | 7                      | 7.0                       | No            | During excavation other utilities were encountered resulting in a re-design of the valve vault.  |
| 271    | 23598    | V-011;Valve Auto - Birch & S. Delaware, 1 V, PH. 1 | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 50,000.00     | \$ 50,000.00        | N/A                    | N/A                       | No            | Commitment to the city to complete the project and re-open the road proved unrealistic, which resulted in the need to accelerate the project and reconfigure the workspace in an attempt to meet the original commitment.  |
| 272    | 23594    | V-009;Valve Auto - Van Buren & Ringwood, 1V, PH. 1 | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 20,000.00     | \$ 20,000.00        | N/A                    | N/A                       | No            | Failed to identify the need to re-coat the pipe located inside the vault before IFB.   |

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COST IMPACTS BY PROJECT  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | New PSRS | Project Description                                     | Region  | Risk   | Description   | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments   |
|--------|----------|---|---------|--|---|------------------|---------------------|------------------------|---------------------------|---------------|--|
| 273    | 23594    | V-009;Valve Auto - Van Buren & Ringwood, 1V, PH. 1      | Ctr Cst | Field Conditions Differ From Expected Conditions | As-built drawings and/or GIS were believed to be accurate according to records, but did not match what was actually encountered in the field.   | \$ 100,000.00    | \$ 100,000.00       | 12                     | 12.0                      | No            | A retired PG&E gas line was encountered that was not on as-built drawings.   |
| 274    | 23594    | V-009;Valve Auto - Van Buren & Ringwood, 1V, PH. 1      | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 70,000.00     | \$ 70,000.00        | 5                      | 5.0                       | No            | The concrete vault was designed too tall to allow construction resources to appropriately restore the road. Required the lid to be removed, sawed down the wall height and replaced the lid to fix the issue.  |
| 275    | 23594    | V-009;Valve Auto - Van Buren & Ringwood, 1V, PH. 1      | Ctr Cst | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.           | \$ 25,000.00     | \$ 25,000.00        | 24                     | 24.0                      | No            | Delayed commission due to competing priorities with electric service planning resources. Unable to design and install new electric service drop in time to meet project schedule.  |
| 276    | 24286    | V-036;Valve Auto - "C" Street Station, PH. 1            | Bay     | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.           | N/A              | N/A                 | 12                     | 4.0                       | No            | Scheduling conflict with a nearby strength test project and ICDA (Internal Corrosion Direct Assessment).   |
| 277    | 24286    | V-036;Valve Auto - "C" Street Station, PH. 1            | Bay     | Weather Impacts                                  | Potential construction delays and resulting additional costs due to rain days. Potential rain interaction with species (e.g. CTS breeding migration) delaying construction and increasing cost. | \$ 10,000.00     | \$ 3,333.33         | 4                      | 1.3                       | No            | Delays due to rain.  |
| 278    | 24012    | I-002;L-300B MP 351.8-390.9 UPGRADE PH 1                | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.           | N/A              | N/A                 | 24                     | 0.6                       | No            | CNG resources were not available when needed to support the clearance. Clearance date had to be delayed.   |
| 279    | 24012    | I-002;L-300B MP 351.8-390.9 UPGRADE PH 1                | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.           | N/A              | N/A                 | 12                     | 0.3                       | No            | Farmer sprayed a pesticide in the adjoining field requiring stand-down to ensure it was safe to work in the area.  |
| 280    | 24012    | I-002;L-300B MP 351.8-390.9 UPGRADE PH 1                | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.           | N/A              | N/A                 | 24                     | 0.6                       | No            | Restricted availability of GC resources to complete excavation.  |
| 281    | 24021    | I-004;L-300A MP 352.3-391.2 UPGRADE PH 1 CROSSOVER      | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.           | N/A              | N/A                 | 48                     | 126.3                     | No            | CNG resources were not available when needed to support the clearance. Clearance date had to be delayed.   |
| 282    | 24021    | I-004;L-300A MP 352.3-391.2 UPGRADE PH 1 CROSSOVER      | Ctr Vly | Productivity Impacts                             | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.           | N/A              | N/A                 | N/A                    | N/A                       | No            | Restricted availability of GC resources to complete excavation.  |
| 283    | 24021    | I-004;Valve Auto - Mabury, PH. 1                        | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | N/A              | N/A                 | 24                     | 63.2                      | No            | The installation of a grounding grid that was necessary for the valve automation was added to the scope of the project after IFB.  |
| 284    | 23618    | V-027;Valve Auto - Mabury, PH. 1                        | Ctr Cst | Changes After IFB                                | Any changes to the project that were excluded from or occurred after IFB.   | \$ 60,000.00     | N/A                 | N/A                    | N/A                       | Yes           | The installation of a grounding grid that was necessary for the valve automation was added to the scope of the project after IFB.  |
| 285    | 23618    | V-027;Valve Auto - Mabury, PH. 1                        | Ctr Cst | Low Estimate                                     | Specific cost assumptions in the Job Estimate prove to be inaccurate.   | \$ 15,000.00     | N/A                 | N/A                    | N/A                       | Yes           | The project was under estimated because not all site specific design details were available at the time of the estimate. The estimate model for 2013 projects is being adjusted to better account for the variations that can occur between different valve automation projects. |
| 286    | 23289    | R-026;L-109_1 REPL 0.31MI MP 5.03-5.34 PH1 Spread 2 & 3 | Ctr Cst | Dewatering                                       | A high water table is encountered resulting in unplanned dewatering costs and delays in construction.   | \$ 70,000.00     | \$ 225,806.00       | 6                      | 19.4                      | Yes           | Dewatering was required on this project and was not included in the cost estimate because the need for it was not identified until construction began. It is now known that L-109 projects in general will require at least some dewatering.                                     |

TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
COST IMPACTS BY PROJECT  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | New PSRS | Project Description                                     | Region  | Risk                                   | Description  | Cost Impact (\$) | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments  |
|--------|----------|---|---------|--|--|------------------|---------------------|------------------------|---------------------------|---------------|---|
| 287    | 23289    | R-026;L-109_1 REPL 0.31MI MP 5.03-5.34 PH1 Spread 2 & 3 | Ctr Cst | Unknown Obstructions During Excavation | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 700,000.00    | \$ 2,258,065.00     | N/A                    | N/A                       | Yes           | Surveying and potholing was not sufficient and work took place in a city street where encountering other utilities is likely. A sewer line was encountered and caused damage requiring 1000 feet to be replaced. A portion of the project had to be re-designed so the portion completed in 2011 was tied-in and the site restored. Work was then resumed in Spring of 2012 after the re-design and restored again when this work was completed.  |
| 288    | 23289    | R-026;L-109_1 REPL 0.31MI MP 5.03-5.34 PH1 Spread 2 & 3 | Ctr Cst | Clearance                              | Tight clearance windows may result in contractor working additional hours to meet the window for tie-in.   | \$ 100,000.00    | \$ 322,581.00       | N/A                    | N/A                       | Yes           | Large non-core customer could not take an outage during the designated clearance window and CNG/LNG requirements could not be met to compensate. There were other contributing factors to why the project was stopped in 2011 and resumed in Spring of 2012 5 months later: 1 month as a result of Unknown Obstructions and 4 months as a result of this realized risk.   |
| 289    | 23289    | R-026;L-109_1 REPL 0.31MI MP 5.03-5.34 PH1 Spread 2 & 3 | Ctr Cst | Low Estimate                           | Specific cost assumptions in the Job Estimate prove to be inaccurate.  | \$ 366,000.00    | \$ 11,080,645.00    | N/A                    | N/A                       | Yes           | Historically, L-109 project estimates have been lower than the final actual costs because these projects do not fit the typical project plan due to their locations and associated risks. Also, due to the complications on this project and the stopping and resuming of work, the contractor was on site approximately double what was estimated.   |
| 290    | 23807    | R-041;DFM-1020-01 REPL 2.69MI MP 0.00-2.69 PH1 8" Dist. | North   | Weather Impacts                        | Potential construction delays and resulting additional costs due to rain days. Potential rain interaction with species (e.g. CTS breeding migration) delaying construction and increasing cost.  | N/A              | N/A                 | N/A                    | N/A                       | Yes           | Poor weather caused delays to the project and required increased man- hours, including overtime, from the GC crew to finish the project.  |
| 291    | 23807    | R-041;DFM-1020-01 REPL 2.69MI MP 0.00-2.69 PH1 8" Dist. | North   | Changes After IFB                      | Any changes to the project that were excluded from or occurred after IFB.  | N/A              | N/A                 | N/A                    | N/A                       | Yes           | In a portion of the project where a new regulator station was being installed, approximately 800 feet of very hard sand stone was encountered which required hand digging. This also contributed to increased labor costs as more man-hours were required for this slower digging method.   |
| 292    | 27843    | R-075;DFM-1607-01 RIM-204 REPL 0.63MI MP 0.00-0.63 PH1  | Ctr Vly | Permitting                             | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                                | N/A              | N/A                 | N/A                    | 12.0                      | Yes           | Met with the City of Stockton several times, but it was never identified that a permit was needed with the Central Valley Flood Protection Board to do a portion of the project. The County notified the project team of the need for this permit during the finalization of encroachment plans. The permit has since been obtained as it will be required for 2013 work, but it could not be obtained quickly enough to avoid significant delays. To mitigate the impact the project length was reduced. Re-engineering took approximately two weeks, at which time the GC crew worked at the other end of the project to avoid further delays. In addition to the cost to re-engineer, some of the design changes resulted in construction costs that were higher than previously planned, in particular from the need to 'hot tap' which required a tapping truck. |



