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APPENDIX A

*Pacific Gas & Electric Company
2011 Gas Transmission & Storage Rate Case
A.09-09-013*

Gas Accord V Settlement Agreement

August 20, 2010

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1. Introduction

1.1. Purpose

The purpose of this Gas Accord V Settlement Agreement (“Settlement Agreement” or “Settlement”) is to resolve issues that would otherwise be litigated in Pacific Gas and Electric Company’s (“PG&E”) 2011 Gas Transmission and Storage (“GT&S”) Rate Case. PG&E filed its 2011 GT&S Rate Case Application on September 18, 2009, thereby meeting the requirement of Section 2.3.1 of the Gas Accord IV Settlement Agreement which states, “PG&E will file its next rate case no later than Monday, February 1, 2010.”

1.2. Gas Accord

Under this Settlement Agreement, the basic Gas Accord structure approved in Decision (“D.”) 97-08-055, and extended in various subsequent decisions, remains in place for Northern California. This basic structure includes unbundled transmission and storage services. Backbone transmission service is provided via defined paths under firm and as-available tariffs. Storage services are also offered on a firm and as-available basis. This Settlement Agreement does make certain modifications to the existing Gas Accord provisions, as they were reflected in D.07-09-045, which approved the Gas Accord IV Settlement Agreement. As in previous Gas Accords, the rates determined by this Settlement Agreement reflect a negotiated balance including, among other things, revenue requirement, backbone load factor, local transmission throughput, and firm storage capacities.

1.3. Settlement Parties

This Settlement Agreement is entered into by the Settlement Parties (“Settlement Parties” or “Parties”), as identified by their attached signatures, which are provided as Exhibit 3 to the *Joint Motion of Settlement Parties for Approval of “Gas Accord V” Settlement*. The Parties agree to actively support approval of this Settlement Agreement. The Parties also agree not to support any changes to this Settlement Agreement that would be effective during the term of this Settlement in any regulatory, legislative or judicial forum, other than as allowed under this Settlement Agreement.

1.4. Compromise and Support

This Settlement Agreement is a negotiated compromise of issues and is broadly supported by parties who are gas producers, marketers, shippers, independent storage providers, wholesale and retail end-use customers, and regulatory representatives. Nothing contained herein shall be deemed to constitute an admission or an acceptance by any party of any fact, principle, or position contained herein. Notwithstanding the foregoing, the Settlement Parties, by signing this Settlement Agreement and by joining the Motion requesting California Public Utilities Commission (“CPUC” or “Commission”) approval of this Settlement

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Agreement, acknowledge that they pledge support for Commission approval and subsequent implementation of these provisions.

1.5. Complete Package

This Settlement Agreement is to be treated as a complete package, not as a collection of separate agreements on discrete issues or proceedings. To accommodate the interests of different parties on diverse issues, the Settlement Parties acknowledge that changes, concessions, or compromises by a party or parties in one section of this Settlement Agreement necessitated changes, concessions, or compromises by other parties in other sections.

1.6. Tariffs To Implement Settlement

Simultaneously with the filing of this Settlement Agreement, PG&E is filing for Commission approval of the non-rate pro forma tariff sheets that would implement the terms agreed to herein, which the Settlement Parties request be made effective on January 1, 2011. The Parties request that the Commission approve these non-rate pro forma tariff sheets at the same time it approves the Settlement Agreement, and that the tariffs and rates be made effective on January 1, 2011. For non-rate terms agreed to herein that are to become effective during the rate case period, but not by January 1, 2011, PG&E will file for Commission approval an advice letter with the required pro forma tariff sheets 60 days prior to the effective date of such terms.

1.7. Tariffs and Other Gas Accord Provisions Not Affected

Unless otherwise explicitly changed by this Settlement Agreement, all other portions of PG&E's tariffs and provisions approved in prior Commission decisions related to providing gas transmission and storage services remain in place through December 31, 2014, unless changed by other Commission action. This includes, among other things, the z-factor adjustment mechanism, the Catastrophic Events Memorandum Account ("CEMA"), the Hazardous Substance Mechanism ("HSM"), and the Risk Management Program and financial derivatives authorizations approved in D.03-12-061.

1.8. Modifications by Commission

In the event the Commission rejects or modifies this Settlement Agreement, the Settlement Parties reserve their rights under Rule 12.4 of the Commission's Rules of Practice and Procedure.

1.9. Implementation

Assuming a Commission decision approving this Settlement Agreement is issued before the end of 2010, all tariffs required to implement this Settlement will be filed to be effective January 1, 2011. PG&E will file a Motion seeking Commission approval to implement the Settlement Rates on January 1, 2011, subject to refund or adjustment, if approval of the Settlement Agreement is delayed until after the end of 2010.

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2. Term of Settlement

2.1. Settlement Period

The Settlement covers four rate-case years (“Settlement Period”). The Settlement Period is January 1, 2011, through December 31, 2014.

2.2. Effective Date

The effective date of this Settlement Agreement shall be the later of January 1, 2011, or the effective date of the tariffs approved by the Commission to implement the Settlement.

2.3. Next Rate Case Filing

The Settlement Parties expect that PG&E will file its next rate case no later than Monday, February 3, 2014. For good cause shown, PG&E may request that the Commission approve an extension of this filing date. The non-PG&E parties reserve the right to object to such request for an extension.

2.4. Interim Rates

Should approved rates not be in place for Gas Transmission and Storage (GT&S) services by January 1, 2015, pursuant to a Commission order in the next rate case, the interim transmission and storage rates will equal the rates in effect on December 31, 2014, plus a two (2) percent escalator for Backbone, Local Transmission, Storage, and Customer Access Charge rates, plus other adjustments authorized by this Settlement, including rate adjustments for designated backbone and local transmission “Adder” projects that may go into service in 2014. Rate Schedule G-XF rates will continue to be calculated based on Line 401 incremental costs. Such Interim Rates will remain in effect until the Commission otherwise approves rates for the remainder of 2015.

3. Backbone Transmission Services

The backbone path structure and backbone services remain essentially the same as they were during the Gas Accord IV period. All gas transported using PG&E’s backbone service must eventually be delivered to an on-system end user or wholesale customer using PG&E’s local transmission service, an on-system backbone-level service customer, an on-system storage provider, or an off-system customer or delivery point.

3.1. Differentiation of Core and Noncore Firm Baja Rates

In previous Gas Accords, core and noncore Baja rates were identical. This Settlement includes a rate structure and design under which the core and noncore firm Baja rates are differentiated. In all other respects, service on the Baja path will remain as it was before.

3.2. Backbone Level End-Use Service

The eligibility criteria and other provisions for backbone level end-use service will remain the same as in Gas Accord IV.

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3.3. Wholesale Core Customer Option for Backbone Capacity

The vintage Redwood capacity of 615.6 MDth/d (firm delivery capacity) set aside for PG&E's Core Gas Supply ("CGS") and existing wholesale core customers is not changed. The volumetric allocation of this capacity to these customers is also not changed and is shown in Appendix A, Table A-1, of this Settlement Agreement. In addition, because of the differentiation of core and noncore Baja rates described above, existing wholesale customers will be given the option to take firm Baja capacity at the same rate paid by CGS. The amounts and allocation of this capacity are also shown in Appendix A, Table A-1. The allocation percentages are identical to those for core vintage Redwood capacity. CGS's existing firm Baja capacity holdings (348.0 MDth/d G-AFT and 321.0 MDth/d G-SFT) will not be affected by this offering of firm Baja capacity to wholesale customers. PG&E will use good faith efforts to provide this offering without reducing the amount of firm Baja capacity available to the market.

Existing wholesale customers will have a one-time option prior to April 1, 2011, to subscribe to their allocation of core vintage Redwood and/or core Baja firm capacity for the Settlement Period at the same rate paid by CGS.

3.4. No Open Season for Firm Backbone Capacity

PG&E will not hold an open season for existing firm backbone capacity at the beginning of the Settlement Period.

4. Local Transmission Service

There are no changes to how local transmission service is provided. Local transmission service continues to be non-bypassable for all on-system end-use and wholesale customers taking service from PG&E, except for customers qualifying for Backbone Level End-Use Service.

5. Storage Services

PG&E's storage services remain the same as in Gas Accord IV. However, the assignment of firm storage capacity to PG&E's Market Storage service is being updated from earlier Gas Accords.

5.1. Assignment of Firm Storage Capacity

The assignment of firm storage capacity to CGS and to pipeline load balancing is the same as in Gas Accord IV. The assignment of firm storage capacity to Market Storage service is increasing due to completion over the past several years of various capital projects, including the Gill Ranch storage field, that enhance storage capacity. The storage capacity assignments are summarized in Appendix A, Table A-2.

5.2. Gill Ranch

The costs and capacities of PG&E's share of the Gill Ranch storage field are allocated only to Market Storage. PG&E will operate and sell services from its storage fields, including its share of Gill Ranch, on an integrated basis.

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5.3. No Open Season for Firm Storage Capacity

PG&E will not hold an open season for existing firm storage capacity at the beginning of the Settlement Period.

6. PG&E Authority to Negotiate Rate Discounts

Nothing in this Settlement alters PG&E's existing authority to negotiate rate discounts for backbone transmission service, storage services or for bundled end-use services. PG&E is willing to negotiate discounts to these services with customers that have competitive alternatives or under other circumstances that PG&E determines justify such discounts.

Also, nothing in this Settlement Agreement shall modify existing negotiated agreements between PG&E and any end-use customer or other shipper.

Revenues from discounted backbone transmission, local transmission, and storage transactions will be included in the revenue sharing mechanism described in Section 10.1.

7. Revenue Requirement**7.1. Revenue Requirement Summary**

The Gas Transmission and Storage revenue requirements during the Settlement Period are shown in the table below. The detailed revenue requirement allocation between core and noncore customers agreed to in this Settlement is shown in Appendix A, Table A-3.

Revenue Requirement by Line of Business (\$millions)							
Line No.	Line of Business	2010	2011	2012	2013	2014	
1	Backbone	\$241.0	\$226.6	\$237.6	\$245.5	\$247.4	
2	Local Transmission	164.0	197.8	212.1	225.7	239.0	
3	Storage	51.6	85.1	86.7	88.8	90.1	
4	Customer Access Charge	5.2	4.7	4.9	5.1	5.2	
5	Total Revenue Requirement	\$461.8	\$514.2	\$541.4	\$565.1	\$581.8	

Notes:

- (1) The backbone revenue requirements include storage costs allocated to load balancing service and recovered through backbone rates.
- (2) The backbone revenue requirements include the designated backbone Adder projects: \$8.5 million in 2013 and \$9.2 million in 2014.
- (3) The local transmission revenue requirements include the designated local transmission Adder projects: \$8.4 million in 2011, \$8.8 million in 2012, \$16.1 million in 2013, and \$22.5 million in 2014.
- (4) The 2011-2014 revenue requirements have not been reduced by the customer portion of the revenue sharing mechanism described in Section 10.1.
- (5) The 2010 local transmission revenue requirement excludes three Adder projects contemplated in Gas Accord IV, but not put into service.
- (6) Differences due to rounding.

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The Settlement revenue requirement represents PG&E's filed position, plus the adjustments noted below in Sections 7.2, 7.3, and 7.4.

7.2. Capital Expenditures

The Capital Expenditure Plan for the Settlement Period is shown in the table below.

<u>Capital Expenditure Plan by Major Work Category (\$millions)</u>						
Line No.	Major Work Category (MWC)	2011	2012	2013	2014	
1	5 – Tools and Equipment	\$0.3	\$0.3	\$0.3	\$0.3	
2	12 – Environmental	6.5	5.3	8.8	13.8	
3	26 – New Business	32.1	3.4	3.4	3.5	
4	73 – New Capacity – Gas	13.5	4.9	4.0	3.5	
5	75 – Pipeline Reliability	14.8	30.6	39.3	42.5	
6	76 – Station Reliability	41.8	31.9	28.1	41.8	
7	78 – Manage Buildings	0.3	0.1	0.1	0.1	
8	83 – Work Requested by Others	8.3	8.6	8.9	9.2	
9	84 – Gathering	2.4	2.4	2.5	2.6	
10	91 – Gas Metering	2.0	1.0	2.0	0.3	
11	96 – Gill Ranch	0.2	0.2	0.2	0.2	
12	98 – Integrity Management	23.0	22.0	15.0	11.0	
13	Subtotal Capital Expenditures	\$145.2	\$110.7	\$112.6	\$128.8	
14	Adder Projects	31.8	90.8	55.5	22.4	
15	Total Capital Expenditures	\$177.0	\$201.5	\$168.1	\$151.2	

The following adjustments were made to PG&E's filed capital expenditure plan in order to arrive at the Capital Expenditure Plan for the Settlement Period as shown in the table above. See also Section 7.4 for designated backbone and local transmission "Adder" projects.

7.2.1. Line 304 DG Power Stockton Extension (Major Work Category "MWC" 26)

Maintain capital expenditure amount of \$4.7 million and convert to Adder project. (See Section 7.4 for details.)

7.2.2. Line 406 – Pipeline Capacity (MWC 73)

Increase capital expenditure amount to \$58.6 million and convert to Adder project. (See Section 7.4 for further details.)

7.2.3. Line 407, Phase 1 – Pipeline Capacity (MWC 73)

Maintain capital expenditure amount of \$51.9 million and convert to Adder project. (See Section 7.4 for further details.)

7.2.4. Line 407, Phase 2 – Pipeline Capacity (MWC 73)

Decrease capital expenditure amount to \$51.0 million and convert to Adder project. (See Section 7.4 for further details.)