TABLE 19-1  
PACIFIC GAS AND ELECTRIC COMPANY  
COST IMPACTS BY PROJECT  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | New PSRS | Project Description                         | Region  | Risk                                   | Description  | Cost Impact (\$)                                   | Cost Impact (\$/mi) | Schedule Impact (days) | Schedule Impact (days/mi) | >10% Variance | Comments  |
|--------|----------|---|---------|--|--|--|---------------------|------------------------|---------------------------|---------------|---|
| 293    | 26045    | R-018;L-114_2 REPL 1.72MI MP 9.03-10.52 PH1 | Bay     | Weather Impacts                        | Potential construction delays and resulting additional costs due to rain days. Potential rain interaction with species (e.g. CTS breeding migration) delaying construction and increasing cost.  | N/A  | N/A                 | N/A                    | 2.0                       | Yes           | Two days of delay occurred as a result of rain.   |
| 294    | 26045    | R-018;L-114_2 REPL 1.72MI MP 9.03-10.52 PH1 | Bay     | Productivity Impacts                   | Potential impacts to contractor productivity caused by multiple issues which may result in contractor moving to another construction location on-site or other methods of mitigation.            | pending email from Doreen                          | N/A                 | N/A                    | N/A                       | Yes           | A higher rate of productivity was assumed when planning than was achievable as a result of limited work space and other conditions. This resulted in additional construction management and inspection costs for the additional duration.   |
| 295    | 26045    | R-018;L-114_2 REPL 1.72MI MP 9.03-10.52 PH1 | Bay     | Unknown Obstructions During Excavation | Potential interference with unmarked and unknown obstructions found during the construction excavation or incorrect drawings potentially delaying construction and resulting in additional cost. | \$ 150,000.00                                      | N/A                 | N/A                    | N/A                       | Yes           | Obstructions were encountered during excavation which resulted in additional work around costs.   |
| 296    | 26045    | R-018;L-114_2 REPL 1.72MI MP 9.03-10.52 PH1 | Bay     | Environmental/Species Impacts          | Potential delays in construction due to the presence of protected or endangered species at the construction site.  | \$ 100,000.00                                      | N/A                 | N/A                    | N/A                       | Yes           | More monitoring than was expected was required for burrowing owls that could be present near the construction site resulting in additional costs.   |
| 297    | 26045    | R-018;L-114_2 REPL 1.72MI MP 9.03-10.52 PH1 | Bay     | Permitting                             | Unplanned permitting conditions, requirements and delays from various permitting agencies (e.g. limited working hours, limited access, delays in issuance, etc.).                                | \$ 120,000.00                                      | N/A                 | N/A                    | N/A                       | Yes           | Additional city inspection fees related to permits were incurred as a result of the extended schedule.  |
| 298    | 26045    | R-018;L-114_2 REPL 1.72MI MP 9.03-10.52 PH1 | Bay     | Mercury Cleaning - Pipe Replacement    | Cleaning Hg from piping associated with asset retirement.  | \$ 200,000.00                                      | N/A                 | N/A                    | N/A                       | Yes           | Mercury was identified as being present in the line so cleaning was required.   |
| 299    | 26045    | R-018;L-114_2 REPL 1.72MI MP 9.03-10.52 PH1 | Bay     | Low Estimate                           | Specific cost assumptions in the Job Estimate prove to be inaccurate.  | N/A  | N/A                 | N/A                    | N/A                       | Yes           | The Job Estimated (JE) was created prior to this project split into three portions for constructability reasons and was then allocated to each project based on mileage. However, this method of allocation did not take into account the two additional mobilization/de-mobilization costs, site restoration costs and other site specific conditions that may vary along the line resulting in a lower JE than would have otherwise been created. For the other two projects from the split that are planned for 2013, new JEs will be created. |
| 300    | 26045    | R-018;L-114_2 REPL 1.72MI MP 9.03-10.52 PH1 | Bay     | Unstable/Weak Soil                     | Unstable soils may require additional shoring which may cause delays to obtain and install.  | \$3,500,000 claim - pending evaluation/negotiation | N/A                 | N/A                    | N/A                       | Yes           | A tardy claim has been submitted two months post tie-in claiming that soil conditions were different than anticipated. A claim team is being assembled to evaluate and negotiate this claim.  |
| 301    | 23441    | VALVE AUTO - RENGSTORFF, PH1                | Ctr Cst | Changes After IFB                      | Any changes to the project that were excluded from or occurred after IFB.  | \$ 1,100,000.00                                    | N/A                 | 30                     | N/A                       | Yes           | After further site examination, engineering determined that station piping was too congested for a simple in-place valve replacement and a station re-build was necessary instead.  |
| 302    | 26045    | R-018;L-114_2 REPL 1.72MI MP 9.03-10.52 PH1 | Bay     | Changes After IFB                      | Any changes to the project that were excluded from or occurred after IFB.  | \$ 450,000.00                                      | N/A                 | N/A                    | N/A                       | Yes           | Because tie-in was delayed until winter, LNG was required to guarantee uninterrupted service to customers and site restoration (\$50,000) was required at the LNG site.   |

TABLE 22-2  
PACIFIC GAS AND ELECTRIC COMPANY  
TOTAL MILEAGE OF PIPE REPLACED - FORECASTED AND ACTUAL  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing<br>PSRS | New PSRS | Project Description  | Miles<br>Completed | Line        | MP1    | MP2   | City               | HCA | Class Code  | Clearance Date | Tie-in date |
|--------|---------------------|----------|--|--------------------|-------------|--------|-------|--------------------|-----|-------------|----------------|-------------|
| 1      | 23816               | 23816    | R-004 L-142S REPL 1.04mi MP 5.32-6.35 PH1                        | 1.04               | L-142S      | 05.32  | 60.35 | Bakersfield        | Yes | 3           | 29-Sep-12      | 29-Sep-12   |
| 2      | 23832               | 26029    | R-006 L-111A REPL 8.83MI MP 18.70-27.54 PH1                      | 8.83               | L-111A      | 18.708 | 27.54 | Fresno             | Yes | 1,2,3,Split | 28-Feb-13      | 28-Feb-13   |
| 3      | 23797               | 23797    | R-012 L-167-1 REPL 2.09MI MP 4.45-6.55 PH1                       | 2.09               | L-167-1     | 4.46   | 6.55  | Butte              | No  | 3,Split     | 22-Sep-12      | 22-Sep-12   |
| 4      | 23698               | 27572    | R-013 L-210A REPL 0.61MI MP 19.69-20.22 PH1                      | 0.61               | L-210A      | 19.69  | 20.22 | Fairfield          | Yes | 3,SPLIT     | 30-Aug-12      | 30-Aug-12   |
| 5      | 23746               | 23746    | R-017 L-131_2 REPL 0.29MI MP 8.15-8.44 PH1                       | 0.29               | L-131_2     | 08.15  | 08.44 | Oakley             | Yes | 1,3,SPLIT   | 22-Aug-12      | 22-Aug-12   |
| 6      | 23688               | 26045    | R-018 L-114_2 REPL 1.72MI MP 9.03-10.52 PH1                      | 1.72               | L-114_2     | 9.03   | 10.52 | Oakley             | Yes | 3           | 12-Jan-13      | 12-Jan-13   |
| 7      | 23772               | 23772    | R-020 L-181A REPL 1.73mi MP 15.31-16.81 PH1                      | 1.73               | L-181A      | 15.31  | 16.81 | Monterey Cnty      | Yes | 2,3         | 15-May-12      | 18-May-12   |
| 8      | 23724               | 25722    | R-021 L-109_2A REPL 0.41mi MP 11.52-11.93 PH1                    | 0.41               | L-109_2A    | 11.52  | 11.93 | Palo Alto          | Yes | 3           | 06-Oct-12      | 06-Oct-12   |
| 9      | 23728               | 26001    | R-024 L-103 REPL 0.65MI MP 16.61-19.60 PH1                       | 0.65               | L-103       | 16.61  | 19.60 | Monterey Cnty      | Yes | 1,3         | 16-Oct-12      | 09-Nov-12   |
| 10     | 23365               | 23364    | R-025 L-109 REPL 1.12 MI MP 3.41-4.45 Spread 1                   | 1.12               | L-109       | 3.41   | 4.45  | Sunnyvale          | Yes | 3           | 05-Dec-12      | 05-Dec-12   |
| 11     | 23365               | 23289    | R-026 L-109 REPL 0.31MI MP 5.03-5.34 Spread 2&3                  | 0.31               | L-109       | 5.03   | 5.34  | Santa Clara        | Yes | 3           | 11-Apr-12      | 11-Apr-12   |
| 12     | 23365               | 23295    | R-027 L-109 REPL 1.1 MI MP 5.60-6.72 Spread 4                    | 1.13               | L-109       | 5.60   | 6.72  | Sunnyvale          | Yes | 3           | 25-Oct-12      | 25-Oct-12   |
| 13     | 23365               | 23365    | R-028 L-109 REPL 0.53MI MP 7.04-7.57 Spread 5                    | 0.53               | L-109       | 7.04   | 7.57  | Santa Clara        | Yes | 3           | 19-Jun-12      | 19-Jun-12   |
| 14     | 23704               | 26019    | R-030 L-109_3A REPL 1.61mi MP 17.01-18.61 PH1                    | 1.61               | L-109_3A    | 17.01  | 18.61 | Stanford/Melo Park | Yes | 3,Split     | 16-Dec-12      | 16-Dec-12   |
| 15     | 23807               | 23807    | R-041 DFM-1020-01 REPL 2.69mi MP 0.00-2.69 PH1 8" Dist.          | 2.69               | DFM-1020-01 | 00.00  | 2.69  | Butte              | No  | 2,3,SPLIT   | 14-Jan-13      | 14-Jan-13   |
| 16     | 23692               | 26024    | R-047 L-109_4B REPL 0.47 MI MP 28.21-28.6 PH1                    | 0.47               | L-109_4B    | 28.21  | 28.6  | Santa Clara        | Yes | 3           | 08-Dec-12      | 08-Dec-12   |
| 17     | 23692               | 26026    | R-049 L-109_4D REPL 0.67MI MP 32.41-33.08 PH1                    | 0.67               | L-109_4D    | 32.41  | 33.08 | Santa Clara        | Yes | 3           | 08-Dec-12      | 08-Dec-12   |
| 18     | 23728               | 27529    | R-070 L-103 REPL 0.43MI MP 20.02-20.54 PH1                       | 0.43               | L-103       | 20.02  | 20.54 | Monterey Cnty      | No  | 3           | 30-Aug-12      | 30-Aug-12   |
| 19     | 23862               | 23862    | R-071 DFM-1502-08 REPL 0.52MI MP 0.01-0.52 PH1                   | 0.52               | DFM-1502-08 | 0.01   | 0.52  | Yuba               | No  | 2,Split     | 21-Dec-12      | 03-Jan-13   |
| 20     | 23875               | 23875    | R-072 DFM-1503-01 DEACTIVATE 0.93MI MP 0.00.92 PH1               | 0.92               | DFM-1503-01 | 0.00   | 0.92  | Yuba               | Yes | 3,N/A,SPLIT | 19-Oct-12      | 19-Oct-12   |
| 21     | 23698               | 27521    | R-073 L-210A REPL 0.20MI MP 25.41-25.62 PH1                      | 0.21               | L-210A      | 25.41  | 25.62 | Napa               | Yes | 1           | 26-Nov-12      | 27-Nov-12   |
| 22     | N/A                 | 27758    | R-074 L-164 REPL Coalinga Cross Over 0.39mi                      | 0.39               | L-164       | 00.00  | 0.41  | Coalinga           | No  | 1           | 31-Aug-12      | 31-Aug-12   |
| 23     | 24890               | 27843    | R-075 DFM-1607-01 RIM 204 REPL 0.63MI MP 0.00-0.63 PH1           | 0.51               | DFM-1607-01 | 00.00  | 0.63  | Stockton           | Yes | 3           | 05-Nov-12      | 05-Nov-12   |
| 24     | 23701               | 23701    | R-076 DFM-7225-02 RIM 205 REPL Down Rate 2.42MI MP 0.00-2.42 PH1 | 2.42               | DFM-7225-02 | 00.00  | 2.42  | Ceres              | Yes | 3,SPLIT     | 07-Dec-12      | 08-Dec-12   |