7.2.5. Line 118, 9.5 Miles – Pipeline Capacity (MWC 73)

This \$34.5 million project is removed from the forecasted capital expenditure plan for this Settlement.

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7.2.6. Other Pipeline Capacity (MWC 73)

\$27.0 million of capital expenditures—\$6.75 million per year with an in-service date of November 1 of each year for 2011-2014—is removed from the capital expenditure plan for this Settlement. These reductions are not associated with any particular projects.

7.2.7. Delevan K-3 or Gerber K-1 Selective Catalytic Reduction (SCR)

Maintain capital expenditure amount of \$8.1 million and convert to Adder project. (See Section 7.4 for further details.)

7.2.8. Topock Station Rebuild – Environmental (MWC 12)

Reduce capital expenditure amount to \$100.0 million and convert to three Adder projects. (See Section 7.4 for further details.)

7.2.9. Anticipated Undefined, Projects < \$1 Million, and Baseline Spending (various MWCs)

\$80 million, at an even rate of \$20 million per year during the Settlement Period, is removed from the capital expenditure plan for this Settlement.

7.2.10. TID Almond Power Plant – New Business (MWC 26)

PG&E will receive a customer deposit for this project. The actual customer deposit, less the income tax component of contribution, will be credited to rate base simultaneously with the inclusion of the project costs in rate base. (This item is not reflected in the Table in Section 7.2.) A balancing account will be established to record the difference in revenue requirement between the amount credited to rate base and the final actual amount. Any accumulated balance, plus interest, will be recovered from or returned to customers in the following year through the Customer Class Charge in PG&E's Annual Gas True-up filing. The accumulated balance will be allocated between core and noncore classes proportionate to the cold year January throughput.

The deposit amount will be subject to a Gas Rules 15.H.3 and 16.H Exceptional Case filing with the CPUC. Other parties will have an opportunity to protest the Exceptional Case filing, including without limitation the amount of the customer deposit.

7.2.11. Capital Projects with Post-2014 In-Service Dates

Various projects in PG&E's capital expenditure plan have in-service dates after 2014 (e.g., the Burney K-2 replacement project). These projects have no impact on the Settlement revenue requirement and nothing in this Settlement shall be construed as endorsement of the reasonableness and/or approval of any such project.

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7.3. Operating and Maintenance (O&M) Expense

For purposes of determining the Settlement revenue requirement, the following table shows the negotiated O&M levels for the Settlement Period. All negotiated expense figures below are expressed in FERC dollars.

Line No.	Category	<u>O&M Expense by Category (FERC \$millions)</u>			
		2011 Expense	2012 Escalation	2013 Escalation	2014 Escalation
1	Integrity Management	\$22.0	2.6%	2.3%	2.6%
2	Technical Training to Support Workforce Diversity	\$1.0	2.3%	2.3%	2.6%
3	Electricity for Operations	\$5.3	2.3%	2.3%	2.6%
4	All Other O&M	\$76.5	2.3%	2.3%	2.6%
5	Total O&M	\$104.8			

7.3.1. Integrity Management Expense

A one-way (downward) balancing account will be established to track the aggregate amount of integrity management expenses during the term of the settlement. Any accumulated account balance at the end of the Settlement Period, plus interest, will be returned to customers through the Customer Class Charge in PG&E's next Annual Gas True-up filing. The accumulated balance will be allocated 50% to the core class and 50% to the noncore class.

7.3.2. Electricity for Operations Expense

Electricity expense will be subject to a two-way balancing account during the term of the Settlement. Any accumulated account balance, plus interest, will be recovered from or returned to customers in the following year through the Customer Class Charge in PG&E's Annual Gas True-up filing. The accumulated balance will be allocated between the core and noncore classes based on equal cents per therm.

To the extent electricity use for compressor operations displaces gas use, PG&E will reflect the corresponding decrease in gas use for compression in its gas shrinkage rate advice filings.

7.4. Designated Backbone and Local Transmission Adder Projects

An Adder project is a capital project that will be included in rates only if the project is actually built and only starting on the January 1 following the project's in-service date. Details of the eight Adder projects are described below.

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7.4.1. Summary of Adder Projects and Capital Expenditure Caps

Line No.	Adder Project	Capital Expenditure Cap (\$millions)
1	Line 304 DG Power Stockton Extension	\$4.7
2	Line 406	\$58.6
3	Line 407 Phase 1	\$51.9
4	Line 407 Phase 2	\$51.0
5	Delevan K-3 or Gerber K-1 SCR	\$8.1
6	Topock K-units Phase 1	Topock K-Units Phase 1 subject to \$60.0 million cap. All three Topock projects subject to \$100.0 million cap.
7	Topock K-units Phase 2	
8	Topock P-units	

7.4.2. General Conditions

Adder projects are subject to a capital expenditure cap for ratemaking purposes during the Settlement Period. The Settlement revenue requirement and rates for each Adder project will be based on the lower of its actual capital costs or the applicable cap. In this context, “actual capital costs” is defined to be recorded capital costs as of the date PG&E prepares the advice filing to put the Adder project into rates, plus forecasted capital costs PG&E expects to incur after that date until the Adder project is closed. Examples of costs that can occur after the advice filing are training, documentation (drawings, operating procedures, O&M instructions), construction clean-up, project punch list items (issues that during construction were identified, but will be completed late in the project), and environmental mitigation and monitoring. These costs are expected to be less than 10 percent of the total project cost.

Appendix A, Table A-4 lists the projects and their respective revenue requirement and rate adders, subject to a specified capital expenditure cap for each project as described in Section 7.4.1. above.

During the term of this Settlement, the Settlement Parties will not oppose inclusion of any of the Adder projects in rates, subject to PG&E’s compliance with this Settlement. The Settlement Parties reserve their right in future rate cases to address the reasonableness, including the costs, of these backbone and local transmission projects.

If a designated project becomes operational in 2014, then the applicable rate Adder will be applied effective January 1, 2015, if the Commission has not otherwise approved rates in the next GT&S Rate Case that would be effective on January 1, 2015.

7.4.3. Line 407 Phase 2 Adder Project Conditions

PG&E will meet and confer with the Settlement Parties to provide information supporting the need for the Line 407 Phase 2 Adder project.

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PG&E will then file an advice letter with the CPUC for approval to recover the lesser of actual costs or the cap of \$51.0 million through an Adder mechanism based on a showing of need for the project. The Settlement Parties may oppose the advice letter. PG&E will construct the project only if the CPUC approves the advice letter and will increase local transmission rates through the Adder mechanism on the January 1 following the in-service date of the project.

7.4.4. Delevan K-3 or Gerber K-1 SCR Adder Project Conditions

PG&E will build this project only if required by air quality regulations.

7.4.5. Topock Adder Projects Conditions

There are three Topock Adder projects: Topock K-units Phase 1, Topock K-units Phase II, and Topock P-units.

Topock K-units Phase 1 is subject to a cost cap of \$60.0 million, while the total of the three projects is subject to a cost cap of \$100.0 million. Subject to the balancing account discussed in the next paragraph, Topock K-units Phase 2 and Topock P-unit costs will not go into rates until 2015 due to their estimated in-service date in 2014.

A balancing account shall be implemented to recover the revenue requirements of the Topock projects between their in-service dates and the following January 1 (i.e., for Topock K-units Phase 1 forecasted to be January 1, 2013, and for Topock K-units Phase 2 and Topock P-units forecasted to be January 1, 2015), when they will be put into rates. Any accumulated balance, plus interest, will be recovered from customers through backbone rates in PG&E's Annual Gas True-up filing during the calendar year following the in-service date of each project.

7.5. Costs Determined in Other PG&E Proceedings

The current estimates of costs determined in other PG&E proceedings are included as placeholders in the Settlement revenue requirement. These amounts will be adjusted when the final adopted amounts become known. In any instances where the final adopted amounts become known after the effective date of PG&E's GT&S rates, a balancing account will be established to record the difference between the estimated and final costs. Any accumulated account balance, plus interest, will be recovered from or returned to customers in the following year through the Customer Class Charge in PG&E's Annual Gas True-up filings. The accumulated balance will be allocated 50% to the core class and 50% to the noncore class.

The cases subject to this mechanism include:

7.5.1. PG&E's General Rate Case (GRC)

Costs and policies determined in PG&E's General Rate Case (GRC) to be allocated and applied to GT&S. These include, but are not limited to the following:

- Administrative and General (A&G) expenses;
- Recorded employee medical costs;

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- Uncollectible accounts expense and allowance factor;
- Payroll tax estimation;
- Employee Stock Ownership Plan (ESOP) dividend tax deduction;
- Double leverage tax deduction;
- Rate Base reduction from additional Accumulated Deferred Income taxes from 2009 Bonus Depreciation; and
- Prospective capitalization of Short-Term Incentive Programs.

7.5.2. PG&E's Pension Proceeding

Pension expense or pension allocation factors that impact the GT&S share of pension expense.

7.5.3. PG&E's Cost of Capital Proceeding or Annual Cost of Capital Adjustment Mechanism

Cost of capital adjustments applied to the GT&S rate base, as determined in PG&E's Cost of Capital proceedings or by the annual adjustment mechanisms to the extent such mechanisms operate in lieu of Cost of Capital proceedings.

8. Demand and Throughput Forecasts

The demand and throughput forecasts for setting backbone and local transmission rates are as follows:

8.1. On-System Demand

The on-system demand forecast is PG&E's June 2010 on-system demand forecast, plus 20 MDth/d of additional backbone-level Electric Generation demand. This forecast is shown in Appendix A, Table A-5.

8.2. Non-G-XF Off-System Revenues

Non-G-XF off-system revenues will be \$4.57 million in 2011. This figure is converted to full-rate-equivalent backbone throughput based on the 2011 noncore Redwood G-AFTOff rate. The resulting full-rate-equivalent throughput is used each year during the Settlement Period.

8.3. Silverado Path Throughput

The Silverado path throughput forecast is 132 MDth/d.

9. Rates

Illustrative class average rates are shown in Appendix B, Tables B-1 and B-2. For noncore retail and wholesale customers, the rates reflect the impacts of the local transmission and customer access charges agreed to in this Settlement. For bundled core customers, the rates reflect the impacts of the local transmission, storage and intrastate

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backbone charges agreed to in this Settlement. For core transport customers, the rates reflect the impacts of the local transmission rates agreed to in this Settlement.

Appendix B, Tables B-3 through B-9, show the backbone rates by service and rate design. Storage rates are shown in Appendix B, Table B-10. Local transmission rates are shown in Appendix B, Table B-11. Customer Access Charges are shown in Appendix B, Table B-12. If a customer elects to self-balance pursuant to Rate Schedule G-BAL, such customer receives a credit as shown in Appendix B, Table B-13.

All rate changes will be effective January 1 of each year.

9.1. Backbone Rates

Backbone rates are based on the following negotiated key inputs and principles.

The parties agree that the rate provisions reflected in this section are for purposes of settlement of this proceeding only and are not to be considered precedential for any future proceeding.

9.1.1. Revenue Requirement

See Section 7 of the Settlement Agreement.

9.1.2. Cost Allocation

Costs are allocated similar to the traditional Gas Accord methodology. This allocation is modified by imposition of the negotiated path rate differentials discussed in Section 9.1.3 below.

9.1.3. Path Rate Differentials

The core and noncore Baja-Redwood rate differentials are set forth in the table below. These differentials are negotiated amounts and differ depending on whether the Topock K-Unit Phase 1 project goes forward on schedule or is delayed. These differentials apply to annual firm service. The differentials applicable to other services that have rate premiums (e.g., seasonal firm service, as-available service, and negotiated service caps) are higher by the same percentage amount as those premiums.

Backbone Path Rate Differentials (cents per Dth, Baja higher)					
Line No.	Rate Differential Scenario	2011	2012	2013	2014
1	Topock Phase 1 in service 2012	2.5	3.0	4.0	5.0
2	Topock Phase 1 in service 2013	2.5	3.0	3.5	4.5
3	Topock Phase 1 in service 2014 or later	2.5	3.0	3.5	4.0

9.1.4. System Average Backbone Load Factors

The backbone load factors reflect various agreements regarding inputs and methodology, including the demand and throughput forecasts described in Section 8. The backbone load factors differ depending on whether the Topock K-Unit Phase 1 project goes forward on schedule or is delayed.

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Backbone System Average Load Factors

Line No.	Rate Differential Scenario	2011	2012	2013	2014
1	Topock Phase 1 in service 2012	68.61%	70.93%	71.98%	72.48%
2	Topock Phase 1 in service 2013	68.61%	70.93%	71.88%	72.48%
3	Topock Phase 1 in service 2014 or later	68.61%	70.93%	71.88%	72.40%

9.1.5. Ratio of Reservation and Usage Rates for Firm Backbone Services

For firm backbone services provided under Rate Schedules G-AFT and G-AFTOFF, the ratio of reservation rates to usage rates (excluding the volumetric surcharge described in Section 9.5.1) will be the same for Core Redwood and Core Baja, and the ratio of reservation rates to usage rates (excluding the volumetric surcharge described in Section 9.5.1) will be the same for Noncore Redwood and Noncore Baja.

9.1.6. Backbone Rate Adders

There are four backbone Adder projects, as described in Section 7.4. The rate Adders associated with each project are set forth in Appendix A, Table A-4, and Appendix B, Tables B-3 through B-9. These rate Adders are caps based on the capital expenditure caps identified in Section 7.4. If PG&E's actual capital costs are less than the caps, the rate Adders shown in Appendix B, Tables B-3 through B-9 will be reduced commensurately.