TABLE 23-2  
PACIFIC GAS AND ELECTRIC COMPANY  
TOTAL MILEAGE OF PIPE STRENGTH TESTED - FORECASTED AND ACTUAL  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing<br>PSRS | New PSRS | Project Description                        | Miles<br>Completed | Line        | MP1     | MP2     | City           | HCA | Class Code | Clearance<br>Date | Tie-in date |
|--------|---------------------|----------|--|--------------------|-------------|---------|---------|----------------|-----|------------|-------------------|-------------|
| 1      | 23505               | 26265    | T-013B-12, Line L-109, Daly City           | 1.75               | L-109       | 41.9    | 43.473  | Daly City      | Yes | 3          | 08-Nov-12         | 08-Nov-12   |
| 2      | 23557               | 25850    | T-018-12, Line L-132, San Francisco        | 1.80               | L-132       | 48.44   | 49.98   | San Francisco  | Yes | 0,3        | 11-Jul-12         | 11-Jul-12   |
| 3      | 23511               | 25857    | T-021-12, Line L-191-1, Pittsburg          | 0.36               | L-191-1     | 9.5862  | 9.94    | Pittsburg      | No  | 3          | 30-Mar-12         | 30-Mar-12   |
| 4      | 23496               | 25863    | T-025-12, Line L-100, San Jose             | 5.23               | L-100       | 138.43  | 143.853 | San Jose       | Yes | 3          | 07-Jun-12         | 07-Jun-12   |
| 5      | 24537               | 27746    | T-025B-11, Line L-132, Santa Clara         | 0.63               | L-132       | 4.29    | 4.92    | Santa Clara    | Yes | 3          | 27-Aug-12         | 27-Aug-12   |
| 6      | 23496               | 25865    | T-026-12, Line L-100, San Jose             | 4.28               | L-100       | 143.853 | 147.77  | San Jose       | Yes | 3          | 07-Jun-12         | 07-Jun-12   |
| 7      | 23496               | 25868    | T-027-12, Line L-100, Milpitas             | 2.36               | L-100       | 147.77  | 150.13  | Milpitas       | Yes | 3          | 07-Jun-12         | 07-Jun-12   |
| 8      | 24537               | 24530    | T-038-11, Line L-132, San Francisco        | 1.95               | L-132       | 46.61   | 48.44   | San Francisco  | Yes | 3          | 12-Jun-12         | 12-Jun-12   |
| 9      | N/A                 | 28473    | T-038B-11, Line L-132, Daly City           | 0.00               | L-132       | 46.6059 | 46.608  | Daly City      | Yes | 3          | 23-Feb-13         | 25-Feb-13   |
| 10     | 24537               | 24531    | T-039B-11, Line L-132, San Francisco       | 1.63               | L-132       | 49.98   | 51.5    | San Francisco  | Yes | 3          | 11-Jul-12         | 11-Jul-12   |
| 11     | 23467               | 25893    | T-040-12, Line DFM-7221-10, Salida/Modesto | 2.46               | DFM-7221-10 | 7.208   | 9.652   | Salida/Modesto | Yes | 3          | 29-Apr-12         | 29-Apr-12   |
| 12     | 23510               | 25899    | T-044-12, Line L-138, Fresno               | 6.11               | L-138       | 22.55   | 28.64   | Fresno         | No  | 1          | 03-Aug-12         | 03-Aug-12   |
| 13     | 23510               | 25901    | T-045-12, Line L-138, Fresno               | 7.25               | L-138       | 28.64   | 35.91   | Fresno         | No  | 1,2        | 03-Aug-12         | 03-Aug-12   |
| 14     | 23510               | 25810    | T-047-12, Line L-138, Fresno               | 0.16               | L-138       | 45.39   | 45.56   | Fresno         | No  | 3          | 19-Sep-12         | 19-Sep-12   |
| 15     | 23582               | 26476    | T-047C-11, Line L-153, Oakland             | 2.80               | L-153       | 20.06   | 22.87   | Oakland        | Yes | 3          | 19-Oct-12         | 19-Oct-12   |
| 16     | 23493               | 25812    | T-048-12, Line L-142N, Bakersfield         | 3.14               | L-142N      | 0       | 3.159   | Bakersfield    | No  | 2,3        | 04-May-12         | 04-May-12   |
| 17     | 23493               | 25816    | T-049-12, Line L-142N, Bakersfield         | 3.53               | L-142N      | 3.159   | 6.6854  | Bakersfield    | Yes | 3          | 04-May-12         | 04-May-12   |
| 18     | 23495               | 25821    | T-052-12, Line L-142S, Bakersfield         | 0.66               | L-142S      | 0.02    | 0.69    | Bakersfield    | Yes | 3          | 13-Jul-12         | 13-Jul-12   |
| 19     | 23495               | 25822    | T-053-12, Line L-142S, Bakersfield         | 0.68               | L-142S      | 3.21    | 3.87    | Bakersfield    | Yes | 3          | 13-Jul-12         | 13-Jul-12   |
| 20     | 23495               | 25824    | T-054-12, Line L-142S, Bakersfield         | 1.04               | L-142S      | 10.445  | 11.48   | Bakersfield    | Yes | 3          | 25-Jul-12         | 25-Jul-12   |

TABLE 23-2  
PACIFIC GAS AND ELECTRIC COMPANY  
TOTAL MILEAGE OF PIPE STRENGTH TESTED - FORECASTED AND ACTUAL  
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| Line # | PSEP Filing<br>PSRS | New PSRS | Project Description                    | Miles<br>Completed | Line        | MP1     | MP2      | City           | HCA | Class Code | Clearance<br>Date | Tie-in date |
|--------|---------------------|----------|--|--------------------|-------------|---------|----------|----------------|-----|------------|-------------------|-------------|
| 21     | 23497               | 25826    | T-055-12, Line L-300A, Tehachapi       | 0.81               | L-300A      | 230.32  | 231.2    | Tehachapi      | No  | 2          | 07-Sep-12         | 07-Sep-12   |
| 22     | 24495               | 24499    | T-057E-11, Line L-300A, San Bernardino | 0.92               | L-300A      | 181.446 | 182.3365 | San Bernardino | Yes | 1,3        | 22-Mar-12         | 22-Mar-12   |
| 23     | 23497               | 26783    | T-057W-11, Line L-300A, Kern           | 0.58               | L-300A      | 187.849 | 188.408  | Kern           | Yes | 1          | 22-Mar-12         | 22-Mar-12   |
| 24     | 23497               | 25830    | T-059-12, Line L-300A, Bakersfield     | 0.23               | L-300A      | 277.89  | 278.12   | Bakersfield    | Yes | 3          | 28-Jul-12         | 28-Jul-12   |
| 25     | 23497               | 25394    | T-061-12, Line L-300A, Coalinga        | 2.12               | L-300A      | 372.499 | 374.572  | Coalinga       | Yes | 1          | 30-Jan-12         | 30-Jan-12   |
| 26     | 23535               | 25849    | T-073-12, Line L-021F, San Rafael      | 0.99               | L-021F      | 19.17   | 20.09    | San Rafael     | Yes | 3          | 22-May-12         | 22-May-12   |
| 27     | 23552               | 25858    | T-079-12, Line L-119A, Davis           | 3.90               | L-119A      | 0.0035  | 3.824    | Davis          | Yes | 1,3        | 07-Sep-12         | 07-Sep-12   |
| 28     | 23525               | 25877    | T-089-12, Line L-210B, Fairfield       | 3.25               | L-210B      | 7.4976  | 10.8217  | Fairfield      | Yes | 1,3        | 05-Oct-12         | 05-Oct-12   |
| 29     | 23525               | 25879    | T-090-12, Line L-210B, Fairfield       | 5.10               | L-210B      | 10.8217 | 15.6107  | Fairfield      | Yes | 1,3        | 05-Oct-12         | 05-Oct-12   |
| 30     | 23525               | 25881    | T-091-12, Line L-210B, Fairfield       | 4.95               | L-210B      | 15.6107 | 20.222   | Fairfield      | Yes | 3          | 24-Oct-12         | 24-Oct-12   |
| 31     | 23525               | 25883    | T-092-12, Line L-210B, Napa            | 2.94               | L-210B      | 22.98   | 25.98    | Napa           | No  | 1          | 15-Oct-12         | 15-Oct-12   |
| 32     | 23929               | 25890    | T-096-12, Line DFM-1816-01, Santa Cruz | 1.99               | DFM-1816-01 | 16.3    | 18.25    | Santa Cruz     | No  | 0,3        | 27-Jul-12         | 27-Jul-12   |
| 33     | 23513               | 25892    | T-097-12, Line L-148, Modesto          | 6.06               | L-148       | 0       | 6.06     | Modesto        | No  | 1,2        | 03-Apr-12         | 03-Apr-12   |
| 34     | 23513               | 25898    | T-099-12, Line L-148, Modesto          | 6.52               | L-148       | 6.06    | 12.58    | Modesto        | No  | 1,2        | 24-Apr-12         | 24-Apr-12   |
| 35     | 24204               | 24204    | T-10 L-105C MP 0 to MP 1.76            | 1.74               | L-105C      | 0       | 1.76     | Oakland        | Yes | 3          | 19-Aug-11         | 31-Aug-11   |
| 36     | 23513               | 25900    | T-100-12, Line L-148, Modesto          | 2.00               | L-148       | 12.58   | 14.62    | Modesto        | No  | 2,3        | 19-May-12         | 19-May-12   |
| 37     | 23905               | 25904    | T-101-12, Line DFM-3010-01, Antioch    | 0.61               | DFM-3010-01 | 0.64    | 1.27     | Antioch        | Yes | 3          | 01-Feb-13         | 04-Feb-13   |
| 38     | 23548               | 25908    | T-102D-12, Line L-118A, Chowchilla     | 0.32               | L-118A      | 37.38   | 37.71    | Chowchilla     | No  | 2          | 19-Jun-12         | 19-Jun-12   |
| 39     | 23548               | 25913    | T-102F-12, Line L-118A, Merced         | 0.53               | L-118A      | 58.21   | 58.74    | Merced         | Yes | 3          | 10-Jul-12         | 10-Jul-12   |
| 40     | 24537               | 25917    | T-104-12, Line L-132, San Carlos       | 3.57               | L-132       | 25.6    | 29.06    | San Carlos     | No  | 1,2,3      | 27-Sep-12         | 27-Sep-12   |

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| Line # | PSEP Filing<br>PSRS | New PSRS | Project Description                            | Miles<br>Completed | Line        | MP1      | MP2      | City         | HCA | Class Code | Clearance<br>Date | Tie-in date |
|--------|---------------------|----------|--|--------------------|-------------|----------|----------|--------------|-----|------------|-------------------|-------------|
| 41     | 23513               | 26090    | T-109 E/W L-148 MP 0 to MP 17.63               | 3.10               | L-148       | 14.51    | 17.63    | Modesto      | Yes | 3          | 28-Oct-11         | 03-Nov-11   |
| 42     | 24560               | 24206    | T-11 L-105N MP 11.07 to MP 11.86               | 0.83               | L-105N      | 11.07    | 11.86    | Newark       | Yes | 3          | 31-May-11         | 12-Jun-11   |
| 43     | 23497               | 25926    | T-110-12, Line L-300A, Hollister               | 3.23               | L-300A      | 446.4777 | 449.706  | Hollister    | No  | 1,2        | 31-Aug-12         | 31-Aug-12   |
| 44     | 24555               | 24555    | T-112 L-191 MP 9.44 to MP 10.57                | 1.12               | L-191       | 9.4767   | 10.59    | Pittsburg    | Yes | 3          | 04-Nov-11         | 15-Nov-11   |
| 45     | 23497               | 26088    | T-116A L-300A MP 267.935 to MP 269.833         | 0.84               | L-300A      | 268.1191 | 268.9522 | Bakersfield  | No  | 2          | 09-Nov-11         | 21-Nov-11   |
| 46     | 23497               | 26088    | T-116B L-300A MP 267.935 to MP 269.833         | 0.20               | L-300A      | 269.5336 | 269.7181 | Bakersfield  | No  | 2          | 09-Nov-11         | 21-Nov-11   |
| 47     | N/A                 | 25340    | T-117 L-300B MP 283.50 to MP 284.56            | 0.80               | L-300B      | 283.855  | 284.65   | Bakersfield  | No  | 1,2        | 16-Oct-11         | 31-Oct-11   |
| 48     | 23557               | 26104    | T-12017 L-132 MP 40.04 TO MP 40.08             | 0.05               | L-132       | 40.0458  | 40.0837  | San Bruno    | Yes | 3          | 17-Nov-11         | 22-Nov-11   |
| 49     | 23497               | 25393    | T-12056 T-118A/B L-300A MP 239.57 to MP 244.03 | 4.11               | L-300A      | 239.57   | 243.74   | Tehachapi    | Yes | 1,2        | 09-Nov-11         | 21-Nov-11   |
| 50     | 23497               | 25395    | T12062 L-300A MP 384.398 to MP 385.456         | 0.44               | L-300A      | 384.6511 | 385.088  | N. Kettleman | Yes | 1          | 14-Nov-11         | 19-Nov-11   |
| 51     | N/A                 | 25770    | T-121 L-303 MP 26.555 to MP 27.672             | 1.29               | L-303       | 26.15    | 27.46    | Livermore    | Yes | 1,3        | 10-Nov-11         | 19-Nov-11   |
| 52     | 23566               | 25459    | T-122 DFM 0211-01 MP 0.0 to MP 0.74            | 0.68               | L-0211-01   | 0        | 0.68     | Burlingame   | Yes | 3          | 27-Oct-11         | 29-Oct-11   |
| 53     | 24521               | 25928    | T-122-12, Line L-300B, Topock                  | 0.03               | L-300B      | 0.1294   | 0.1549   | Topock       | Yes | 1          | 28-Mar-12         | 28-Mar-12   |
| 54     | 24560               | 24558    | T-15 L-105N MP 26.2 to MP 28.13                | 0.20               | L-105N      | 288.98   | 291.3083 | San Leandro  | Yes | 3          | 04-Sep-11         | 16-Sep-11   |
| 55     | 24560               | 24559    | T-16 L-105N MP 28.13 to MP 28.64               | 0.51               | L-105N      | 28.13    | 28.64    | Oakland      | Yes | 3          | 16-Sep-11         | 30-Sep-11   |
| 56     | 24560               | 24560    | T-17 L-105N MP 28.64 to MP 30.63               | 2.02               | L-105N      | 28.64    | 30.63    | Oakland      | Yes | 3          | 07-Oct-11         | 25-Oct-11   |
| 57     | 23694               | 25467    | T-172-12, Line L-131, Livermore                | 0.14               | L-131       | 35.73    | 35.89    | Livermore    | Yes | 3          | 12-Aug-12         | 12-Aug-12   |
| 58     | 23695               | 27568    | T-173-12, Line DFM-7219-01, Modesto            | 3.69               | DFM-7219-01 | 0.0025   | 3.73     | Modesto      | No  | 2          | 31-Aug-12         | 31-Aug-12   |
| 59     | N/A                 | 27772    | T-176-12, Line L-301F, Marina                  | 0.77               | L-301F      | 7.114    | 7.933    | Marina       | Yes | 3          | 25-Aug-12         | 25-Aug-12   |
| 60     | 23724               | 28279    | T-182-12, Line L-109, Milpitas                 | 0.65               | L-109       | 0.44     | 1.16     | Milpitas     | Yes | 3          | 26-Oct-12         | 26-Oct-12   |