The rate Adders for the Delevan K-3 / Gerber K-1 SCR project and the Topock K-Units Phase 1 project are based on capital costs of \$8.1 million and \$60.0 million, respectively. The rate Adders shown in Appendix A, Table A-4 for the Topock K-Units Phase 2 project and the Topock P-Units project are based on capital costs of \$30.0 million and \$10.0 million, respectively. However, to the extent PG&E spends less capital on the K-Units Phase 1 or P-Units projects, the cap for the K-Units Phase 2 project increases. Similarly, to the extent PG&E spends less capital on the K-Units Phase 1 or K-Units Phase 2 projects, the cap for the P-Units project increases.

9.1.7. Seasonal Firm, As-Available, Negotiated, and Off-System Rates

The Seasonal Firm rates, As-Available rates, negotiated rate caps, and Off-System rates continue to be derived from the Annual Firm On-System rates in the same manner as in prior Gas Accords.

9.1.8. Pilkington North America Discounts

PG&E will include in its backbone rates for 2013 and 2014 a discount adjustment for the Pilkington North America negotiated contracts.

Ordering Paragraph 5 of D.09-05-026 required that, "A showing of how PG&E determined the amount of the discounts, whether the amount of the discounts is reasonable, and who shall bear the burden of any shortfall resulting from the discounts for the period after the end of Gas Accord IV shall be made in PG&E's next GT&S Rate Case." PG&E made such

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showing in its direct testimony in the 2011 GT&S Rate Case. The Settlement Parties agree, for the Settlement Period only, that this showing satisfied the requirements of D.09-05-026.

9.2. Local Transmission Rates

9.2.1. General

Local transmission rates are designed in the same manner as in previous Gas Accords. The local transmission rates in this Settlement, shown in Appendix B, Table B-11, reflect the Settlement revenue requirement described in Section 7, the Settlement on-system demand forecast described in Section 8, and Cold-Year-January-Demand allocators (for core versus noncore cost allocation) consistent with the on-system demand forecast.

9.2.2. Local Transmission Rate Adders

There are four local transmission Adder projects, as described in Section 7.4. The rate Adders associated with each project are set forth in Appendix A, Table A-4, and Appendix B, Table B-11.

9.2.3. Local Transmission Discounts

9.2.3.1. Pilkington North America Discounts

PG&E will include in its local transmission rates for 2013 and 2014 a discount adjustment for the Pilkington North America negotiated contracts.

As stated in 9.1.8. above, Settlement Parties agree, for the Settlement Period only, that the showing PG&E made in its direct testimony in the 2011 GT&S Rate Case satisfied the requirements of D.09-05-026.

9.2.3.2. Luz Solar Partners and San Joaquin Refining Discounts

PG&E will continue to include in its local transmission rates for the Settlement Period an ongoing discount adjustment for Luz Solar Partners and San Joaquin Refining negotiated contracts.

9.3. Storage Rates

Storage rates are designed in the same manner as in previous Gas Accords. These rates, shown in Appendix B, Table B-10, reflect the revenue requirement described in Section 7 and the updated firm storage capacities and cost allocators shown in Appendix A, Tables A-2 and A-6, respectively. Gill Ranch storage costs are assigned solely to PG&E's Market Storage services.

9.4. CAC Rates

CAC rates are designed in the same manner as in Gas Accord IV. The administration of the CAC is not changing. The rate design for the CAC may be addressed in PG&E's Biennial Cost Allocation Proceedings ("BCAPs"). However, during the term of this Settlement, any changes to the CAC rate design will be based on the CAC revenue requirement specified in this Settlement. CAC rates are shown in Appendix B, Table B-12.

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9.5. Local Transmission Bill Credits and Revenue Responsibility

9.5.1. Moss Landing Power Plants Units 1 and 2

Moss Landing Power Plant Units 1 and 2 will receive a monthly credit to their local transmission bill equal to one-twelfth of \$2.5 million in 2011. Of the 2011 annual amount, \$2.4 million will be funded by customers and \$0.1 million will be funded by PG&E shareholders.

The revenue responsibility for the customer portion of these bill credits will be collected through two volumetric surcharges – \$1.8 million will be collected through a surcharge on all backbone rates except Rate Schedule G-XF; and \$0.6 million will be collected through a surcharge on Rate Schedule G-EG backbone level end-use customers and G-NT backbone level end-use customers. These volumetric surcharges are shown on Appendix A, Table A-7, and included in the backbone rates presented in Appendix B, Tables B-3 through B-9.

These bill credits and the amounts funded through the two volumetric surcharges will increase two (2) percent per year in 2012-2014.

9.5.2. Northern California Generation Coalition (NCGC)

Four members of the NCGC will split equally a monthly local transmission bill credit equal to one-twelfth of \$260,000 in 2011. Of the 2011 annual amount, \$130,000 will be funded through the volumetric surcharge on Rate Schedule G-EG backbone level end-use customers and G-NT backbone level end-use customers, and \$130,000 will be funded by PG&E shareholders. The four members are the City of Redding, Modesto Irrigation District, Turlock Irrigation District and City of Santa Clara (Silicon Valley Power).

These bill credits and the amount funded through the volumetric surcharge will increase two (2) percent per year in 2012-2014.

9.5.3. Implementation of Bill Credits

The bill credits for Moss Landing Units 1 and 2 and the four members of NCGC will be effective with the implementation of the local transmission rates and will continue for the duration of the Settlement Period.

10. Revenue Sharing Mechanism and Other Cost Adjustment Mechanisms

10.1. Revenue Sharing Mechanism

A revenue sharing mechanism will be established and will apply for the term of this Settlement, as described below.

10.1.1. Sharing Percentages

10.1.1.1. Backbone

The difference between the adopted backbone revenue requirement and recorded backbone revenues, whether an over-collection or an under-collection, will be shared 50% to customers and 50% to PG&E shareholders.

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10.1.1.2. Local Transmission

The difference between the adopted local transmission revenue requirement and recorded local transmission revenues, whether an over-collection or an under-collection, will be shared 75% to customers and 25% to PG&E shareholders.

10.1.1.3. Storage

The difference between the adopted storage revenue requirement and recorded storage revenues, if resulting in an over-collection, will be shared 75% to customers and 25% to PG&E shareholders. PG&E is at risk for 100% of any net under-collections.

If PG&E identifies and wishes to make incremental additions to its storage facilities or operations that are expected to produce incremental storage revenues during the Settlement Period, PG&E will file an advice letter with the CPUC to show the expected costs and the expected revenues of the project. In the advice letter, PG&E will ask to add the revenue requirements associated with the project to the adopted storage revenue requirements only for purposes of administering the revenue sharing mechanism. PG&E will also include all recorded revenues in the sharing mechanism, including incremental revenues obtained because of the new storage project. The Settlement Parties acknowledge that some information contained in such advice filing may be confidential and therefore may only be disclosed to non-market participants. The Settlement Parties agree that such a filing would not constitute a violation of this settlement; however, the Settlement Parties retain their right to protest the advice letter filing.

10.1.1.4. CAC

The CAC adopted revenue requirement and recorded revenues will not be included in the revenue sharing mechanism.

10.1.2. Seed Value

PG&E will seed the revenue sharing mechanism with an annual amount of \$30.0 million during the Settlement Period. The seed amount will be allocated to all backbone and local transmission services (excluding Rate Schedule G-XF) in the same percentages as their respective allocated revenue requirements. All of the core's revenue requirements, including those parts subject to balancing account treatment, will be included in the revenue requirements used as a basis to allocate the seed value.

10.1.3. True-Up of Recorded Revenue Over/Under-Collection

A balancing account will be established to record the difference between the customer portion of recorded total revenue over- or under-collections (derived for each business segment as described in 10.1.1. above) and the \$30.0 million seed value embedded in rates (as allocated to each business segment as described in 10.1.2 above). The balance in this account as of September 30 of each year, plus interest, will be recovered from or returned to customers in the following year through the Customer Class Charge in

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PG&E's Annual Gas True-up filing. The balance will be allocated 50% to the core class and 50% to the noncore class. This true-up mechanism will survive beyond the Settlement Period to the extent necessary to recover balances accumulated in the account during the calendar year 2014 in post-2014 Customer Class Charges.

10.2. Other Cost Adjustment Mechanisms

In addition to the mechanisms described in Sections 7.2.10., 7.3.1., 7.3.2., 7.4.5., 7.5., and 10.1.3. above, the following mechanisms apply during this Settlement Period.

10.2.1. Continuation of Previously Established Mechanisms

The following mechanisms will continue to apply to GT&S during this Settlement Period:

- Catastrophic Event Memorandum Account (CEMA)
- Hazardous Substance Mechanism (HSM)
- z-factor Mechanism

10.2.2. Greenhouse Gas (GHG) Memorandum Account

PG&E withdraws, without prejudice, its proposal made in its 2011 GT&S Rate Case Application to establish the GHG Cost Memorandum Account. PG&E reserves the right to request GHG cost recovery authorization from the CPUC in the future and the parties' right to protest such a filing is preserved. PG&E anticipates filing, likely within the next year, advice letters or applications to recover, among other things, its direct costs for purchasing carbon dioxide emission allowances, annual compliance and startup costs associated with detecting, monitoring and recording emissions in excess of the costs authorized in this Settlement, and long-term capital investments made to reduce greenhouse gas emissions in excess of the investments authorized in this Settlement. These future filings may increase gas transmission rates over the rates authorized in this Settlement Agreement.

11. Other Provisions

11.1. Operational Provisions

11.1.1. Same Day Operational Flow Orders (OFOs) and 5th Nomination Cycle

PG&E withdraws, without prejudice, its proposal made in its 2011 GT&S Rate Case Application to establish same day OFOs and a 5th nomination cycle.

11.1.2. Storage Curtailment Issue

If the independent storage withdrawal capacity allocation method, described in Gas Rule 14 of PG&E's tariffs, is applied five or more times between any April and March (i.e., a storage year) and in two of these applications at least 10% of the volumes are curtailed, PG&E must propose specific solutions to reduce the constraints in its next GT&S rate case.

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11.1.3. OFO Forum

Other operational issues may arise that need to be addressed during the term of the Settlement Agreement. The OFO Forum that was established under the OFO Settlement approved in D.00-02-050 is an available mechanism to discuss and resolve most other operational issues.

11.1.4. No Prohibition on Changes to Operational Matters

This Settlement Agreement does not preclude the ability of the Diversion and Curtailment Working Group, the OFO Forum participants, PG&E and/or any other party from bringing operational issues and proposed solutions to the Commission for its review and approval during the Settlement Period. Also, any Settlement Party or other party is free to respond as it deems appropriate should any operational issues and solutions be submitted to the Commission. This provision includes proposals that could eliminate or modify customer specific OFOs.

11.1.5. Customer Specific OFOs

Subject to Section 11.1.4, PG&E will continue to call customer specific OFOs, as necessary.

11.2. Core Transport Agent (CTA) Issues

PG&E has reached an agreement (“CTA Settlement Agreement”) with CTA Settlement Parties, which is provided as Exhibit 2 to PG&E’s *Joint Motion of Settlement Parties for Approval of “Gas Accord V” Settlement*. The CTA Settlement Agreement represents the complete agreement between PG&E and CTA Settlement Parties, and all parties acknowledge that PG&E no longer has an obligation to promote CTAs and the Core Aggregation Program.

11.3. PG&E’s Core Seasonal Baja Path Capacity Holding

In its 2011 GT&S Rate Case Application, PG&E proposed to reduce CGS’ Baja seasonal firm capacity holdings. During the Settlement Period, PG&E’s CGS will not reduce these holdings. This agreement in no way limits or restricts CGS’s ability to broker core’s backbone capacity as it currently does.

11.4. Supplemental Report on the Line 57C Project

In D. 07-01-014, Conclusion of Law 5, the Commission finds that “PG&E is constructing Pipeline 57C for the ‘solely necessary’ purpose of meeting its Commission-ordered obligation to serve ...” However, Ordering Paragraph 5 still requires the Commission to review and consider the following three areas.

- (a) Reasonableness of the design, planning and execution of the project,
- (b) Ratesetting for those components of the project found to be reasonable, and
- (c) Whether operational criteria should be imposed so that reliability is ensured and system operation remains consistent with the Commission’s overall policy goals for gas transmission and storage.

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In compliance with that Order, PG&E filed a Report on the Line 57C Project (“Line 57C Report”) as part of the Application requesting approval of the Gas Accord IV Settlement Agreement.

In D.07-09-045, the Commission addressed the impact of Line 57C on the gas storage market and whether operational criteria should be imposed on Lines 57A, B, and C, but deferred consideration of Line 57C reasonableness and ratesetting issues to PG&E’s next GT&S Rate Case and therefore ordered that PG&E “supplement its March 15, 2007 Report on the Line 57C Project on the reasonableness and rate setting issues in that proceeding.” In compliance with that Order, PG&E filed a Supplemental Report on the Line 57C Project (“Supplemental Line 57C Report”) as part of its 2011 GT&S Rate Case Application. The Parties agree that this Report satisfied the requirements of D.07-09-045, and the Parties agree not to object to the content and conclusions of the report.

12. Rate Certainty and Adjustments During Term of Settlement

12.1. Rate Certainty

The rates specified in this Settlement Agreement are not subject to adjustment during the Settlement Period except as provided herein, or as agreed to by the Settlement Parties and approved by the Commission. In particular, the demand forecast underlying the Settlement backbone rates assumes that none of the G-XF contracts except the NCPA contract has on-system delivery rights. If during the Settlement Period any off-system G-XF shippers receive on-system delivery rights, the demand forecast and backbone rates may need to be adjusted to account for displacement of other on-system services by these G-XF shippers.

Nothing in this Settlement Agreement shall prevent PG&E from making adjustments to services, capacity assignments, cost allocations, rates or the like in order to comply with Commission orders in other proceedings. No Settlement Party shall make any proposal that would conflict with or alter any term of this Settlement Agreement, and the Settlement Parties shall not support proposals of others that would do the same.

12.2. BCAP, Annual Gas True-Up, Gas Public Purpose Program Surcharge and Other Filings

Certain end-use customer charges will continue to change during the Settlement Period. These include the distribution rate, the CPUC fee, mandated social program costs (such as the Self Generation Incentive Program), various balancing accounts, and the gas public purpose program surcharge. Such changes occur through Commission decisions and approvals in PG&E’s BCAP, Annual Gas True-Up, and other filings. This Settlement Agreement does not change these procedures and filings.

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APPENDIX A

Tables Supporting the Settlement

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Table A-1
Core and Wholesale Backbone Capacity Assignments/Options

Line No.	Gas Accord IV		Gas Accord V			
	Core Redwood Annual Capacity (MDth/d)	Allocation Factors	Core Redwood Annual Capacity (MDth/d)	Core Baja Annual Capacity (MDth/d)	Core Baja Seasonal Capacity (MDth/d)	
1	608.766	98.89%	608.766	348.000	321.000	
2						
3	5.898	0.96%	5.898	3.372	3.110	
4	0.552	0.09%	0.552	0.316	0.291	
5	0.171	0.03%	0.171	0.098	0.090	
6	0.064	0.01%	0.064	0.037	0.034	
7	0.098	0.02%	0.098	0.056	0.052	
8	0.051	0.01%	0.051	0.029	0.027	
9	6.834	1.11%	6.834	3.907	3.604	
10	615.600	100.00%	615.600	351.907	324.604	

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Table A-2
Firm Storage Capacity Assignments to
Core, Load Balancing, and Market Storage Services

Line No.	Service	Average Injection (MDth/d)	Inventory (MMDth)	Average Withdrawal (MDth/d)
1	Monthly Balancing Service	76	4.1	76
2	Core Firm Service	157	33.5	1,111
3	Core Firm Service Counter Cyclical	50	-	50
4	Market Storage (Traditional)	194	9.0	300
5	Market Storage Count Cyclical (Traditional)	194	-	300
6	Market Storage (Gill Ranch)	62	3.2	105
7	Market Storage Counter Cyclical (Gill Ranch)	62	-	105

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Table A-3
GT&S Revenue Requirement
Including Core and Noncore Revenue Responsibility
(\$ thousand)

Line No.		Gas Accord IV	Gas Accord V			
		2010	2011	2012	2013	2014
Core Revenue Requirements						
1	Backbone Transmission Base (1) (2) (5) (6)	86,138	94,929	97,389	98,434	99,752
2	Backbone Transmission Adders	-	-	-	3,437	3,598
3	Subtotal Backbone Transmission	86,138	94,929	97,389	101,871	103,351
4	Local Transmission Base	104,752	124,872	133,544	135,477	138,129
5	Local Transmission Adder (3) (7)	10,102	5,514	5,785	10,378	14,366
6	Subtotal Local Transmission	114,854	130,386	139,329	145,855	152,495
7	Storage (4) (8)	43,850	49,255	50,698	52,183	53,243
8	Customer Access Charge	-	-	-	-	-
9	Total Core (7)	\$244,843	\$274,571	\$287,416	\$299,909	\$309,089
			53.4%	53.1%	53.1%	53.1%
Noncore / Unbundled Revenue Requirements						
10	Backbone Trans. Base w/o G-XF Contracts	147,825	124,818	133,808	132,393	132,392
11	Backbone Transmission Adders	-	-	-	5,043	5,566
12	Subtotal Backbone Transmission w/o G-XF Contracts	147,825	124,818	133,808	137,436	137,958
13	G-XF Contracts	7,024	6,879	6,453	6,239	6,046
14	G-XF Contract Adders	-	-	-	-	47
15	G-XF Contracts	7,024	6,879	6,453	6,239	6,093
16	Subtotal Backbone Transmission (5) (6)	154,849	131,698	140,260	143,675	144,051
17	Local Transmission Base	44,823	64,594	69,767	74,164	78,384
18	Local Transmission Adder (3) (7)	4,323	2,853	3,022	5,681	8,153
19	Subtotal Local Transmission	49,146	67,447	72,789	79,845	86,537
20	Storage (4) (8)	7,750	35,795	36,018	36,603	36,895
21	Customer Access Charge	5,174	4,691	4,921	5,069	5,243
22	Total Noncore / Unbundled (7)	\$216,919	\$239,631	\$253,989	\$265,192	\$272,726
			46.6%	46.9%	46.9%	46.9%
Total						
23	Backbone Transmission Base w/o G-XF Contracts	233,963	219,747	231,196	230,827	232,145
24	Backbone Transmission Adders	-	-	-	8,479	9,164
25	Subtotal Backbone Trans. w/o G-XF Contracts	233,963	219,747	231,196	239,306	241,309
26	G-XF Contracts	7,024	6,879	6,453	6,239	6,046
27	G-XF Contract Adders	-	-	-	-	47
28	G-XF Contracts	7,024	6,879	6,453	6,239	6,093
29	Subtotal Backbone Transmission (5) (6)	240,987	226,627	237,649	245,545	247,402
30	Local Transmission Base	149,576	189,466	203,310	209,641	216,513
31	Local Transmission Adder (3) (7)	14,424	8,367	8,808	16,059	22,519
32	Subtotal Local Transmission	164,000	197,833	212,118	225,700	239,032
33	Storage (4) (8)	51,600	85,051	86,717	88,786	90,139
34	Customer Access Charge	5,174	4,691	4,921	5,069	5,243
35	Total GT&S (9)	\$461,761	\$514,202	\$541,404	\$565,101	\$581,816
			100.0%	100.0%	100.0%	100.0%

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Table A-3 (continued)
GT&S Revenue Requirement
Including Core and Noncore Revenue Responsibility
(\$ thousand)

Notes

- (1) 2010-2014 Core Backbone revenue responsibility assumes an average 100% load factor.
- (2) Beginning in 2011, Core proposes to eliminate its annual Silverado capacity holdings.
- (3) The Gas Accord IV adopted 2010 local transmission rate includes a base rate component, plus a rate adder for 2 of 5 of the specific local transmission capital projects designated in Section 8.4 of the Gas Accord IV Settlement Agreement.
- (4) 2010-2014 storage revenue requirements include carrying costs on noncycled working gas and cycle gas.
- (5) Backbone revenue requirements do not reflect the impact of PG&E's proposed revenue sharing mechanism.
- (6) Backbone rates include load balancing costs.
- (7) The Gas Accord V Settlement local transmission revenue requirements have been reduced by the following amounts that represent the fractional-year revenue requirements associated with local transmission adder projects: 2011 - \$145 thousand; 2012 - \$614 thousand; 2013 - \$599 thousand
- (8) The Gas Accord V Settlement storage revenue requirements include the following non-base revenues for carrying costs on noncycled working gas and cycled gas for storage balancing: 2011 - \$1,852 million; 2012 - \$2,866 million; 2013 - \$3,042 million; 2014 - \$3,583 million
- (9) Totals may not agree with the sum of the numbers shown due to rounding.

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**Table A-4
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates**

Local Transmission Projects

Line No.	Project (Planned Operation Date)	Estimated Capital (\$ million)	Local Transmission Revenue Requirement Caps, (\$000) per year									
			Core					Noncore				
			2011	2012	2013	2014	2011	2012	2013	2014	2011	Total
1	Line 304, 4.6 miles 12" pipe, Stockton Area (September 2011)	\$4.7	---	390	379	369	---	---	204	208	209	593
2	Line 406, 2 miles 8" pipe, Merced Area (November 2010)	\$58.6	5,514	5,396	5,230	4,986	2,853	2,819	2,863	2,829	8,367	8,214
3	Line 407 Phase 1, 12 miles 30" pipe, Roseville Area (November 2012)	\$51.9	---	---	4,769	4,524	---	---	2,610	2,567	---	7,379
4	Line 407 Phase 2, 14.3 miles 30" pipe, Yolo Area (November 2013)	\$51.0	---	---	---	4,488	---	---	---	2,547	---	7,034
5	Total	\$166.2	5,514	5,785	10,378	14,366	2,853	3,022	5,681	8,153	8,367	16,059

Line No.	Project	Local Transmission Rate Adder, \$ per Dth									
		Core					Noncore				
		2011	2012	2013	2014	2011	2012	2013	2014		
7	Line 304, 4.6 mile 12" pipe	---	0.0013	0.0013	0.0013	---	0.0006	0.0006	0.0006		
8	Line 406, 2 miles 8" pipe	0.0189	0.0185	0.0179	0.0172	0.0091	0.0085	0.0084	0.0084		
9	Line 407 Phase 1, 12 miles 30" pipe	---	---	0.0164	0.0156	---	---	0.0077	0.0076		
10	Line 407 Phase 2, 14.3 miles 30" pipe	---	---	---	0.0154	---	---	---	0.0076		
11	Total	0.0189	0.0198	0.0356	0.0494	0.0091	0.0091	0.0167	0.0242		

Backbone Transmission Projects

Line No.	Project	Estimated Capital (\$ million)	Local Transmission Rate Adder, \$ per Dth				
			2011	2012	2013	2014	2015 (1)
13	Delevan K3/Gerber - L400, NOx Emissions, Selective Catalytic Reduction System (December 2013)	\$4.1	---	---	---	534	---
14	Delevan K3/Gerber - L401, NOx Emissions, Selective Catalytic Reduction System (December 2013)	\$4.0	---	---	---	562	---
15	P03107 Topock, P-Units Replacement, Rebuild of compressor station power units (June 2014)	\$10.0	---	---	---	---	1,335
16	P02158-Topock K-Units Replacement-Ph 1, NOx Emissions, Compressor Engine Replacement (December 2012)	\$60.0	---	---	8,479	8,114	---
17	P02158-Topock K-Units Replacement-Ph 2 (September 2014)	\$30.0	---	---	---	---	4,058
18	Total	\$108.1	---	---	8,479	9,211	5,393

(1) Consistent with Gas Accord V Settlement Agreement, Section 2.4 - "Interim Rates," should approved rates not be in place for GT&S services by January 1, 2015, pursuant to a Commission order in the next GT&S Rate Case, a rate adjustment will be made for designated backbone and local transmission "Adder" project that may go into service in 2014.