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| Line # | PSEP Filing<br>PSRS | New PSRS | Project Description               | Miles<br>Completed | Line   | MP1     | MP2      | City                       | HCA | Class Code | Clearance<br>Date | Tie-in date |
|--------|---------------------|----------|-----------------------------------|--------------------|--------|---------|----------|----------------------------|-----|------------|-------------------|-------------|
| 61     | 24521               | 28448    | T-183-12, Line L-300B, Barstow    | 0.28               | L-300B | 152.448 | 152.6929 | Barstow                    | No  | 3          | 14-Dec-12         | 14-Dec-12   |
| 62     | 24084               | 24703    | T-19 L-114 MP 16.51 to MP 16.5736 | 0.06               | L-114  | 16.51   | 16.5736  | Brentwood                  | No  | 3          | 07-Sep-11         | 20-Sep-11   |
| 63     | 23500               | 23500    | T-2 L-101 MP 2.45 to MP 2.65      | 2.68               | L-101  | 0.36    | 3        | San Jose                   | Yes | 1,3        | 01-Jun-11         | 11-Jun-11   |
| 64     | 23554               | 24702    | T-20 L-131 MP 42.35 to MP 42.38   | 0.08               | L-131  | 42.35   | 42.42    | Sunol                      | Yes | 1          | 22-Jul-11         | 30-Jul-11   |
| 65     | 23554               | 24486    | T-22N L-131 MP 50.57 to MP 51.42  | 0.90               | L-131  | 50.57   | 51.42    | Fremont                    | Yes | 3          | 03-Oct-11         | 21-Oct-11   |
| 66     | 23554               | 24486    | T-22S L-131 MP 51.42 to MP 55.88  | 4.38               | L-131  | 51.4207 | 55.88    | Fremont                    | Yes | 3          | 03-Oct-11         | 21-Oct-11   |
| 67     | 24699               | 24699    | T-23 L-131 MP 57.46 to MP 57.47   | 0.00               | L-131  | 57.46   | 57.47    | Milpitas                   | Yes | 1,3        | 25-May-11         | 25-May-11   |
| 68     | 24537               | 24545    | T-24 L-132 MP 0.7426 to MP 1.87   | 0.97               | L-132  | 0.946   | 1.89     | Milpitas                   | Yes | 1,3        | 19-Oct-11         | 25-Oct-11   |
| 69     | 24537               | 23508    | T-25 L-132 MP 3.05 to MP 4.92     | 1.00               | L-132  | 3.05    | 4        | Santa Clara                | Yes | 3          | 14-Jun-11         | 22-Jun-11   |
| 70     | 24537               | 24529    | T-26 L-132 MP 4.92 to MP 7.06     | 2.13               | L-132  | 4.92    | 7.06     | Sunnyvale                  | Yes | 3          | 05-Oct-11         | 17-Oct-11   |
| 71     | 24537               | 24538    | T-27 L-132 MP 7.06 to MP 8.54     | 1.48               | L-132  | 7.06    | 8.54     | Sunnyvale                  | Yes | 3          | 26-Aug-11         | 14-Sep-11   |
| 72     | 24537               | 24535    | T-28 L-132 MP 8.54 to MP 10.32    | 1.85               | L-132  | 8.54    | 10.32    | Mountain View              | Yes | 3          | 08-Aug-11         | 18-Aug-11   |
| 73     | 24537               | 24533    | T-29 L-132 MP 10.32 to MP 13.95   | 3.68               | L-132  | 10.32   | 13.95    | Mountain View              | Yes | 3          | 25-Aug-11         | 19-Sep-11   |
| 74     | 23500               | 24526    | T-3 L-101 MP 3.39 to MP 3.4775    | 1.83               | L-101  | 3       | 5        | Santa Clara                | Yes | 1,3        | 01-Jun-11         | 11-Jun-11   |
| 75     | 24537               | 24534    | T-30 L-132 MP 13.95 to MP 18.4621 | 4.48               | L-132  | 13.95   | 18.46    | Palo Alto                  | Yes | 3          | 17-Oct-11         | 18-Nov-11   |
| 76     | 24537               | 24532    | T-31 L-132 MP 18.4621 to MP 21.39 | 4.81               | L-132  | 18.4621 | 23       | Menlo Park                 | Yes | 3          | 27-Sep-11         | 18-Nov-11   |
| 77     | 24537               | 24537    | T-32 L-132 MP 21.39 to MP 24.4708 | 2.61               | L-132  | 23      | 25.6     | Woodside                   | Yes | 1,2,3      | 27-Sep-11         | 18-Nov-11   |
| 78     | 24537               | 24541    | T-33 L-132 MP 29.05 to MP 30.9595 | 3.09               | L-132  | 29.06   | 31.93    | San Mateo/ Belmont         | Yes | 3          | 21-Sep-11         | 17-Nov-11   |
| 79     | 24537               | 24539    | T-34 L-132 MP 30.9595 to MP 34.49 | 3.23               | L-132  | 31.93   | 34.635   | San Mateo/<br>Hillsborough | Yes | 3          | 21-Sep-11         | 17-Nov-11   |
| 80     | 24537               | 24543    | T-35 L-132 MP 34.49 to MP 38.39   | 4.04               | L-132  | 34.635  | 38.39    | Burlingame                 | Yes | 3          | 21-Sep-11         | 17-Nov-11   |

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| Line # | PSEP Filing |          | Project Description                    | Miles Completed | Line   | MP1      | MP2      | City             | HCA | Class Code | Clearance Date | Tie-in date |
|--------|-------------|----------|--|-----------------|--------|----------|----------|------------------|-----|------------|----------------|-------------|
|        | PSRS        | New PSRS |  |                 |        |          |          |                  |     |            |                |             |
| 81     | 24537       | 24479    | T-36A L-132 MP 40.0837 to MP 42.34     | 2.16            | L-132  | 40.0837  | 42.13    | San Bruno        | Yes | 3          | 23-May-11      | 22-Nov-11   |
| 82     | 24537       | 24481    | T-36B L-132 MP 42.34 to MP 43.6131     | 1.48            | L-132  | 42.13    | 43.613   | San Bruno        | Yes | 3          | 23-May-11      | 22-Nov-11   |
| 83     | 23480       | 24655    | T-40 L-132A MP 0.0057 to MP 1.4589     | 1.45            | L-132A | 0.0057   | 1.4589   | Mountain View    | Yes | 3          | 03-May-11      | 25-May-11   |
| 84     | 23480       | 24697    | T-41 L-132A MP 1.4589 to MP 1.4659     | 0.01            | L-132A | 1.4589   | 1.4659   | Mountain View    | No  | 3          | 03-May-11      | 25-May-11   |
| 85     | 24548       | 23512    | T-42 L-147 MP 0.17 to MP 1.1321        | 1.26            | L-147  | 0.01     | 0.855    | San Carlos       | No  | 1,3        | 29-Sep-11      | 29-Oct-11   |
| 86     | 24548       | 24547    | T-43A L-147 MP 1.1321 to MP 2.2        | 0.67            | L-147  | 0.8555   | 1.48     | San Carlos       | Yes | 3          | 29-Sep-11      | 29-Oct-11   |
| 87     | 24548       | 24548    | T-43B L-147 MP 2.2 to MP 3.4           | 1.92            | L-147  | 1.48     | 3.4      | San Carlos       | Yes | 3          | 29-Sep-11      | 29-Oct-11   |
| 88     | 24554       | 24553    | T-44 L-153 MP 0 to MP 3.58             | 3.55            | L-153  | 0        | 3.51     | Fremont          | Yes | 3          | 18-Jul-11      | 06-Aug-11   |
| 89     | 24554       | 23519    | T-45 L-153 MP 9.2 to MP 13.62          | 4.44            | L-153  | 9.2      | 13.61    | Union City       | Yes | 3          | 16-Jun-11      | 11-Jul-11   |
| 90     | 24554       | 24550    | T-46 L-153 MP 13.62 to MP 17.6         | 4.05            | L-153  | 13.61    | 17.63    | Hayward          | Yes | 3          | 16-Jun-11      | 14-Jul-11   |
| 91     | 24554       | 24551    | T-47A L-153 MP 17.65 to MP 20.07       | 0.34            | L-153  | 17.65    | 18.01    | San Leandro      | Yes | 3          | 19-Jul-11      | 02-Aug-11   |
| 92     | 24554       | 24552    | T-47B L-153 MP 20.07 to MP 22.87       | 2.05            | L-153  | 18.03    | 20.06    | San Leandro      | Yes | 3          | 25-Oct-11      | 20-Nov-11   |
| 93     | 24555       | 23526    | T-49 E/W L-191 MP 6.4753 to MP 9.44    | 3.01            | L-191  | 6.4753   | 9.47     | Pittsburg        | Yes | 3          | 04-Nov-11      | 15-Nov-11   |
| 94     | 24495       | 23543    | T-51 L-300A MP 121.8722 to MP 122.6788 | 0.81            | L-300A | 121.8722 | 122.6788 | Newberry-Baker   | Yes | 1,3        | 02-Jun-11      | 12-Jun-11   |
| 95     | 24495       | 24487    | T-52 L-300A MP 127.0327 to MP 127.9306 | 0.90            | L-300A | 127.0327 | 127.93   | Newberry Springs | Yes | 1          | 02-Jun-11      | 12-Jun-11   |
| 96     | 24495       | 24506    | T-54 L-300A MP 151.066 to MP 156.4     | 1.60            | L-300A | 154.81   | 156.4    | Barstow          | Yes | 1,3        | 16-Sep-11      | 04-Oct-11   |
| 97     | 24495       | 24507    | T-55 L-300A MP 156.4 to MP 157.86      | 1.46            | L-300A | 156.4    | 157.86   | Barstow/Lenwood  | Yes | 3          | 16-Sep-11      | 04-Oct-11   |
| 98     | 24495       | 24508    | T-56 L-300A MP 157.86 to MP 160.1392   | 1.47            | L-300A | 157.86   | 159.33   | Barstow          | Yes | 1,2,3      | 16-Sep-11      | 04-Oct-11   |
| 99     | 24495       | 24502    | T-60 L-300A MP 256.22 to MP 257.0763   | 0.86            | L-300A | 256.22   | 257.08   | Arvin            | Yes | 1          | 05-Aug-11      | 12-Aug-11   |
| 100    | 24495       | 24491    | T-62 L-300A MP 345.02 to MP 345.2571   | 0.28            | L-300A | 345.02   | 345.2571 | Kettleman City   | Yes | 1          | 21-Jun-11      | 30-Jun-11   |

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| Line # | PSEP Filing<br>PSRS | New PSRS | Project Description                     | Miles<br>Completed | Line     | MP1      | MP2     | City                         | HCA | Class Code | Clearance<br>Date | Tie-in date |
|--------|---------------------|----------|---|--------------------|----------|----------|---------|------------------------------|-----|------------|-------------------|-------------|
| 101    | 24495               | 24490    | T-63 L-300A MP 353.56 to MP 353.85      | 0.32               | L-300A   | 353.56   | 353.851 | Avenal/<br>Kettleman<br>City | Yes | 1          | 21-Jun-11         | 30-Jun-11   |
| 102    | 24495               | 24504    | T-64 L-300A MP 414.92 to MP 416.016     | 1.83               | L-300A   | 414.79   | 416.62  | Paicines                     | Yes | 1,3        | 02-Dec-11         | 08-Dec-11   |
| 103    | 24495               | 24488    | T-65A L-300A MP 450 to MP 450.83        | 0.82               | L-300A   | 450      | 450.83  | Hollister                    | Yes | 3          | 17-Sep-11         | 28-Sep-11   |
| 104    | 23497               | 25926    | T-65B L-300A MP 445.705 to MP 446.48    | 0.83               | L-300A   | 445.59   | 446.48  | Hollister                    | No  | 1,2        | 17-Sep-11         | 28-Sep-11   |
| 105    | 24495               | 24511    | T-67A L-300A MP 472.1279 to MP 478.0014 | 0.22               | L-300A   | 477.93   | 478.14  | San Martin                   | Yes | 1          | 17-Oct-11         | 27-Oct-11   |
| 106    | 24495               | 24511    | T-67B L-300A MP 472.1279 to MP 478.0014 | 0.41               | L-300A   | 475.36   | 475.76  | San Martin                   | Yes | 1          | 17-Oct-11         | 27-Oct-11   |
| 107    | 24495               | 24509    | T-68 L-300A MP 480.9574 to MP 483.7391  | 3.05               | L-300A   | 480.7    | 483.74  | Morgan Hill                  | Yes | 1          | 29-Oct-11         | 09-Nov-11   |
| 108    | 23542               | 23542    | T-7 L-105A MP 38 to MP 41               | 2.16               | L-105A   | 38       | 41      | Emeryville                   | Yes | 3          | 21-Sep-11         | 05-Oct-11   |
| 109    | 24495               | 24496    | T-70 L-300A MP 488.7782 to MP 490.59    | 0.14               | L-300A   | 490.49   | 490.63  | San Jose                     | Yes | 3          | 20-Jul-11         | 08-Aug-11   |
| 110    | 24495               | 24497    | T-71 L-300A MP 490.59 to MP 493.0078    | 2.97               | L-300A   | 490.66   | 493.58  | San Jose                     | Yes | 3          | 20-Jul-11         | 08-Aug-11   |
| 111    | 24495               | 24494    | T-72 L-300A MP 493.58 to MP 495.86      | 2.54               | L-300A   | 493.58   | 496.11  | San Jose                     | Yes | 3          | 20-Jul-11         | 08-Aug-11   |
| 112    | 24495               | 24492    | T-73 L-300A MP 496.36 to MP 499.96      | 3.75               | L-300A   | 496.36   | 499.96  | San Jose                     | Yes | 3          | 20-Jul-11         | 08-Aug-11   |
| 113    | 24495               | 24493    | T-74 L-300A MP 499.96 to MP 502.23      | 2.37               | L-300A   | 499.96   | 502.24  | Milpitas                     | Yes | 3          | 20-Jul-11         | 08-Aug-11   |
| 114    | 24492               | 23546    | T-75 L-300A-1 MP 156.4 to MP 157.0092   | 1.47               | L-300A-1 | 156.4    | 157.86  | Barstow                      | Yes | 1,3        | 16-Sep-11         | 04-Oct-11   |
| 115    | 24521               | 24516    | T-76 L-300B MP 0.1548 to MP 0.459       | 0.31               | L-300B   | 0.1548   | 0.459   | Barstow/Topock               | Yes | 1          | 20-Aug-11         | 30-Aug-11   |
| 116    | 24521               | 23549    | T-77 L-300B MP 126.883 to MP 127.4994   | 0.60               | L-300B   | 126.883  | 127.499 | Newberry Springs             | Yes | 1          | 13-Jun-11         | 21-Jun-11   |
| 117    | 24521               | 24525    | T-79A L-300B MP 149.33 to MP 160.88     | 2.48               | L-300B   | 152.7321 | 155.19  | Barstow                      | Yes | 3          | 07-Oct-11         | 20-Oct-11   |
| 118    | 24521               | 24525    | T-79B L-300B MP 149.33 to MP 160.88     | 0.17               | L-300B   | 160.712  | 160.88  | Barstow                      | Yes | 3          | 07-Oct-11         | 20-Oct-11   |
| 119    | 24521               | 24519    | T-80 L-300B MP 237.4451 to MP 249.8392  | 3.88               | L-300B   | 237.4451 | 241.33  | Tehachapi                    | Yes | 2          | 16-Aug-11         | 01-Sep-11   |
| 120    | 24521               | 24518    | T-81 L-300B MP 256.66 to MP 257.5096    | 0.85               | L-300B   | 256.66   | 257.51  | Arvin                        | Yes | 1          | 16-Aug-11         | 01-Sep-11   |



TABLE 23-2  
PACIFIC GAS AND ELECTRIC COMPANY  
TOTAL MILEAGE OF PIPE STRENGTH TESTED - FORECASTED AND ACTUAL  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing<br>PSRS | New PSRS | Project Description                        | Miles<br>Completed | Line        | MP1      | MP2      | City                      | HCA | Class Code | Clearance<br>Date | Tie-in date |
|--------|---------------------|----------|--|--------------------|-------------|----------|----------|---------------------------|-----|------------|-------------------|-------------|
| 121    | 24521               | 24522    | T-82 L-300B MP 263.46 to MP 264.368        | 0.91               | L-300B      | 263.46   | 264.39   | Bakersfield               | Yes | 1          | 16-Aug-11         | 01-Sep-11   |
| 122    | 24521               | 24513    | T-84A L-300B MP 353.5369 to MP 354.3115    | 0.30               | L-300B      | 353.5369 | 353.82   | Kettleman City/<br>Avenal | Yes | 1          | 18-Jul-11         | 26-Jul-11   |
| 123    | 24521               | 24513    | T-84B L-300B MP 353.5369 to MP 354.3115    | 0.29               | L-300B      | 354.018  | 354.3115 | Kettleman City/<br>Avenal | Yes | 1          | 18-Jul-11         | 26-Jul-11   |
| 124    | 24521               | 24512    | T-85 L-300B MP 384.2827 to MP 384.8438     | 0.56               | L-300B      | 384.2827 | 384.84   | Cantua Creek              | Yes | 1          | 22-Jun-11         | 30-Jun-11   |
| 125    | 24521               | 24520    | T-86 L-300B MP 414.7728 to MP 416.7896     | 4.29               | L-300B      | 414.7728 | 419.1049 | Paicines                  | Yes | 1,3        | 09-Dec-11         | 15-Dec-11   |
| 126    | 24521               | 26092    | T-87A L-300B MP 445.7332 to MP 451.72      | 0.01               | L-300B      | 450.7828 | 450.8    | Hollister/ Tres Pinos     | Yes | 3          | 29-Sep-11         | 13-Oct-11   |
| 127    | 24521               | 26092    | T-87B L-300B MP 445.7332 to MP 451.72      | 0.46               | L-300B      | 450.3251 | 450.78   | Hollister/ Tres Pinos     | Yes | 3          | 29-Sep-11         | 13-Oct-11   |
| 128    | 24521               | 26092    | T-87C L-300B MP 445.7332 to MP 451.72      | 1.07               | L-300B      | 445.7332 | 446.8    | Hollister/ Tres Pinos     | Yes | 3          | 29-Sep-11         | 13-Oct-11   |
| 129    | 24521               | 24515    | T-89N L-300B MP 484.0126 to MP 492.08      | 1.63               | L-300B      | 489.3301 | 490.97   | San Jose                  | Yes | 1          | 10-Aug-11         | 10-Sep-11   |
| 130    | 24521               | 24515    | T-89S L-300B MP 484.0126 to MP 492.08      | 0.72               | L-300B      | 484.0126 | 484.7235 | San Jose                  | Yes | 1          | 10-Aug-11         | 10-Sep-11   |
| 131    | 24897               | 24701    | T-9 L-105A-1 MP 0 to MP 0.004              | 0.00               | L-105A-1    | 0        | 0.004    | Emeryville/ Oakland       | Yes | 3          | 21-Sep-11         | 21-Sep-11   |
| 132    | 24521               | 24517    | T-90 A/B/C/D L-300B MP 492.08 to MP 502.64 | 11.85              | L-300B      | 490.97   | 502.64   | San Jose                  | Yes | 3          | 10-Aug-11         | 10-Sep-11   |
| 133    | 23551               | 23551    | T-93A L-400-3 MP 295.9127 to MP 299.91     | 4.47               | L-400-3     | 295.44   | 299.91   | Antioch                   | Yes | 1,2,3      | 09-Nov-11         | 21-Nov-11   |
| 134    | 23551               | 23551    | T-93B L-400-3 MP 295.9127 to MP 299.91     | 4.47               | L-400       | 293.4    | 297.86   | Sherman Island            | Yes | 1,2,3      | 25-Oct-11         | 08-Nov-11   |
| 135    | 24162               | 25348    | T-96A/B SP - 5 MP 0 to MP 2.4              | 3.87               | SP5         | 0        | 3.87     | Oakley / Antioch          | Yes | 3          | 09-May-11         | 27-May-11   |
| 136    | N/A                 | 26332    | Test PR-002-12, Line DFM-2405-01, Fremont  | 0.09               | DFM-2405-01 | 0.553    | 0.62     | Fremont                   | Yes | 3          | 13-Apr-12         | 28-Apr-12   |
| 137    | 23689               | 26331    | Test PR-003-12, Line L-131, Milpitas       | 0.17               | L-131       | 0        | 0.1752   | Milpitas                  | Yes | 3          | 28-Mar-12         | 09-Apr-12   |
| 138    | 23505               | 25838    | TIM-013A-12, Line L-109, Daly City         | 1.92               | L-109       | 41.9     | 43.473   | Daly City                 | Yes | 3          | 08-Nov-12         | 08-Nov-12   |
| 139    | 23582               | 26478    | TIM-019-12, Line L-153, Oakland            | 2.41               | L-153       | 22.87    | 25.11    | Oakland                   | Yes | 3          | 19-Oct-12         | 19-Oct-12   |
| 140    | 23582               | 26475    | TIM-020-12, Line L-153, Oakland            | 2.66               | L-153       | 25.11    | 27.88    | Oakland                   | Yes | 3          | 27-Nov-12         | 27-Nov-12   |