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1											
2	Reservation Charge	5.5044	5.5176	5.3841	5.3190	5.3190	8.4565	8.4355	8.1700	8.0298	8.0298
3	Usage Charge	0.1056	0.1043	0.0997	0.0972	0.0972	0.0085	0.0084	0.0081	0.0081	0.0081
4	Total Charge	0.2865	0.2857	0.2767	0.2721	0.2721	0.2865	0.2857	0.2767	0.2721	0.2721
5	Adder Rates										
6	D elevan K3/Gerber - L400				0.0083	0.0083				0.0125	0.0125
7	Reservation Charge										
8	Usage Charge				0.0001	0.0001				0.0000	0.0000
9	Total Charge				0.0004	0.0004				0.0004	0.0004
10	D elevan K3/Gerber - L401										
11	Reservation Charge				0.0189	0.0189				0.0286	0.0286
12	Usage Charge				0.0003	0.0010				0.0000	0.0010
13	Total Charge										
14	P03107 Topock, P-Units Replacement					0.0292					0.0440
15	Reservation Charge					0.0005					0.0000
16	Usage Charge					0.0015					0.0015
17	Total Charge										
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge				0.1856	0.1772				0.2675	0.2675
20	Usage Charge				0.0034	0.0032				0.0002	0.0002
21	Total Charge				0.0095	0.0090				0.0090	0.0090
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge					0.0886					0.1338
24	Usage Charge					0.0016					0.0001
25	Total Charge										0.0045
27	Total Base Rates Plus Adders (1)	5.5044	5.5176	5.5697	5.5234	5.5234	8.4565	8.4355	8.4515	8.3384	8.3384
28	Reservation Charge	0.1056	0.1043	0.1031	0.1009	0.1009	0.0085	0.0084	0.0083	0.0083	0.0083
29	Usage Charge	0.2865	0.2857	0.2862	0.2825	0.2825	0.2865	0.2857	0.2862	0.2825	0.2825
30	Total Charge										
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1											
2	Reservation Charge	5.9887	6.1019	6.1691	6.3051	6.3051	9.2005	9.3288	9.3612	9.5185	9.5185
3	Usage Charge	0.1146	0.1151	0.1139	0.1148	0.1148	0.0090	0.0090	0.0090	0.0092	0.0092
4	Total Charge	0.3115	0.3157	0.3167	0.3221	0.3221	0.3115	0.3157	0.3167	0.3221	0.3221
5	Adder Rates										
6	D elevan K3/Gerber - L400				0.0083	0.0083				0.0125	0.0125
7	Reservation Charge				0.0001	0.0001				0.0000	0.0000
8	Usage Charge				0.0004	0.0004				0.0004	0.0004
9	Total Charge										
10	D elevan K3/Gerber - L401										
11	Reservation Charge				0.0189	0.0189				0.0286	0.0286
12	Usage Charge				0.0003	0.0003				0.0000	0.0000
13	Total Charge				0.0010	0.0010				0.0010	0.0010
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge				0.0292	0.0292					0.0440
16	Usage Charge				0.0005	0.0005					0.0000
17	Total Charge					0.0015					0.0015
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge				0.1856	0.1772			0.2816	0.2675	
20	Usage Charge				0.0034	0.0032			0.0002	0.0090	
21	Total Charge				0.0095	0.0090			0.0095	0.0090	
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge					0.0886					0.1338
24	Usage Charge					0.0016					0.0001
25	Total Charge					0.0045					0.0045
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	5.9887	6.1019	6.3547	6.5095	6.5095	9.2005	9.3288	9.6428	9.8270	
29	Usage Charge	0.1146	0.1151	0.1173	0.1185	0.1185	0.0090	0.0090	0.0092	0.0094	
30	Total Charge	0.3115	0.3157	0.3262	0.3325	0.3325	0.3115	0.3157	0.3262	0.3325	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Core Redwood Path											
MFV							SFV				
5	Adder Rates										
4	Total Charge	0.2212	0.2261	0.2211	0.2206		0.2212	0.2261	0.2211	0.2206	
3	Usage Charge	0.0674	0.0704	0.0701	0.0710		0.0101	0.0097	0.0093	0.0092	
2	Reservation Charge	4.6775	4.7343	4.5947	4.5485		6.4213	6.5803	6.4438	6.4287	
1											
6	Delevan K3/Gerber - L400										
7	Reservation Charge	---	---	---	0.0233		---	---	---	0.0329	
8	Usage Charge	---	---	---	0.0004		---	---	---	0.0000	
9	Total Charge	---	---	---	0.0011		---	---	---	0.0011	
10	Delevan K3/Gerber - L401										
11	Reservation Charge	---	---	---	---		---	---	---	---	
12	Usage Charge	---	---	---	---		---	---	---	---	
13	Total Charge	---	---	---	---		---	---	---	---	
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge	---	---	---	0.0407		---	---	---	---	0.0575
16	Usage Charge	---	---	---	0.0006		---	---	---	---	0.0001
17	Total Charge	---	---	---	0.0019		---	---	---	---	0.0019
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge	---	---	0.2620	0.2472		---	---	0.3675	0.3493	
20	Usage Charge	---	---	0.0039	0.0037		---	---	0.0004	0.0019	
21	Total Charge	---	---	0.0125	0.0119		---	---	0.0125	0.0119	
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge	---	---	---	0.1236		---	---	---	---	0.1747
24	Usage Charge	---	---	---	0.0019		---	---	---	---	0.0002
25	Total Charge	---	---	---	0.0059		---	---	---	---	0.0059
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	4.6775	4.7343	4.8568	4.8189		6.4213	6.5803	6.8113	6.8109	
29	Usage Charge	0.0674	0.0704	0.0739	0.0751		0.0101	0.0097	0.0097	0.0096	
30	Total Charge	0.2212	0.2261	0.2336	0.2335		0.2212	0.2261	0.2336	0.2335	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
MFV											
4	Total Charge	0.2462	0.2561	0.2611	0.2706		0.2462	0.2561	0.2611	0.2706	
3	Usage Charge	0.0748	0.0796	0.0824	0.0867		0.0110	0.0107	0.0105	0.0108	
2	Reservation Charge	5.2119	5.3692	5.4350	5.5910		7.1550	7.4628	7.6223	7.9021	
1											
SFV											
6	Delevan K3/Gerber - L400				0.0233						0.0329
7	Reservation Charge				0.0004						0.0000
8	Usage Charge				0.0011						0.0011
9	Total Charge										
10	Delevan K3/Gerber - L401										
11	Reservation Charge										
12	Usage Charge										
13	Total Charge										
14	P03107 Topock, P-Units Replacement					0.0407					
15	Reservation Charge					0.0006					
16	Usage Charge					0.0019					
17	Total Charge										
18	P02158-Topock K-Units Replacement-Ph 1				0.2620	0.2472					
19	Reservation Charge				0.0039	0.0037					
20	Usage Charge				0.0125	0.0119					
21	Total Charge										
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge					0.1236					
24	Usage Charge					0.0019					
25	Total Charge										
27	Total Base Rates Plus Adders (1)	\$5.2119	\$5.3692	\$5.6971	\$5.8614		\$7.1550	\$7.4628	\$7.9898	\$8.2843	
28	Reservation Charge	\$0.0748	\$0.0796	\$0.0863	\$0.0908		\$0.0110	\$0.0107	\$0.0109	\$0.0112	
29	Usage Charge	\$0.2462	\$0.2561	\$0.2736	\$0.2835		\$0.2462	\$0.2561	\$0.2736	\$0.2835	
30	Total Charge										
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
5	Adder Rates										
4	Total Charge	0.1604	0.1606	0.1586	0.1589		0.1604	0.1606	0.1586	0.1589	
3	Usage Charge	0.0550	0.0551	0.0542	0.0543		0.0060	0.0059	0.0058	0.0058	
2	Reservation Charge	3.2066	3.2094	3.1751	3.1830		4.6961	4.7070	4.6490	4.6575	
1											2015
6	Delevan K3/Gerber - L4 00				0.0062						
7	Reservation Charge				0.0001						
8	Usage Charge				0.0003						
9	Total Charge				0.0003						
10	Delevan K3/Gerber - L4 01				0.0141						
11	Reservation Charge				0.0002						
12	Usage Charge				0.0007						
13	Total Charge				0.0007						
14	P03107 Topock, P-Units Replacement				0.0218						
15	Reservation Charge				0.0004						
16	Usage Charge				0.0011						
17	Total Charge				0.0011						
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge				0.1383						
20	Usage Charge				0.0022						
21	Total Charge				0.0065						
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge				0.0662						
24	Usage Charge				0.0011						
25	Total Charge				0.0033						
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	3.2066	3.2094	3.3134	3.3358		4.6961	4.7070	4.6515	4.8810	
29	Usage Charge	0.0550	0.0551	0.0565	0.0567		0.0060	0.0059	0.0059	0.0059	
30	Total Charge	0.1604	0.1606	0.1654	0.1664		0.1604	0.1606	0.1654	0.1664	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

Silverado Path

MFV

SFV

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-SFT: Seasonal Firm Transportation On-System Only

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Noncore Redwood Path											
MFV											
4	Total Charge	0.3438	0.3429	0.3321	0.3265		0.3438	0.3429	0.3321	0.3265	
3	Usage Charge	0.1267	0.1252	0.1197	0.1167		0.0102	0.0101	0.0098	0.0097	
2	Reservation Charge	6.6053	6.6211	6.4609	6.3828		10.1478	10.1226	9.8039	9.6358	
1											
6	Delevan K3/Gerber - L400				0.0099						
7	Reservation Charge				0.0002						
8	Usage Charge				0.0005						
9	Total Charge				0.0005						
10	Delevan K3/Gerber - L401				0.0227						
11	Reservation Charge				0.0004						
12	Usage Charge				0.0012						
13	Total Charge										
14	P03107 Topock, P-Units Replacement				0.0350						
15	Reservation Charge				0.0006						
16	Usage Charge										
17	Total Charge				0.0018						
18	P02158-Topock K-Units Replacement-Ph 1				0.2227						
19	Reservation Charge				0.0040						
20	Usage Charge				0.0113						
21	Total Charge				0.0108						
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge				0.1063						
24	Usage Charge				0.0019						
25	Total Charge				0.0054						
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	6.6053	6.6211	6.6836	6.6281		10.1478	10.1226	9.8039	9.6358	
29	Usage Charge	0.1267	0.1252	0.1237	0.1211		0.0102	0.0101	0.0100	0.0100	
30	Total Charge	0.3438	0.3429	0.3434	0.3390		0.3438	0.3429	0.3434	0.3390	
SFV											
1											
2	Reservation Charge	6.6053	6.6211	6.4609	6.3828		10.1478	10.1226	9.8039	9.6358	
3	Usage Charge	0.1267	0.1252	0.1197	0.1167		0.0102	0.0101	0.0100	0.0100	
4	Total Charge	0.3438	0.3429	0.3321	0.3265		0.3438	0.3429	0.3434	0.3390	

(1) Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.

Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects.

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-SFT: Seasonal Firm Transportation On-System Only

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
MFV											
1	Reservation Charge	6.2543	6.4431	6.5221	6.7092	8.5860	8.9554	9.1468	9.4825		
2	Usage Charge	0.0898	0.0955	0.0989	0.1041	0.0131	0.0129	0.0126	0.0129		
3	Total Charge	0.2954	0.3073	0.3133	0.3247	0.2954	0.3073	0.3133	0.3247		
4											
5	Adder Rates										
6	Delevan K3/Gerber - L400	---	---	---	0.0279	---	---	---	0.0395		
7	Reservation Charge	---	---	---	0.0004	---	---	---	0.0000		
8	Usage Charge	---	---	---	0.0013	---	---	---	0.0013		
9	Total Charge	---	---	---	---	---	---	---	---		
10	Delevan K3/Gerber - L401	---	---	---	---	---	---	---	---		
11	Reservation Charge	---	---	---	---	---	---	---	---		
12	Usage Charge	---	---	---	---	---	---	---	---		
13	Total Charge	---	---	---	---	---	---	---	---		
14	P03107 Topock, P-Units Replacement	---	---	---	0.0488	---	---	---	0.0690		
15	Reservation Charge	---	---	---	0.0007	---	---	---	0.0001		
16	Usage Charge	---	---	---	0.0023	---	---	---	0.0023		
17	Total Charge	---	---	---	---	---	---	---	---		
18	P02158-Topock K-Units Replacement-Ph 1	---	---	0.3144	0.2966	---	---	0.4410	0.4192		
19	Reservation Charge	---	---	0.0046	0.0045	---	---	0.0005	0.0004		
20	Usage Charge	---	---	0.0150	0.0142	---	---	0.0150	0.0142		
21	Total Charge	---	---	---	---	---	---	---	---		
22	P02158-Topock K-Units Replacement-Ph 2	---	---	---	0.1483	---	---	---	0.2096		
23	Reservation Charge	---	---	---	0.0022	---	---	---	0.0002		
24	Usage Charge	---	---	---	0.0071	---	---	---	0.0071		
25	Total Charge	---	---	---	---	---	---	---	---		
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	6.2543	6.4431	6.8365	7.0337	8.5860	8.9554	9.5878	9.9411		
29	Usage Charge	0.0898	0.0955	0.1035	0.1090	0.0131	0.0129	0.0131	0.0134		
30	Total Charge	0.2954	0.3073	0.3283	0.3402	0.2954	0.3073	0.3283	0.3402		
Core Baja Path											
SFV											
2011	2012	2013	2014	2015	2011	2012	2013	2014	2015		

(1) Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-SFT: Seasonal Firm Transportation On-System Only

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1											
2	Reservation Charge	3.8479	3.8513	3.8101	3.8196		5.6354	5.6484	5.5788	5.5889	
3	Usage Charge	0.0660	0.0662	0.0651	0.0651		0.0072	0.0071	0.0069	0.0069	
4	Total Charge	0.1925	0.1928	0.1903	0.1907		0.1925	0.1928	0.1903	0.1907	
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0074					0.0108	
7	Reservation Charge										
8	Usage Charge				0.0001					0.0000	
9	Total Charge				0.0004					0.0004	
10	Delevan K3/Gerber - L401										
11	Reservation Charge				0.0170					0.0248	
12	Usage Charge				0.0003					0.0000	
13	Total Charge				0.0008					0.0008	
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge					0.0261					0.0383
16	Usage Charge					0.0004					0.0000
17	Total Charge					0.0013					0.0013
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge				0.1589					0.2326	
20	Usage Charge				0.0027					0.0002	
21	Total Charge				0.0082					0.0082	
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge					0.0795					0.1163
24	Usage Charge					0.0013					0.0001
25	Total Charge					0.0039					0.0039
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	3.8479	3.8513	3.9761	4.0029		5.6354	5.6484	5.8218	5.8572	
29	Usage Charge	0.0660	0.0662	0.0678	0.0681		0.0072	0.0071	0.0071	0.0071	
30	Total Charge	0.1925	0.1928	0.1985	0.1997		0.1925	0.1928	0.1985	0.1997	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-AA: As-Available Transportation On-System

Line No.		Redwood Path				
		2011	2012	2013	2014	2015
1	Base Usage Charge (\$/Dth)	0.3438	0.3429	0.3321	0.3265	
2	Adder Rates					
3	Delevan K3/Gerber - L400	---	---	---	0.0005	---
4	Delevan K3/Gerber - L401	---	---	---	0.0012	---
5	P03107 Topock, P-Units Replacement	---	---	---	---	0.0018
6	P02158-Topock K-Units Replacement-Ph 1	---	---	0.0113	0.0108	---
7	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	0.0054
8	Total Base Usage Charge Plus Adders (1)	0.3438	0.3429	0.3434	0.3390	
Baja Path						
		2011	2012	2013	2014	2015
9	Base Usage Charge (\$/Dth)	0.3738	0.3789	0.3801	0.3865	
10	Adder Rates					
11	Delevan K3/Gerber - L400	---	---	---	0.0005	
12	Delevan K3/Gerber - L401	---	---	---	0.0012	
13	P03107 Topock, P-Units Replacement	---	---	---	---	0.0018
14	P02158-Topock K-Units Replacement-Ph 1	---	---	0.0113	0.0108	
15	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	0.0054
16	Total Base Usage Charge Plus Adders (1)	0.3738	0.3789	0.3914	0.3990	
Silverado Path						
		2011	2012	2013	2014	2015
17	Base Usage Charge (\$/Dth)	0.1925	0.1928	0.1903	0.1907	
18	Adder Rates					
19	Delevan K3/Gerber - L400	---	---	---	0.0004	
20	Delevan K3/Gerber - L401	---	---	---	0.0008	
21	P03107 Topock, P-Units Replacement	---	---	---	---	0.0013
22	P02158-Topock K-Units Replacement-Ph 1	---	---	0.0082	0.0078	
23	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	0.0039
24	Total Base Usage Charge Plus Adders (1)	0.1925	0.1928	0.1985	0.1997	
Mission Path						
		2011	2012	2013	2014	2015
25	Usage Charge (\$/Dth)	\$0.0000	\$0.0000	\$0.0000	\$0.0000	

(1) Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-AAOFF: As-Available Transportation Off-System

		Redwood, Silverado and Mission (From City Gate) Off-System - Noncore				
Line No.		2011	2012	2013	2014	2015
1	Base Usage Charge (\$/Dth)	0.3438	0.3429	0.3321	0.3265	
2	Adder Rates					
3	Delevan K3/Gerber - L400	---	---	---	0.0005	
4	Delevan K3/Gerber - L401	---	---	---	0.0012	
5	P03107 Topock, P-Units Replacement	---	---	---	---	0.0018
6	P02158-Topock K-Units Replacement-Ph 1	---	---	0.0113	0.0108	
7	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	0.0054
8	Total Base Usage Charge Plus Adders (1)	0.3438	0.3429	0.3434	0.3390	
		Mission Path (From On-System Storage) Off-System				
Line No.		2011	2012	2013	2014	2015
9	Usage Charge (\$/Dth)	0.0000	0.0000	0.0000	0.0000	
		Baja Path Off-System - Noncore				
Line No.		2011	2012	2013	2014	2015
10	Base Usage Charge (\$/Dth)	0.3738	0.3789	0.3801	0.3865	
11	Adder Rates					
	Delevan K3/Gerber - L400	---	---	---	0.0005	
12	Delevan K3/Gerber - L401	---	---	---	0.0012	
	P03107 Topock, P-Units Replacement	---	---	---	---	0.0018
13	P02158-Topock K-Units Replacement-Ph 1	---	---	0.0113	0.0108	
14	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	0.0054
15	Total Base Usage Charge Plus Adders (1)	0.3738	0.3789	0.3914	0.3990	

(1) Total Base Usage Charges Plus Adders are summarized in the rate tables presented in Appendix B.