TABLE 23-2  
PACIFIC GAS AND ELECTRIC COMPANY  
TOTAL MILEAGE OF PIPE STRENGTH TESTED - FORECASTED AND ACTUAL  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing<br>PSRS | New PSRS | Project Description                          | Miles<br>Completed | Line        | MP1     | MP2     | City                | HCA | Class Code | Clearance<br>Date | Tie-in date |
|--------|---------------------|----------|--|--------------------|-------------|---------|---------|---------------------|-----|------------|-------------------|-------------|
| 141    | 23861               | 25862    | TIM-024-12, Line DFM-0813-01, San Jose       | 1.00               | DFM-0813-01 | 0.0293  | 1.2862  | San Jose            | Yes | 3          | 05-Nov-12         | 05-Nov-12   |
| 142    | 24537               | 24544    | TIM-037-11, Line L-132, South San Francisco  | 3.08               | L-132       | 43.61   | 46.57   | South San Francisco | Yes | 0          | 07-Sep-12         | 07-Sep-12   |
| 143    | 24183               | 25897    | TIM-042-12, Line L-057A-MD1, McDonald Island | 0.61               | L-057A-MD1  | 0.0043  | 0.616   | McDonald Island     | Yes | 1,3        | 25-Jan-13         | 15-Feb-13   |
| 144    | 24183               | 25896    | TIM-043-12, Line L-057A-MD1, McDonald Island | 0.16               | L-057A-MD1  | 0.97    | 1.13    | McDonald Island     | Yes | 1          | 25-Jan-13         | 15-Feb-13   |
| 145    | 24484               | 24484    | TIM-101-11, Line DFM-1816-01, Watsonville    | 5.74               | DFM-1816-01 | 3.441   | 8.44    | Watsonville         | Yes | 3          | 31-Aug-12         | 31-Aug-12   |
| 146    | 23548               | 25905    | TIM-102A-12, Line L-118A, Fresno             | 0.18               | L-118A      | 0       | 0.18    | Fresno              | Yes | 3          | 23-May-12         | 23-May-12   |
| 147    | 23505               | 25179    | TIM-114-11, Line L-109, Mountain View        | 1.35               | L-109       | 7.57    | 8.72    | Mountain View       | Yes | 3          | 19-Jun-12         | 19-Jun-12   |
| 148    | 23692               | 26320    | TIM-123-12, Line L-109, Hillsborough         | 1.90               | L-109       | 30.52   | 32.4378 | Hillsborough        | Yes | 3          | 16-Nov-12         | 16-Nov-12   |
| 149    | 23704               | 26322    | TIM-125-12, Line L-109, Redwood City         | 0.84               | L-109       | 21.422  | 22.225  | Redwood City        | Yes | 3          | 03-Aug-12         | 03-Aug-12   |
| 150    | 23704               | 26323    | TIM-126-12, Line L-109, Menlo Park           | 1.29               | L-109       | 18.56   | 19.55   | Menlo Park          | Yes | 3          | 03-Aug-12         | 03-Aug-12   |
| 151    | 23906               | 26324    | TIM-130-12, Line DFM-3017-01, Walnut Creek   | 3.27               | DFM-3017-01 | 0.8157  | 3.92    | Walnut Creek        | Yes | 3          | 10-Aug-12         | 10-Aug-12   |
| 152    | 23906               | 26325    | TIM-131-12, Line DFM-3017-01, Danville       | 3.57               | DFM-3017-01 | 3.92    | 7.54    | Danville            | Yes | 3          | 10-Aug-12         | 10-Aug-12   |
| 153    | N/A                 | 26310    | TIM-133-12, Line DFM-7224-01, Modesto        | 0.67               | DFM-7224-01 | 5.34    | 6.02    | Modesto             | Yes | 3          | 11-Aug-12         | 11-Aug-12   |
| 154    | N/A                 | 26311    | TIM-134A-12, Line L-107, Sunol               | 7.29               | L-107       | 18.69   | 26.01   | Sunol               | Yes | 1,3        | 21-Sep-12         | 21-Sep-12   |
| 155    | 23847               | 26326    | TIM-136-12, Line DFM-1614-01, Lodi           | 3.90               | DFM-1614-01 | 0       | 3.9     | Lodi                | Yes | 3          | 03-Nov-12         | 03-Nov-12   |
| 156    | 23728               | 26327    | TIM-140-12, Line L-103, Prunedale            | 0.40               | L-103       | 15.6417 | 15.86   | Prunedale           | Yes | 1          | 16-Oct-12         | 16-Oct-12   |
| 157    | 23502               | 26329    | TIM-142-12, Line L-103, Salinas              | 0.10               | L-103       | 27.16   | 27.26   | Salinas             | Yes | 3          | 27-Oct-12         | 27-Oct-12   |
| 158    | 23786               | 26330    | TIM-143-12, Line DFM-0405-01, Napa           | 4.58               | DFM-0405-01 | 3.87    | 13      | Napa                | Yes | 3          | 28-Sep-12         | 28-Sep-12   |
| 159    | 23786               | 26337    | TIM-144-12, Line DFM-0405-01, Yountville     | 4.58               | DFM-0405-01 | 3.87    | 13      | Yountville          | No  | 1,3        | 28-Sep-12         | 28-Sep-12   |
| 160    | 23556               | 26338    | TIM-146-12, Line DFM-0115-01, Oakland        | 0.39               | DFM-0115-01 | 0       | 0.4054  | Oakland             | Yes | 3          | 27-Nov-12         | 27-Nov-12   |

TABLE 23-2  
PACIFIC GAS AND ELECTRIC COMPANY  
TOTAL MILEAGE OF PIPE STRENGTH TESTED - FORECASTED AND ACTUAL  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing<br>PSRS | New PSRS | Project Description                    | Miles<br>Completed | Line        | MP1    | MP2      | City        | HCA | Class Code | Clearance<br>Date | Tie-in date |
|--------|---------------------|----------|--|--------------------|-------------|--------|----------|-------------|-----|------------|-------------------|-------------|
| 161    | 23866               | 26340    | TIM-149-12, Line DFM-0813-02, San Jose | 0.51               | DFM-0813-02 | 0      | 0.5      | San Jose    | Yes | 3          | 05-Nov-12         | 05-Nov-12   |
| 162    | 23871               | 26341    | TIM-150-12, Line DFM-0814-05, San Jose | 0.29               | DFM-0814-05 | 0      | 0.31     | San Jose    | Yes | 3          | 05-Nov-12         | 05-Nov-12   |
| 163    | N/A                 | 26317    | TIM-155-12, Line L-138D, Fresno        | 1.54               | L-138D      | 45.1   | 46.64    | Fresno      | Yes | 3          | 06-Dec-12         | 06-Dec-12   |
| 164    | N/A                 | 26318    | TIM-159-12, Line L-181B, Aromas        | 0.45               | L-181B      | 4.0776 | 4.5077   | Aromas      | Yes | 2,3        | 07-Jul-12         | 07-Jul-12   |
| 165    | 23470               | 26831    | TIM-160B-12, Line DFM-7222-01, Turlock | 2.00               | DFM-7222-01 | 11.16  | 13.15    | Turlock     | Yes | 3          | 03-Oct-12         | 03-Oct-12   |
| 166    | 23472               | 26343    | TIM-161-12, Line DFM-7223-01, Modesto  | 8.24               | DFM-7223-01 | 0.1436 | 8.3998   | Modesto     | No  | 3          | 19-Aug-12         | 19-Aug-12   |
| 167    | 23474               | 23474    | TIM-162-12, Line DFM-7224-09, Modesto  | 1.35               | DFM-7224-09 | 0      | 1.35     | Modesto     | Yes | 3          | 19-Dec-12         | 19-Dec-12   |
| 168    | 23918               | 26620    | TIM-166-12, Line DFM-1301-01, Cotati   | 0.46               | DFM-1301-01 | 4.18   | 4.63     | Cotati      | Yes | 3,SPLIT    | 12-Oct-12         | 12-Oct-12   |
| 169    | 23697               | 26622    | TIM-168-12, Line DFM-1614-08, Lodi     | 0.43               | DFM-1614-08 | 0.56   | 1.0      | Lodi        | Yes | 3          | 13-Aug-12         | 13-Aug-12   |
| 170    | 23520               | 26623    | TIM-169-12, Line L-197B, Lodi          | 4.50               | L-197B      | 0      | 4.467    | Lodi        | Yes | 2,3        | 21-Sep-12         | 21-Sep-12   |
| 171    | 23704               | 28135    | TIM-175-12, Line L-109, Stanford       | 0.22               | L-109       | 16.93  | 17.10    | Stanford    | No  | 3          | 25-Oct-12         | 25-Oct-12   |
| 172    | N/A                 | 28133    | TIM-177-12, Line L-119A, Sacramento    | 0.33               | L-119A      | 16.12  | 16.4109  | Sacramento  | Yes | 3          | 27-Oct-12         | 27-Oct-12   |
| 173    | N/A                 | 28253    | TIM-179-12, Line L-153_2, Oakland      | 0.03               | L-153_2     | 0      | 0.03075  | Oakland     | Yes | 3          | 27-Nov-12         | 27-Nov-12   |
| 174    | N/A                 | 28278    | TIM-180-12, Line L-191-1, Martinez     | 1.11               | L-191-1     | 34.7   | 35.28    | Martinez    | Yes | 3          | 15-Nov-12         | 15-Nov-12   |
| 175    | 23497               | 25181    | W00273&W0274- HYDRO 300A MP 290.33     | 2.26               | L-300A      | 288.98 | 291.3083 | Bakersfield | No  | 1,2        | 01-Oct-11         | 11-Oct-11   |