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-AFTOFF: Annual Firm Transportation Off-System

Line No.	Base Rates (\$/Dth)		Redwood, Silverado and Mission Paths Off-System					SFV				
	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015	2011	2015
4	Total Charge		0.2865	0.2857	0.2767	0.2865	0.2865	0.2767	0.2721			
3	Usage Charge		0.1056	0.1043	0.0997	0.0085	0.0084	0.0081	0.0081			
2	Reservation Charge		5.5044	5.5176	5.3841	5.3190	8.4355	8.1700	8.0298			
1	Base Rates (\$/Dth)											
5	Adder Rates											
6	Delevan K3/Gerber - L400					0.0083			0.0125			
7	Reservation Charge					0.0001			0.0000			
8	Usage Charge					0.0004			0.0004			
9	Total Charge											
10	Delevan K3/Gerber - L401					0.0189			0.0286			
11	Reservation Charge					0.0003			0.0000			
12	Usage Charge					0.0010			0.0010			
13	Total Charge											
14	P03107 Topock, P-Units Replacement					0.0292						
15	Reservation Charge					0.0005						
16	Usage Charge					0.0015						
17	Total Charge											
18	P02158-Topock K-Units Replacement-Ph 1					0.1856			0.2816			
19	Reservation Charge					0.0032			0.0002			
20	Usage Charge					0.0095			0.0095			
21	Total Charge											
22	P02158-Topock K-Units Replacement-Ph 2					0.0886						
23	Reservation Charge					0.0016						
24	Usage Charge					0.0045						
25	Total Charge											
27	Total Base Rates Plus Adders (1)		5.5044	5.5176	5.5697	5.5234	8.4565	8.4355	8.3384			
28	Reservation Charge		0.1056	0.1043	0.1031	0.1009	0.0085	0.0084	0.0083			
29	Usage Charge		0.2865	0.2857	0.2862	0.2825	0.2865	0.2857	0.2862			
30	Total Charge											
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.											

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2012)
G-AFTOFF: Annual Firm Transportation Off-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1											
2	Reservation Charge	5.9887	6.1019	6.1691	6.3051	6.3051	9.2005	9.3288	9.3612	9.5185	9.5185
3	Usage Charge	0.1146	0.1151	0.1139	0.1148	0.1148	0.0090	0.0090	0.0090	0.0092	0.0092
4	Total Charge	0.3115	0.3157	0.3167	0.3221	0.3221	0.3115	0.3157	0.3167	0.3221	0.3221
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0083	0.0083				0.0125	0.0125
7	Reservation Charge				0.0001	0.0001				0.0000	0.0000
8	Usage Charge										
9	Total Charge				0.0004	0.0004				0.0004	0.0004
10	Delevan K3/Gerber - L401				0.0189	0.0189				0.0286	0.0286
11	Reservation Charge				0.0003	0.0003				0.0000	0.0000
12	Usage Charge									0.0010	0.0010
13	Total Charge				0.0010	0.0010					
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge				0.0292	0.0292					0.0440
16	Usage Charge				0.0005	0.0005					0.0000
17	Total Charge				0.0015	0.0015					0.0015
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge				0.1856	0.1772				0.2675	0.2675
20	Usage Charge				0.0034	0.0032				0.0002	0.0002
21	Total Charge				0.0095	0.0090				0.0095	0.0090
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge										
24	Usage Charge										
25	Total Charge										
26	Reservation Charge										
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	5.9887	6.1019	6.3547	6.5095	6.5095	9.2005	9.3288	9.6428	9.8270	9.8270
29	Usage Charge	0.1146	0.1151	0.1139	0.1148	0.1148	0.0090	0.0090	0.0092	0.0094	0.0094
30	Total Charge	0.3115	0.3157	0.3167	0.3221	0.3221	0.3115	0.3157	0.3262	0.3325	0.3325
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

Baja Path Off-System

MFV

SFV

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Table A-4 (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
G-XF: Pipeline Expansion Firm Intrastate Transportation Service

Line No.		Expansion Shippers (G-XF)			
		SFV			
		2011	2012	2013	2014
	Base Rates (\$/Dth)				
1	Reservation Charge	6.1990	6.2206	6.0125	5.8251
2	Usage Charge	0.0015	0.0015	0.0016	0.0016
3	Total Charge	0.2053	0.2060	0.1992	0.1931
4					
	Adder Rates				
5					
6	Delevan K3/Gerber - L401				
7	Reservation Charge	----	----	----	0.0450
8	Usage Charge	----	----	----	0.0000
9	Total Charge	----	----	----	0.0015
10					
	Total Base Rates Plus Adders (1)				
11	Reservation Charge	6.1990	6.2206	6.0125	5.8701
12	Usage Charge	0.0015	0.0015	0.0016	0.0016
13	Total Charge	0.2053	0.2060	0.1992	0.1946

(1) Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1	Reservation Charge	5.9887	6.1019	6.1090	6.2367		9.2005	9.3288	9.2700	9.4152	
2	Usage Charge	0.1146	0.1151	0.1128	0.1136		0.0090	0.0090	0.0089	0.0091	
3	Total Charge	0.3115	0.3157	0.3137	0.3186		0.3115	0.3157	0.3137	0.3186	
4	Adder Rates										
5											
6	Delevan K3/Gerber - L400				0.0083					0.0125	
7	Reservation Charge				0.0001					0.0000	
8	Usage Charge				0.0004					0.0004	
9	Total Charge										
10	Delevan K3/Gerber - L401										
11	Reservation Charge				0.0189					0.0286	
12	Usage Charge				0.0003					0.0000	
13	Total Charge				0.0010					0.0010	
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge				0.0291					0.0440	
16	Usage Charge				0.0005					0.0000	
17	Total Charge				0.0015					0.0015	
18	P02158-Topock K-Units Replacement-PH 1										
19	Reservation Charge				0.1772					0.2675	
20	Usage Charge				0.0032					0.0002	
21	Total Charge				0.0090					0.0090	
22	P02158-Topock K-Units Replacement-PH 2										
23	Reservation Charge				0.0886					0.1338	
24	Usage Charge				0.0016					0.0001	
25	Total Charge				0.0045					0.0045	
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	5.9887	6.1019	6.1090	6.4410		9.2005	9.3288	9.2700	9.7237	
29	Usage Charge	0.1146	0.1151	0.1128	0.1172		0.0090	0.0090	0.0089	0.0093	
30	Total Charge	0.3115	0.3157	0.3137	0.3290		0.3115	0.3157	0.3137	0.3290	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Core Redwood Path											
MFV							SFV				
1	Base Rates (\$/Dth)	4.6775	4.7343	4.6445	4.5910	4.64213	6.4887	6.5137	6.5803	6.8709	6.8709
2	Reservation Charge	---	---	---	---	---	---	---	---	---	---
3	Usage Charge	0.0674	0.0704	0.0708	0.0717	0.0101	0.0093	0.0093	0.0097	0.0097	0.0097
4	Total Charge	0.2212	0.2261	0.2235	0.2226	0.2212	0.2226	0.2235	0.2261	0.2356	0.2356
5	Adder Rates										
6	Delevan K3/Gerber - L400	---	---	---	0.0233	---	0.0329	---	---	---	---
7	Reservation Charge	---	---	---	---	---	---	---	---	---	---
8	Usage Charge	---	---	---	0.0004	---	0.0000	---	---	---	---
9	Total Charge	---	---	---	0.0011	---	0.0011	---	---	---	---
10	Delevan K3/Gerber - L401	---	---	---	---	---	---	---	---	---	---
11	Reservation Charge	---	---	---	---	---	---	---	---	---	---
12	Usage Charge	---	---	---	---	---	---	---	---	---	---
13	Total Charge	---	---	---	---	---	---	---	---	---	---
14	P03107 Topock, P-Units Replacement	---	---	---	0.0407	---	0.0575	---	---	---	---
15	Reservation Charge	---	---	---	0.0006	---	0.0001	---	---	---	---
16	Usage Charge	---	---	---	---	---	---	---	---	---	---
17	Total Charge	---	---	---	0.0019	---	0.0019	---	---	---	---
18	P02158-Topock K-Units Replacement-Ph 1	---	---	---	0.2471	---	0.3493	---	---	---	---
19	Reservation Charge	---	---	---	---	---	---	---	---	---	---
20	Usage Charge	---	---	---	0.0037	---	0.0004	---	---	---	---
21	Total Charge	---	---	---	0.0119	---	0.0119	---	---	---	---
22	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	---	---	---	---	---	---
23	Reservation Charge	---	---	---	0.1236	---	0.1747	---	---	---	---
24	Usage Charge	---	---	---	---	---	---	---	---	---	---
25	Total Charge	---	---	---	0.0059	---	0.0059	---	---	---	---
27	Total Base Rates Plus Adders (1)	4.6775	4.7343	4.6445	4.8614	6.4213	6.8709	6.5137	6.5803	6.8709	6.8709
28	Reservation Charge	---	---	---	---	---	---	---	---	---	---
29	Usage Charge	0.0674	0.0704	0.0708	0.0757	0.0101	0.0097	0.0093	0.0097	0.0097	0.0097
30	Total Charge	0.2212	0.2261	0.2235	0.2356	0.2212	0.2356	0.2235	0.2261	0.2356	0.2356
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015
1	Reservation Charge	5.2119	5.3692	5.3798	5.5292	7.1550
2	Usage Charge	0.0748	0.0796	0.0816	0.0858	0.0110
3	Total Charge	0.2462	0.2561	0.2585	0.2676	0.2462
4	Adder Rates					
5	Delevan K3/Gerber - L400	0.0233	0.0004	0.0011	---	---
6	Reservation Charge	---	---	---	---	---
7	Usage Charge	---	---	---	---	---
8	Total Charge	---	---	---	---	---
9	Delevan K3/Gerber - L401	---	---	---	---	---
10	Reservation Charge	---	---	---	---	---
11	Usage Charge	---	---	---	---	---
12	Total Charge	---	---	---	---	---
13	P03107 Topock, P-Units Replacement	---	---	---	---	---
14	Reservation Charge	---	---	---	---	---
15	Usage Charge	---	---	---	---	---
16	Total Charge	---	---	---	---	---
17	P02158-Topock K-Units Replacement-Ph 1	---	---	---	---	---
18	Reservation Charge	0.2471	0.0037	---	---	---
19	Usage Charge	---	---	---	---	---
20	Total Charge	---	---	---	---	---
21	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	---
22	Reservation Charge	---	---	---	---	---
23	Usage Charge	---	---	---	---	---
24	Total Charge	---	---	---	---	---
25	Total Base Rates Plus Adders (1)	5.2119	5.3692	5.3798	5.7996	7.1550
26	Reservation Charge	0.0748	0.0796	0.0816	0.0899	0.0110
27	Usage Charge	0.2462	0.2561	0.2585	0.2806	0.2462
28	Total Charge	---	---	---	---	---
29	Total Base Rates Plus Adders (1)	5.2119	5.3692	5.3798	5.7996	7.1550
30	Reservation Charge	0.0748	0.0796	0.0816	0.0899	0.0110
31	Usage Charge	0.2462	0.2561	0.2585	0.2806	0.2462
32	Total Charge	---	---	---	---	---

(1) Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.