TABLE 25-1  
PACIFIC GAS AND ELECTRIC COMPANY  
COMPLETED VALVE AUTOMATION AND IN-LINE INSPECTION PROJECTS  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing |          | Project Description                                | Miles Completed          |        |       | City  | HCA               | Class Code | Clearance |           |             |
|--------|-------------|----------|--|--------------------------|--------|-------|-------|-------------------|------------|-----------|-----------|-------------|
|        | PSRS        | New PSRS |  | (I)/Valves Automated (V) | Line   | MP1   |       |                   |            | MP2       | Date      | Tie-in date |
| 1      | 24021       | 24021    | I-004 L-300A MP 352.3-391.2 UPGRADE PH-1           | 39                       | L-300A | 352.3 | 391.2 | Fresno            | Yes        | 1,2       | 08-Jun-12 | 05-Nov-12   |
| 2      | 24012       | 24012    | I-002 L-300B MP 351.8-390.9 UPGRADE PH-1           | 39                       | L-300B | 351.8 | 390.9 | Kings             | Yes        | 1,2,3     | 19-May-12 | 18-Nov-12   |
| 3      | 24286       | 24286    | V-036 Valve Auto - "C" Street Station, 3V, Ph. 1   | 3                        | N/A    | N/A   | N/A   | Martinez          | N/A        | N/A       | 06-Nov-12 | 18-Dec-12   |
| 4      | 23380       | 23380    | V-002 Valve Auto - Healy Station, Ph. 1            | 2                        | N/A    | N/A   | N/A   | Corning           | N/A        | N/A       | 19-Jul-11 | 29-Jul-11   |
| 5      | 24287       | 24287    | V-037 Valve Auto - Franklin Canyon, 3V, Ph 1       | 4                        | N/A    | N/A   | N/A   | Hercules          | N/A        | N/A       | 07-Dec-12 | 12-Dec-12   |
| 6      | 24284       | 24284    | V-032 Valve Auto - SP3-Line 191 Mtr Sta, 4V, Ph 1  | 4                        | N/A    | N/A   | N/A   | Pittsburg         | N/A        | N/A       | 22-Feb-13 | 19-Mar-13   |
| 7      | 23618       | 23618    | V-027 Valve Auto - Mabury, 1V, Ph. 1               | 1                        | N/A    | N/A   | N/A   | San Jose          | N/A        | N/A       | N/A       | 10-May-12   |
| 8      | 23438       | 23438    | V-003 Valve Auto - San Andreas, 2V, Ph. 1          | 2                        | N/A    | N/A   | N/A   | San Bruno         | N/A        | N/A       | 14-Oct-11 | 14-Oct-11   |
| 9      | 23613       | 23613    | V-024 Valve Auto - Fontanoso, 3V, Ph. 1            | 3                        | N/A    | N/A   | N/A   | San Jose          | N/A        | N/A       | 03-May-12 | 04-May-12   |
| 10     | 23614       | 23614    | V-025 Valve Auto - Alum Rock, 2V, Ph. 1            | 2                        | N/A    | N/A   | N/A   | San Jose          | N/A        | N/A       | 20-Jun-12 | 02-Aug-12   |
| 11     | 23615       | 23615    | V-026 Valve Auto - 7A & 7B Pls, 5V, Ph. 1          | 5                        | N/A    | N/A   | N/A   | San Jose          | N/A        | N/A       | 01-Jun-12 | 12-Jul-12   |
| 12     | 23611       | 23611    | V-023 Valve Auto - Hwy 101 & Scheller, 1V, Ph. 1   | 1                        | N/A    | N/A   | N/A   | San Jose          | N/A        | N/A       | 18-Jun-12 | 24-Oct-12   |
| 13     | 23970       | 23970    | V-028 Valve Auto - Half Moon Bay Tap, 2V, Ph. 1    | 2                        | N/A    | N/A   | N/A   | San Mateo         | N/A        | N/A       | 12-Feb-13 | 13-Feb-13   |
| 14     | 23971       | 23971    | V-029 Valve Auto - Anzar Tap Station 2V, Ph. 1     | 2                        | N/A    | N/A   | N/A   | San Juan Bautista | N/A        | N/A       | 11-Jul-12 | 30-Aug-12   |
| 15     | 23609       | 23609    | V-022 Valve Auto - Diana, 2V, Ph. 1                | 2                        | N/A    | N/A   | N/A   | Morgan Hill       | N/A        | N/A       | 02-Jul-12 | 02-Jul-12   |
| 16     | 23605       | 23605    | V-018 Valve Auto - Lawrence & Lakehaven, 1V, Ph. 1 | 1                        | N/A    | N/A   | N/A   | Sunnyvale         | N/A        | N/A       | 26-Sep-12 | 07-Nov-12   |
| 17     | 23598       | 23598    | V-011 Valve Auto - Birch & S. Delaware, 1V, Ph. 1  | 1                        | N/A    | N/A   | N/A   | San Mateo         | N/A        | N/A       | 12-Sep-12 | 05-Dec-12   |
| 18     | 23594       | 23594    | V-009 Valve Auto - Van Buren & Ringwood, 1V, Ph. 1 | 1                        | N/A    | N/A   | N/A   | Menlo Park        | N/A        | N/A       | 30-Oct-12 | 05-Dec-12   |
| 19     | 23442       | 23442    | V-007 Valve Auto - Milpitas Terminal, 15V, Ph. 1   | 15                       | N/A    | N/A   | N/A   | Milpitas          | N/A        | N/A       | 13-Mar-12 | 16-Mar-12   |
| 20     | 23440       | 23440    | VALVE AUTO - SIERRA VISTA STN, PH. 1               | 4                        | N/A    | N/A   | N/A   | Mountain View     | N/A        | N/A       | N/A       | 21-Oct-11   |
| 21     | 23606       | 23606    | V-019 Valve Auto - Martin Station, 4V, Ph. 1       | 2                        | N/A    | N/A   | N/A   | Daly City         | N/A        | N/A       | 21-Jan-13 | 27-Feb-13   |
| 22     | 23379       | 23379    | VALVE AUTO - SF GAS LOAD CENTER, PH. 1             | 3                        | N/A    | N/A   | N/A   | San Francisco     | N/A        | N/A       | N/A       | 11-Nov-11   |
| 23     | 23462       | 23462    | VALVE AUTO - CROSSMAN AVE, PH. 1                   | 1                        | N/A    | N/A   | N/A   | Sunnyvale         | N/A        | N/A       | 23-Jul-11 | 29-Sep-11   |
| 24     | 23441       | 23441    | VALVE AUTO - RENGSTORFF STN, PH. 1                 | 3                        | N/A    | N/A   | N/A   | Millbrae          | N/A        | N/A       | 21-Jul-11 | 23-Sep-11   |
| 25     | 23439       | 23439    | V-004 Valve Auto - Larkspur Dr, Ph. 1              | 3                        | N/A    | N/A   | N/A   | San Mateo         | N/A        | N/A       | 30-Dec-11 | 17-Feb-12   |

TABLE 26-1  
PACIFIC GAS AND ELECTRIC COMPANY  
FORECAST PROJECTS NOT COMPLETED OR REPLACED BY HIGHER PRIORITY PROJECTS  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing PSRS | New PSRS        | Project Description                                       | PSEP Filing Year | Current Status     | Comments   |
|--------|------------------|-----------------|---|------------------|--------------------|--|
| 1      | 23710            | 23710           | R-002 DFM-7221-15 REPL 1.60mi MP 0.04-1.64 PH1 (Non-PSEP) | 2012             | Removed            | Removed from PSEP and transferred to Gas Transmission & Storage (GT&S or 'Base') Rate case.  |
| 2      | 24210            | 24210           | L-021A_1 TEST 0.09MI MP 24.49-24.58 PH1                   | 2012             | Removed            | Removed from Phase 1 (PH1) due to records verified.  |
| 3      | 23926            | 29488           | L-172A REPL 0.43MI MP 78.71-79.13 PH1                     | 2012             | Removed            | Scope removed from Replacement and added as new Strength Test project due to site conditions limiting constructability.  |
| 4      | 23590            | 25831           | DFM-0407-01 TEST 0.18MI MP 0.44-0.59 PH1                  | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 5      | 23934            | 23934           | DFM-1401-01 TEST 0.80MI MP 0.00-0.79 PH1                  | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 6      | 23505            | 25840           | Test T-014-12, Line L-109, San Francisco                  | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 7      | 23688            | 26048           | R-103 L-114_2 REPL 2.18MI MP 10.52-12.70 PH1              | 2012             | Delayed            | Delayed from 2012 to 2014 due to additional project definition identifying permits requiring long lead times.  |
| 8      | 23688            | 27980           | L-114_2 REPL 0.01MI MP 28.96-28.98 PH1                    | 2012             | Removed            | Removed from PH1 due to records verified for half of scope. Other half of scope combined with Valve Auto project Dalton Crossover to support construction efficiency.  |
| 9      | 23536            | 23536           | L-303 TEST 1.16MI MP 19.21-20.43 PH1                      | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 10     | 23529            | 25880           | L-306 TEST 2.12MI MP 41.58-43.7 PH1                       | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 11     | 24187            | 25887           | DFM-1202-01 TEST 2.13MI MP 0.00-2.13 PH1                  | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 12     | 23493            | 25819           | Test T-050-12, Line L-142N, Bakersfield                   | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 13     | 23497            | 25828           | Test T-057-12, Line L-300A_2, Tehachapi                   | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 14     | 23531            | 23531           | L-401 TEST 0.80MI MP 323.44-26.76 PH1                     | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 15     | 23881            | 23881           | Test T-064-12, Line L-021A_2, Napa                        | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 16     | 23533            | 25836           | L-021C TEST 0.99MI MP 49.16-50.15 PH1                     | 2012             | Removed            | Removed from PH1 due to records verified removal of adjacent segments, these segments previously having been accelerated from future phase due to proximity to PH1 work to support cost and construction efficiency. |
| 17     | 24208            | 24208           | Test T-067-12, Line L-021D                                | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 18     | 24207            | 25839           | Test T-068-12, Line L-021E, Ukiah                         | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 19     | 23843            | 23843           | Test TIM-078-12, DFM-0651-01                              | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 20     | 23552            | 25859           | Test T-080-12, Line L-119A, Sacramento                    | 2012             | Removed            | Removed from scope because this portion of line has been taken out of service.   |
| 21     | 23501            | 25867           | Test T-083-12, Line L-172A, Arbuckle                      | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 22     | 23501            | 25869           | Test T-084-12, Line L-172A, Zamora                        | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 23     | 23501            | 25873           | Test T-086-12, Line L-172A, Woodland                      | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 24     | 24264            | 25875           | Test T-088-12, Line L-200A-1, Rio Vista                   | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 25     | 24897            | 24701           | L-105A-1 TEST 0.00MI MP 0.00-0.00 PH1                     | 2012             | Removed            | Removed and added to replacement in 2011 to support construction efficiency.   |
| 26     | 24554            | 25921           | L-153_1 TEST Station 0.07MI MP 3.51-3.58 PH1              | 2011             | Removed            | Removed from Strength Test with 1 segment added as new Replacement project and the other segment removed from PH1 as a result of data validation.  |
| 27     | 23491            | 25915           | Test TIM-103-12, Line L-105N                              | 2012             | Added then removed | Removed from PH1 due to records verified.  |
| 28     | 24554            | 24554           | L-153_2 TEST 5.69MI MP 3.59-9.20 PH1                      | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 29     | 24899            | 24899           | R-035 L-105N-5 REPL 0.10mi MP 36.39-36.47 PH1             | 2012             | Delayed            | Delayed from 2012 to 2014, initially due to schedule and resources load balancing in 2012, then further delayed due to potential move of Port of Oakland Pressure Limiting Station.                                  |
| 30     | 24521            | 25912           | L-300B_1 TEST 5.52MI MP 155.19-160.712 PH1                | 2011             | Delayed            | Delayed from 2011 to 2014 to allow more time for data validation of pipeline specification and engineering.  |
| 31     | 24495            | 25907           | L-300A_1 TEST Station 0.02MI MP 490.64-490.66 PH1         | 2011             | Delayed            | Delayed from 2011 to 2014 to complete engineering associated with portion of line in regulator station.  |
| 32     | 24495            | 25909           | L-300A_1 TEST 5.51MI MP 182.34-187.85 PH1                 | 2011             | Delayed            | Delayed from 2011 to 2014 because this section of the line had a previous pressure test that met the standard at the time it was conducted so it could be delayed for prioritization reasons.                        |
| 33     | 23491            | 25252           | L-105N_2 TEST 0.058MI MP 21.24-21.30 PH1                  | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 34     | 23491            | 23491           | L-105N_2 TEST MI MP 21.30-21.70 PH1                       | 2012             | Removed            | Removed from PH1 due to records verified.  |
| 35     | 24521            | 25918           | L-300B_1 TEST Station 0.20MI MP 353.82-354.018 PH1        | 2011             | Delayed            | Delayed from 2011 to 2014 to allow more time for engineering because it involves station piping at Kettleman Compressor Station.   |
| 36     | 24554            | 24554           | L-153_1 TEST Station 0.02MI MP 18.01-18.03 PH1            | 2011             | Delayed            | Delayed from 2011 to 2014 as this portion of the line is in a station and requires complex engineering and coordination with other planned station work.   |
| 37     | 24521            | 24521/<br>25920 | L-300B_1 TEST 0.92MI MP 450.80-451.72 PH1                 | 2011             | Delayed            | Delayed from 2011 to 2014 due to additional project definition identifying extended environmental permitting timelines.  |
| 38     | 23500            | 24528           | L-101 TEST 0.26MI MP 9.76-10.00 PH1                       | 2011             | Removed            | Removed from PH1 due to records verified.  |
| 39     | 24560            | 24557           | L-105N_1 TEST 0.21MI MP 18.92-19.14 PH1                   | 2011             | Removed            | Removed from PH1 due to records verified.  |