Core Baja Path

MFV

SFV

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-AFT: Annual Firm Transportation On-System

No.	Line	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
MFV												
4	Total Charge	0.1604	0.1606	0.1588	0.1589			0.1604	0.1606	0.1588	0.1589	
3	Usage Charge	0.0560	0.0551	0.0543	0.0543			0.0060	0.0059	0.0058	0.0058	
2	Reservation Charge	3.2066	3.2094	3.1794	3.1826			4.6961	4.7070	4.6552	4.6569	
1	Total Base Rates Plus Adders (1)											
5	Adder Rates											
6	Delevan K3/Gerber - L400				0.0062						0.0090	
7	Reservation Charge				0.0001						0.0000	
8	Usage Charge				0.0003						0.0003	
9	Total Charge											
10	Delevan K3/Gerber - L401				0.0141						0.0207	
11	Reservation Charge				0.0002						0.0000	
12	Usage Charge				0.0007						0.0007	
13	Total Charge											
14	P03107 Topock, P-Units Replacement				0.0218						0.0319	
15	Reservation Charge				0.0004						0.0000	
16	Usage Charge				0.0011						0.0011	
17	Total Charge											
18	P02158-Topock K-Units Replacement-Ph 1				0.1325						0.1938	
19	Reservation Charge				0.0022						0.0001	
20	Usage Charge				0.0065						0.0065	
21	Total Charge											
22	P02158-Topock K-Units Replacement-Ph 2				0.0662						0.0969	
23	Reservation Charge				0.0011						0.0001	
24	Usage Charge				0.0033						0.0033	
25	Total Charge											
27	Total Base Rates Plus Adders (1)	3.2066	3.2094	3.1794	3.3354			4.6961	4.7070	4.6552	4.8804	
28	Reservation Charge	0.0550	0.0551	0.0543	0.0567			0.0060	0.0059	0.0058	0.0059	
29	Usage Charge	0.1604	0.1606	0.1588	0.1664			0.1604	0.1606	0.1588	0.1664	
30	Total Charge											
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.											

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-SFT: Seasonal Firm Transportation On-System Only

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1											
2	Reservation Charge	6.6053	6.6211	6.5065	6.4190	6.4190	10.1478	10.1226	9.8732	9.8732	10.0607
3	Usage Charge	0.1267	0.1252	0.1205	0.1173	0.1173	0.0102	0.0101	0.0098	0.0098	0.0100
4	Total Charge	0.3438	0.3429	0.3344	0.3284	0.3284	0.3438	0.3429	0.3344	0.3344	0.3408
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0099	0.0099					
7	Reservation Charge				0.0002	0.0002					0.0149
8	Usage Charge										0.0000
9	Total Charge				0.0005	0.0005					0.0005
10	Delevan K3/Gerber - L401										
11	Reservation Charge				0.0227	0.0227					0.0343
12	Usage Charge				0.0004	0.0004					0.0000
13	Total Charge				0.0012	0.0012					0.0012
14	P03107 Topock, P-Units Replacement					0.0350					0.0528
15	Reservation Charge					0.0006					0.0000
16	Usage Charge										
17	Total Charge					0.0018					0.0018
18	P02158-Topock K-Units Replacement-Ph 1					0.2126					0.3210
19	Reservation Charge					0.0038					0.0002
20	Usage Charge					0.0108					0.0108
21	Total Charge										
22	P02158-Topock K-Units Replacement-Ph 2					0.1063					0.1605
23	Reservation Charge					0.0019					0.0001
24	Usage Charge										
25	Total Charge					0.0054					0.0054
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	6.6053	6.6211	6.5065	6.6643	6.6643	10.1478	10.1226	9.8732	9.8732	10.0607
29	Usage Charge	0.1267	0.1252	0.1205	0.1217	0.1217	0.0102	0.0101	0.0098	0.0098	0.0100
30	Total Charge	0.3438	0.3429	0.3344	0.3408	0.3408	0.3438	0.3429	0.3344	0.3344	0.3408
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

Noncore Redwood Path

MFV

SFV

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-SFT: Seasonal Firm Transportation On-System Only

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
MFV											
4	Total Charge	0.3738	0.3789	0.3764	0.3824		0.3738	0.3789	0.3764	0.3824	
3	Usage Charge	0.1376	0.1381	0.1354	0.1363		0.0109	0.0108	0.0107	0.0109	
2	Reservation Charge	7.1864	7.3223	7.3308	7.4840		11.0407	11.1945	11.1240	11.2982	
1	Base Rates (\$/Dth)										
Noncore Baja Path											
SFV											
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0099					0.0149	
7	Reservation Charge				0.0002					0.0000	
8	Usage Charge										
9	Total Charge				0.0005					0.0005	
10	Delevan K3/Gerber - L401										
11	Reservation Charge				0.0227					0.0343	
12	Usage Charge				0.0004					0.0000	
13	Total Charge				0.0012					0.0012	
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge				0.0350						0.0528
16	Usage Charge				0.0006						0.0000
17	Total Charge				0.0018						0.0018
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge				0.2126					0.3210	
20	Usage Charge				0.0038					0.0002	
21	Total Charge				0.0108					0.0108	
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge				0.1063						0.1605
24	Usage Charge				0.0019						0.0001
25	Total Charge				0.0054						0.0054
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	7.1864	7.3223	7.3308	7.7293		11.0407	11.1945	11.1240	11.6684	
29	Usage Charge	0.1376	0.1381	0.1354	0.1407		0.0109	0.0108	0.0107	0.0112	
30	Total Charge	0.3738	0.3789	0.3764	0.3948		0.3738	0.3789	0.3764	0.3948	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-SFT: Seasonal Firm Transportation On-System Only

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Core Baja Path											
MFV							SFV				
1	Reseration Charge	6.2543	6.4431	6.4558	6.6350	8.5860	8.9554	9.0538	9.3777		
2	Usage Charge	0.0898	0.0955	0.0979	0.1030	0.0131	0.0129	0.0125	0.0128		
3	Total Charge	0.2954	0.3073	0.3102	0.3211	0.2954	0.3073	0.3102	0.3211		
4	Adder Rates										
5	Delevan K3/Gerber - L400										
6	Reseration Charge	---	---	---	0.0279	---	---	---	0.0395		
7	Usage Charge	---	---	---	0.0004	---	---	---	0.0000		
8	Total Charge	---	---	---	0.0013	---	---	---	0.0013		
9	Delevan K3/Gerber - L401										
10	Reseration Charge	---	---	---	---	---	---	---	---		
11	Usage Charge	---	---	---	---	---	---	---	---		
12	Total Charge	---	---	---	---	---	---	---	---		
13	P03107 Topock, P-Units Replacement										
14	Reseration Charge	---	---	---	0.0488	---	---	---	---		
15	Usage Charge	---	---	---	0.0007	---	---	---	---		
16	Total Charge	---	---	---	0.0023	---	---	---	---		
17	P02158-Topock K-Units Replacement-Ph 1										
18	Reseration Charge	---	---	---	0.2966	---	---	---	0.4191		
19	Usage Charge	---	---	---	0.0045	---	---	---	0.0004		
20	Total Charge	---	---	---	0.0142	---	---	---	0.0142		
21	P02158-Topock K-Units Replacement-Ph 2										
22	Reseration Charge	---	---	---	0.1483	---	---	---	---		
23	Usage Charge	---	---	---	0.0022	---	---	---	---		
24	Total Charge	---	---	---	0.0071	---	---	---	---		
25	Total Base Rates Plus Adders (1)										
26	Reseration Charge	6.2543	6.4431	6.4558	6.9595	8.5860	8.9554	9.0538	9.8363		
27	Usage Charge	0.0898	0.0955	0.0979	0.1079	0.0131	0.0129	0.0125	0.0133		
28	Total Charge	0.2954	0.3073	0.3102	0.3367	0.2954	0.3073	0.3102	0.3367		
29	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-SFT: Seasonal Firm Transportation On-System Only

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1											
2											
3	Reservation Charge	3.8479	3.8513	3.8152	3.8191		5.6354	5.6484	5.5863	5.5883	
4	Usage Charge	0.0660	0.0662	0.0651	0.0651		0.0072	0.0071	0.0069	0.0069	
5	Total Charge	0.1925	0.1928	0.1906	0.1907		0.1925	0.1928	0.1906	0.1907	
6	Delevan K3/Gerber - L400										
7	Reservation Charge				0.0074					0.0108	
8	Usage Charge				0.0001					0.0000	
9	Total Charge				0.0004					0.0004	
10	Delevan K3/Gerber - L401										
11	Reservation Charge				0.0170					0.0248	
12	Usage Charge				0.0003					0.0000	
13	Total Charge				0.0008					0.0008	
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge				0.0261						0.0383
16	Usage Charge				0.0004						0.0000
17	Total Charge				0.0013						0.0013
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge				0.1589					0.2326	
20	Usage Charge				0.0026					0.0002	
21	Total Charge				0.0078					0.0078	
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge				0.0795						0.1163
24	Usage Charge				0.0013						0.0001
25	Total Charge				0.0039						0.0039
27	Total Base Rates Plus Adders (1)	3.8479	3.8513	3.8152	4.0025		5.6354	5.6484	5.5863	5.8565	
28	Reservation Charge										
29	Usage Charge	0.0660	0.0662	0.0651	0.0681		0.0072	0.0071	0.0069	0.0071	
30	Total Charge	0.1925	0.1928	0.1906	0.1997		0.1925	0.1928	0.1906	0.1997	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

Silverado Path

MFV

SFV

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-AA: As-Available Transportation On-System

Line No.		Redwood Path				
		2011	2012	2013	2014	2015
1	Base Usage Charge (\$/Dth)	0.3438	0.3429	0.3344	0.3284	0.0029
2	Adder Rates					
3	Delevan K3/Gerber - L400	---	---	---	0.0005	---
4	Delevan K3/Gerber - L401	---	---	---	0.0012	---
5	P03107 Topock, P-Units Replacement	---	---	---	---	0.0018
6	P02158-Topock K-Units Replacement-Ph 1	---	---	---	0.0108	---
7	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	0.0054
8	Total Base Usage Charge Plus Adders (1)	0.3438	0.3429	0.3344	0.3408	
		Baja Path				
		2011	2012	2013	2014	2015
9	Base Usage Charge (\$/Dth)	0.3738	0.3789	0.3764	0.3824	
10	Adder Rates					
11	Delevan K3/Gerber - L400	---	---	---	0.0005	
12	Delevan K3/Gerber - L401	---	---	---	0.0012	
13	P03107 Topock, P-Units Replacement	---	---	---	---	0.0018
14	P02158-Topock K-Units Replacement-Ph 1	---	---	---	0.0108	
15	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	0.0054
16	Total Base Usage Charge Plus Adders (1)	0.3738	0.3789	0.3764	0.3948	
		Silverado Path				
		2011	2012	2013	2014	2015
17	Base Usage Charge (\$/Dth)	0.1925	0.1928	0.1906	0.1907	
18	Adder Rates					
19	Delevan K3/Gerber - L400	---	---	---	0.0004	
20	Delevan K3/Gerber - L401	---	---	---	0.0008	
21	P03107 Topock, P-Units Replacement	---	---	---	---	0.0013
22	P02158-Topock K-Units Replacement-Ph 1	---	---	---	0.0078	
23	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	0.0039
24	Total Base Usage Charge Plus Adders (1)	0.1925	0.1928	0.1906	0.1997	
		Mission Path				
		2011	2012	2013	2014	2015
25	Usage Charge (\$/Dth)	\$0.0000	\$0.0000	\$0.0000	\$0.0000	

(1) Total Base Usage Charges Plus Adders are summarized in the rate tables presented in Appendix B.

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-AAOFF: As-Available Transportation Off-System

		Redwood, Silverado and Mission (From City Gate) Off-System - Noncore				
Line No.		2011	2012	2013	2014	2015
1	Base Usage Charge (\$/Dth)	0.3438	0.3429	0.3344	0.3284	
2	Adder Rates					
3	Delevan K3/Gerber - L400	----	----	----	0.0005	
4	Delevan K3/Gerber - L401	----	----	----	0.0012	
5	P03107 Topock, P-Units Replacement	----	----	----	----	0.0018
6	P02158-Topock K-Units Replacement-Ph 1	----	----	----	0.0108	
7	P02158-Topock K-Units Replacement-Ph 2	----	----	----	----	0.0054
8	Total Base Usage Charge Plus Adders (1)	0.3438	0.3429	0.3344	0.3408	
		Mission Path (From On-System Storage) Off-System				
		2011	2012	2013	2014	2015
9	Usage Charge (\$/Dth)	0.0000	0.0000	0.0000	0.0000	
		Baja Path Off-System - Noncore				
		2011	2012	2013	2014	2015
10	Base Usage Charge (\$/Dth)	0.3738	0.3789	0.3764	0.3824	
11	Adder Rates					
	Delevan K3/Gerber - L400	----	----	----	0.0005	
12	Delevan K3/Gerber - L401	----	----	----	0.0012	
	P03107 Topock, P-Units Replacement	----	----	----	----	0.0018
13	P02158-Topock K-Units Replacement-Ph 1	----	----	----	0.0108	
14	P02158-Topock K-Units Replacement-Ph 2	----	----	----	----	0.0054
15	Total Base Usage Charge Plus Adders (1)	0.3738	0.3789	0.3764	0.3948	

(1) Total Base Usage Charges Plus Adders are summarized in the rate tables presented in Appendix B.