TABLE 26-1  
PACIFIC GAS AND ELECTRIC COMPANY  
FORECAST PROJECTS NOT COMPLETED OR REPLACED BY HIGHER PRIORITY PROJECTS  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing PSRS | New PSRS | Project Description                          | PSEP Filing Year | Current Status | Comments  |
|--------|------------------|----------|--|------------------|----------------|---|
| 40     | 23554            | 23534    | L-131_1 TEST 1.22MI MP 49.36-50.57 PH1       | 2011             | Removed        | Removed from PH1 due to records verified.   |
| 41     | 24495            | 24498    | L-300A_1 TEST 0.66MI MP 0.29-0.94 PH1        | 2011             | Removed        | Removed from PH1 due to records verified.   |
| 42     | 24495            | 24505    | L-300A_1 TEST 0.79MI MP 150.26-151.06 PH1    | 2011             | Removed        | Removed from PH1 due to records verified.   |
| 43     | 24495            | 24500    | L-300A_1 TEST 1.07MI MP 237.44-238.00 PH1    | 2011             | Removed        | Removed from PH1 due to records verified.   |
| 44     | 23503            | 23503    | L-177A TEST 0.33MI MP 88.50-88.83 PH1        | 2012             | Removed        | Removed from PH1 due to records verified.   |
| 45     | 24495            | 24501    | L-300A_1 TEST 0.56MI MP 198.93-201.22 PH1    | 2011             | Removed        | Removed from PH1 due to records verified.   |
| 46     | 23497            | 25876    | L-300A_2 TEST 3.94MI MP 468.19-472.13 PH1    | 2012             | Delayed        | Delayed from 2012 to 2014, initially to accommodate other higher priority tests for Integrity Management in 2012, and then due to environmental permitting delays.  |
| 47     | 23535            | 25846    | T-071-12, Line L-021F, Novato                | 2012             | Removed        | Removed from PH1 due to records verified.   |
| 48     | 23535            | 25848    | T-072-12, Line L-021F, Novato                | 2012             | Removed        | Removed from PH1 due to records verified.   |
| 49     | 23608            | 23608    | VALVE AUTO - ROUSSEAU STREET, PH. 1          | 2012             | Removed        | Delayed from 2012 to future phase to determine new location for automation - pipeline going through Rousseau is scheduled for replacement in 2015 and will no longer be routed through proposed location.   |
| 50     | 23590            | 25829    | DFM-0407-01 TEST 0.44MI MP 0.00-0.44 PH1     | 2012             | Delayed        | Delayed from 2012 to 2013 to accommodate other higher priority tests for Integrity Management in 2012, then delayed from 2013 to 2014 due to a class location change that lowered the priority of this test.  |
| 51     | 23497            | 25872    | L-300A_2 TEST 4.28MI MP 463.91-468.19 PH1    | 2012             | Delayed        | Delayed from 2012 to 2014, initially to accommodate other higher priority tests for Integrity Management in 2012, and then due to environmental permitting delays.  |
| 52     | 24495            | 24503    | L-300A_1 TEST 0.58MI MP 268.95-269.53 PH1    | 2011             | Removed        | Removed from PH1 due to records verified.   |
| 53     | 23535            | 25844    | L-021F TEST 2.56MI MP 2.7-5.26 PH1           | 2012             | Delayed        | Delayed from 2012 to 2014, initially to accommodate other higher priority tests for Integrity Management in 2012, then delayed from 2013 to 2014 due to data validation that identified that the pipe is within a different class location, lowering the priority of this test. |
| 54     | 23575            | 23575    | DFM-0611-01 TEST 1.07MI MP 0.00-1.07 PH1     | 2012             | Delayed        | Delayed from 2012 to 2014, initially to coordinate work with other 2013 tests, but then delayed further to reduce the impact on customers and to coordinate work with other non-PSEP projects scheduled for 2014.   |
| 55     | 23577            | 27633    | DFM-0611-02 TIM TEST 1.50MI MP 0.00-1.91 PH1 | 2012             | Delayed        | Delayed from 2012 to 2014 initially to coordinate work with other 2013 tests, but then delayed further to reduce the impact on customers and to coordinate work with other non-PSEP projects scheduled for 2014.  |
| 56     | 24196            | 25856    | DFM-0611-05 TEST 0.12MI MP 0.00-0.12 PH1     | 2012             | Delayed        | Delayed from 2012 to 2014, initially to coordinate work with other 2013 tests, but then delayed further to reduce the impact on customers and to coordinate work with other non-PSEP projects scheduled for 2014.   |
| 57     | 24495            | 24488    | L-300A_1 TEST 1.77MI MP 450.83-454.33 PH1    | 2011             | Removed        | Removed from PH1 due to records verified.   |
| 58     | 24495            | 24495    | L-300A_1 TEST 0.95MI MP 487.78-488.19 PH1    | 2011             | Removed        | Removed from PH1 due to records verified.   |
| 59     | 23607            | 23607    | VALVE AUTO - BAYSHORE & GENEVA, PH. 1        | 2012             | Removed        | Removed because scope transferred to Martin Station Rebuild project. Isolation on L-101 will be provided by the rebuild and valve automation work already completed at Martin Station, making automation at this location unnecessary.  |
| 60     | 23818            | 23818    | L-101 REPL 0.02MI MP 9.28-9.30               | 2012             | Removed        | Removed from PH1 due to records verified.   |
| 61     | 24897            | 24897    | L-105A-1 REPL 0.01MI MP 0.00-0.00 PH1        | 2012             | Removed        | Removed from PH1 due to records verified.   |
| 62     | 24041            | 24041    | L-138C REPL 0.01MI MP 43.58-43.59 PH 1       | 2012             | Removed        | Removed from PH1 due to records verified.   |
| 63     | 24084            | 24084    | L-114_1 REPL 0.06MI MP 16.51-16.57 PH1       | 2012             | Removed        | Removed from Replacement workstream and added as new Strength Test in 2011 as the specifications of this pipe met the criteria for testing in 2011.   |
| 64     | 23773            | 23773    | L-181B REPL 0.36MI MP 2.17-10.32 PH1         | 2012             | Removed        | Removed from PH1 due to records verified.   |
| 65     | 24495            | 24510    | L-300A_1 TEST 2.02MI MP 485.14-487.78 PH1    | 2011             | Removed        | Removed from PH1 due to records verified.   |
| 66     | 23795            | 23795    | L-109_5 REPL 0.13MI MP 34.39-45.84 PH1       | 2012             | Removed        | Scope partially moved to existing test project (PSRS 26825), remaining scope moved to future phase as a result of data validation.  |
| 67     | 23758            | 23758    | L-050A-1 REPL 0.09MI MP 0.66-2.32 PH1        | 2012             | Removed        | All but one segment removed from PH1 due to records verification; remaining segment combined with an existing test project (PSRS 27608) to support cost and construction efficiency.  |
| 68     | 23685            | 23685    | DFM-1202-15 REPL 0.02MI MP 0.00-0.02 PH1     | 2012             | Removed        | Removed from PH1 due to records verified.   |
| 69     | 23778            | 23778    | DFM-1509-04 REPL 0.01MI MP 0.78-0.78 PH1     | 2012             | Removed        | Removed from PH1 due to records verified.   |
| 70     | 23799            | 23799    | L-057B REPL 0.01MI MP 10.32-10.32            | 2012             | Removed        | Removed and scope transferred to Valve Automation project (Bixler Rd. PH1) to support cost and construction efficiency.   |
| 71     | 24883            | 24883    | DFM-0804-01 REPL 0.01MI MP 0.21-1.16 PH1     | 2012             | Removed        | Removed from PH1 due to records verified.   |
| 72     | 23590            | 25832    | DFM-0407-01 TIM TEST 3.90MI MP 0.59-4.34 PH1 | 2012             | Delayed        | Delayed from 2012 to 2014 due to the downrating of a portion of the line in 2012 and to enable additional time to confirm test limits.  |
| 73     | 23558            | 25811    | DFM-0126-01 Test 0.07MI MP 1.76-1.84 PH1     | 2012             | Delayed        | Delayed from 2012 to 2014 to coordinate test with an existing customer-planned outage (refinery) in 2014.   |
| 74     | 24521            | 24524    | L-300B_1 TEST 1.01MI MP 143.25-144.24 PH1    | 2011             | Removed        | Removed from PH1 due to records verified.   |

TABLE 26-1  
PACIFIC GAS AND ELECTRIC COMPANY  
FORECAST PROJECTS NOT COMPLETED OR REPLACED BY HIGHER PRIORITY PROJECTS  
REPORTING PERIOD APRIL 1, 2011 – MARCH 31, 2013

| Line # | PSEP Filing PSRS | New PSRS | Project Description                                | PSEP Filing Year | Current Status | Comments   |
|--------|------------------|----------|--|------------------|----------------|--|
| 75     | 24521            | 24523    | L-300B_1 TEST 1.40MI MP 286.32-286.92 PH1          | 2011             | Removed        | Removed from PH1 due to records verified.  |
| 76     | 24521            | 24514    | L-300B_1 TEST 5.59MI MP 472.65-478.10 PH1          | 2011             | Removed        | Removed from PH1 due to records verified.  |
| 77     | 24484            | 24485    | DFM-1816-01_1 TEST 1.23MI MP 0.00-1.19 PH1         | 2011             | Removed        | Removed from PH1 due to records verified.  |
| 78     | 24484            | 24483    | DFM-1816-01_1 TEST 0.30MI MP 1.19-1.53 PH1         | 2011             | Removed        | Removed from PH1 due to records verified.  |
| 79     | 24254            | 24254    | R-042 SP-3 REPL 0.01mi MP 174.29-174.29 (HWY4) PH1 | 2012             | Delayed        | Delayed from 2012 to 2014 after scope changes involving the addition and removal of pipe segments after records verification and to allow completion of engineering and constructability analysis, and to balance scheduling and workload needs. |
| 80     | 23617            | 23617    | DFM-7226-02 REPL 0.03MI MP 0.27-0.41 PH1           | 2012             | Removed        | Removed as replacement project and new test project created to support cost and construction efficiency - records verified for all except 153 ft. under MID canal.   |
| 81     | 24484            | 23833    | DFM-1816-01_1 TEST 1.91MI MP 1.53-3.44 PH1         | 2011             | Removed        | Removed from PH1 due to records verified.  |
| 82     | 24162            | 27599    | SP5 TEST 0.17MI MP 5.4-5.57 PH1                    | 2011             | Removed        | Removed from PH1 due to records verified.  |
| 83     | 24521            | 25923    | L-300B_1 TEST 3.39MI MP 484.73-488.12 PH1          | 2011             | Removed        | Removed from PH1 to future phase due to data validation that resulted in a change in class location and to allow additional engineering to address the impact of elevation changes along the line.   |
| 84     | 23779            | 23779    | L-301G REPL 0.01MI MP 2.34-2.34 PH1                | 2012             | Removed        | Removed from PH1 due to records verified.  |
| 85     | 23770            | 23770    | L-301A REPL 0.07MI MP 0.00-17.69 PH1               | 2012             | Removed        | Majority of scope removed from PH1 due to records verified; remaining single segment combined with an existing test project to support cost and construction efficiency.   |
| 86     | 24160            | 24160    | SP3 TEST 0.49MI MP 180.91-181.40                   | 2011             | Removed        | Removed from PH1 due to records verified.  |