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-AFTOFF: Annual Firm Transportation Off-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Redwood, Silverado and Mission Paths Off-System											
SFV											
1											
2	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
3	Reservation Charge	5.5044	5.5176	5.4221	5.3492		8.4565	8.4355	8.2277	8.0754	
4	Usage Charge	0.1056	0.1043	0.1004	0.0978		0.0085	0.0084	0.0082	0.0081	
5	Total Charge	0.2865	0.2857	0.2787	0.2736		0.2865	0.2857	0.2787	0.2736	
6	D elevan K3/Gerber - L400										
7	Reservation Charge	---	---	---	0.0083		---	---	---	0.0125	
8	Usage Charge	---	---	---	0.0001		---	---	---	0.0000	
9	Total Charge	---	---	---	0.0004		---	---	---	0.0004	
10	D elevan K3/Gerber - L401										
11	Reservation Charge	---	---	---	0.0189		---	---	---	0.0286	
12	Usage Charge	---	---	---	0.0003		---	---	---	0.0000	
13	Total Charge	---	---	---	0.0010		---	---	---	0.0010	
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge	---	---	---	---	0.0291	---	---	---	---	0.0440
16	Usage Charge	---	---	---	---	0.0005	---	---	---	---	0.0000
17	Total Charge	---	---	---	---	0.0015	---	---	---	---	0.0015
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge	---	---	---	0.1772		---	---	---	0.2675	
20	Usage Charge	---	---	---	0.0032		---	---	---	0.0002	
21	Total Charge	---	---	---	0.0090		---	---	---	0.0090	
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge	---	---	---	---	0.0886	---	---	---	---	0.1338
24	Usage Charge	---	---	---	---	0.0016	---	---	---	---	0.0001
25	Total Charge	---	---	---	---	0.0045	---	---	---	---	0.0045
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	5.5044	5.5176	5.4221	5.5536		8.4565	8.4355	8.2277	8.3839	
29	Usage Charge	0.1056	0.1043	0.1004	0.1014		0.0085	0.0084	0.0082	0.0084	
30	Total Charge	0.2865	0.2857	0.2787	0.2840		0.2865	0.2857	0.2787	0.2840	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4a (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2013)
G-AFTOFF: Annual Firm Transportation Off-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1	Reservation Charge	5.9887	6.1019	6.1090	6.2367		9.2005	9.3288	9.2700	9.4152	
2	Usage Charge	0.1146	0.1151	0.1128	0.1136		0.0090	0.0090	0.0089	0.0091	
3	Total Charge	0.3115	0.3157	0.3137	0.3186		0.3115	0.3157	0.3137	0.3186	
4	Total Charge										
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0083					0.0125	
7	Reservation Charge				0.0001					0.0000	
8	Usage Charge				0.0004					0.0004	
9	Total Charge										
10	Delevan K3/Gerber - L401				0.0189					0.0286	
11	Reservation Charge				0.0003					0.0000	
12	Usage Charge				0.0010					0.0010	
13	Total Charge										
14	P03107 Topock, P-Units Replacement				0.0291					0.0440	
15	Reservation Charge				0.0005					0.0000	
16	Usage Charge				0.0015					0.0015	
17	Total Charge										
18	P02158-Topock K-Units Replacement-Ph 1				0.1772					0.2675	
19	Reservation Charge				0.0032					0.0002	
20	Usage Charge				0.0090					0.0090	
21	Total Charge										
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge				0.0886					0.1338	
24	Usage Charge				0.0016					0.0001	
25	Total Charge				0.0045					0.0045	
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	5.9887	6.1019	6.1090	6.4410		9.2005	9.3288	9.2700	9.7237	
29	Usage Charge	0.1146	0.1151	0.1128	0.1172		0.0090	0.0090	0.0089	0.0093	
30	Total Charge	0.3115	0.3157	0.3137	0.3290		0.3115	0.3157	0.3137	0.3290	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4b
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2014 or Later)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Noncore Redwood Path											
SFV											
1	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
2	Reservation Charge	5.5044	5.5176	5.4221	5.3868		8.4565	8.4355	8.2277	8.1321	
3	Usage Charge	0.1056	0.1043	0.1004	0.0984		0.0085	0.0084	0.0082	0.0082	
4	Total Charge	0.2865	0.2857	0.2787	0.2755		0.2865	0.2857	0.2787	0.2755	
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0083					0.0125	
7	Reservation Charge				0.0001					0.0000	
8	Usage Charge				0.0004					0.0004	
9	Total Charge										
10	Delevan K3/Gerber - L401										
11	Reservation Charge				0.0189					0.0286	
12	Usage Charge				0.0003					0.0000	
13	Total Charge				0.0010					0.0010	
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge				0.0292					0.0441	
16	Usage Charge				0.0005					0.0000	
17	Total Charge				0.0015					0.0015	
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge										
20	Usage Charge										
21	Total Charge										
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge				0.0887					0.1339	
24	Usage Charge				0.0016					0.0001	
25	Total Charge				0.0045					0.0045	
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	5.5044	5.5176	5.4221	5.4140		8.4565	8.4355	8.2277	8.1732	
29	Usage Charge	0.1056	0.1043	0.1004	0.0989		0.0085	0.0084	0.0082	0.0082	
30	Total Charge	0.2865	0.2857	0.2787	0.2769		0.2865	0.2857	0.2787	0.2769	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4b (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2014 or Later)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1	Reservation Charge	5.9887	6.1019	6.1090	6.1756	6.1756	9.2005	9.3288	9.2700	9.3231	9.3231
2	Usage Charge	0.1146	0.1151	0.1128	0.1125	0.1125	0.0090	0.0090	0.0089	0.0090	0.0090
3	Total Charge	0.3115	0.3157	0.3137	0.3155	0.3155	0.3115	0.3157	0.3137	0.3155	0.3155
4	Total Charge	0.3115	0.3157	0.3137	0.3155	0.3155	0.3115	0.3157	0.3137	0.3155	0.3155
5	Adder Rates										
6	Delevan K3/Gerber - L400	0.0083	0.0083	0.0083	0.0083	0.0083	0.0083	0.0083	0.0083	0.0083	0.0083
7	Reservation Charge	0.0083	0.0083	0.0083	0.0083	0.0083	0.0083	0.0083	0.0083	0.0083	0.0083
8	Usage Charge	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001
9	Total Charge	0.0084	0.0084	0.0084	0.0084	0.0084	0.0084	0.0084	0.0084	0.0084	0.0084
10	Delevan K3/Gerber - L401	0.0189	0.0189	0.0189	0.0189	0.0189	0.0189	0.0189	0.0189	0.0189	0.0189
11	Reservation Charge	0.0189	0.0189	0.0189	0.0189	0.0189	0.0189	0.0189	0.0189	0.0189	0.0189
12	Usage Charge	0.0003	0.0003	0.0003	0.0003	0.0003	0.0003	0.0003	0.0003	0.0003	0.0003
13	Total Charge	0.0010	0.0010	0.0010	0.0010	0.0010	0.0010	0.0010	0.0010	0.0010	0.0010
14	P03107 Topock, P-Units Replacement	0.0292	0.0292	0.0292	0.0292	0.0292	0.0292	0.0292	0.0292	0.0292	0.0292
15	Reservation Charge	0.0292	0.0292	0.0292	0.0292	0.0292	0.0292	0.0292	0.0292	0.0292	0.0292
16	Usage Charge	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005
17	Total Charge	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015
18	P02158-Topock K-Units Replacement-Ph 1	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015
19	Reservation Charge	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015
20	Usage Charge	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
21	Total Charge	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015
22	P02158-Topock K-Units Replacement-Ph 2	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015
23	Reservation Charge	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015	0.0015
24	Usage Charge	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001
25	Total Charge	0.0045	0.0045	0.0045	0.0045	0.0045	0.0045	0.0045	0.0045	0.0045	0.0045
27	Total Base Rates Plus Adders (1)	5.9887	6.1019	6.1090	6.2029	6.2029	9.2005	9.3288	9.2700	9.3641	9.3641
28	Reservation Charge	5.9887	6.1019	6.1090	6.2029	6.2029	9.2005	9.3288	9.2700	9.3641	9.3641
29	Usage Charge	0.1146	0.1151	0.1128	0.1130	0.1130	0.0090	0.0090	0.0089	0.0091	0.0091
30	Total Charge	0.3115	0.3157	0.3137	0.3169	0.3169	0.3115	0.3157	0.3137	0.3169	0.3169
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4b (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2014 or Later)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1											
2	Reservation Charge	4.6775	4.7343	4.6445	4.6400		6.4213	6.5803	6.5137	6.5580	
3	Usage Charge	0.0674	0.0704	0.0708	0.0724		0.0101	0.0097	0.0093	0.0093	
4	Total Charge	0.2212	0.2261	0.2235	0.2249		0.2212	0.2261	0.2235	0.2249	
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0233						
7	Reservation Charge				0.0004						
8	Usage Charge				0.0011						
9	Total Charge										
10	Delevan K3/Gerber - L401										
11	Reservation Charge										
12	Usage Charge										
13	Total Charge										
14	P03107 Topock, P-Units Replacement				0.0407						
15	Reservation Charge				0.0006						
16	Usage Charge				0.0020						
17	Total Charge										
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge										
20	Usage Charge										
21	Total Charge										
22	P02158-Topock K-Units Replacement-Ph 2				0.1237						
23	Reservation Charge				0.0019						
24	Usage Charge										
25	Total Charge										
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	4.6775	4.7343	4.6445	4.6633		6.4213	6.5803	6.5137	6.5909	
29	Usage Charge	0.0674	0.0704	0.0708	0.0728		0.0101	0.0097	0.0093	0.0094	
30	Total Charge	0.2212	0.2261	0.2235	0.2261		0.2212	0.2261	0.2235	0.2261	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4b (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2014 or Later)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1											
2	Reservation Charge	5.2119	5.3692	5.3798	5.4740		7.1550	7.4628	7.5449	7.7367	
3	Usage Charge	0.0748	0.0796	0.0816	0.0850		0.0110	0.0107	0.0104	0.0106	
4	Total Charge	0.2462	0.2561	0.2585	0.2649		0.2462	0.2561	0.2585	0.2649	
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0233						0.0329
7	Reservation Charge				0.0004						0.0000
8	Usage Charge				0.0011						0.0011
9	Total Charge										
10	Delevan K3/Gerber - L401										
11	Reservation Charge										
12	Usage Charge										
13	Total Charge										
14	P03107 Topock, P-Units Replacement				0.0407						0.0575
15	Reservation Charge				0.0006						0.0001
16	Usage Charge				0.0020						0.0020
17	Total Charge										
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge										
20	Usage Charge										
21	Total Charge										
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge				0.1237						0.1749
24	Usage Charge				0.0019						0.0002
25	Total Charge										0.0059
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	\$5.2119	\$5.3692	\$5.3798	\$5.4973		\$7.1550	\$7.4628	\$7.5449	\$7.7696	
29	Usage Charge	\$0.0748	\$0.0796	\$0.0816	\$0.0853		\$0.0110	\$0.0107	\$0.0104	\$0.0106	
30	Total Charge	\$0.2462	\$0.2561	\$0.2585	\$0.2661		\$0.2462	\$0.2561	\$0.2585	\$0.2661	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

Core Baja Path

SFV

MFV

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Table A-4b (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2014 or Later)
G-AFT: Annual Firm Transportation On-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
MFV											
4	Total Charge	0.1604	0.1606	0.1588	0.1591		0.1604	0.1606	0.1588	0.1604	
3	Usage Charge	0.0560	0.0551	0.0543	0.0543		0.0060	0.0059	0.0058	0.0058	
2	Reservation Charge	3.2066	3.2094	3.1794	3.1866		4.6961	4.7070	4.6552	4.6627	
SFV											
6	Delevan K3/Gerber - L400				0.0062						
7	Reservation Charge				0.0001						
8	Usage Charge				0.0003						
9	Total Charge										
10	Delevan K3/Gerber - L401				0.0141						
11	Reservation Charge				0.0002						
12	Usage Charge				0.0007						
13	Total Charge										
14	P03107 Topock, P-Units Replacement				0.0218						
15	Reservation Charge				0.0004						
16	Usage Charge				0.0011						
17	Total Charge										
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge										
20	Usage Charge										
21	Total Charge										
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge				0.0662						
24	Usage Charge				0.0011						
25	Total Charge										
27	Total Base Rates Plus Adders (1)	3.2066	3.2094	3.1794	3.2069		4.6961	4.7070	4.6552	4.6924	
28	Reservation Charge										
29	Usage Charge	0.0560	0.0551	0.0543	0.0546		0.0060	0.0059	0.0058	0.0058	
30	Total Charge	0.1604	0.1606	0.1588	0.1601		0.1604	0.1606	0.1588	0.1601	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4b (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2014 or Later)
G-SFT: Seasonal Firm Transportation On-System Only

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
MFV											
1	Reservation Charge	7.1864	7.3223	7.3308	7.4108	7.4108	11.0407	11.1945	11.1240	11.1877	
2	Usage Charge	0.1376	0.1381	0.1354	0.1350	0.1350	0.0109	0.0108	0.0107	0.0108	
3	Total Charge	0.3738	0.3789	0.3764	0.3786	0.3786	0.3738	0.3789	0.3764	0.3786	
4	Total Charge										
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0099	0.0099				0.0150	
7	Reservation Charge				0.0002	0.0002				0.0000	
8	Usage Charge										
9	Total Charge				0.0005	0.0005				0.0005	
10	Delevan K3/Gerber - L401									0.0343	
11	Reservation Charge				0.0227	0.0004				0.0000	
12	Usage Charge				0.0012					0.0012	
13	Total Charge										
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge				0.0350	0.0006					0.0529
16	Usage Charge										0.0000
17	Total Charge				0.0018	0.0018					0.0018
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge										
20	Usage Charge										
21	Total Charge										
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge				0.1065	0.0019					0.1607
24	Usage Charge										0.0001
25	Total Charge				0.0054	0.0054					0.0054
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	7.1864	7.3223	7.3308	7.4434	7.4434	11.0407	11.1945	11.1240	11.2370	
29	Usage Charge	0.1376	0.1381	0.1354	0.1356	0.1356	0.0109	0.0108	0.0107	0.0109	
30	Total Charge	0.3738	0.3789	0.3764	0.3803	0.3803	0.3738	0.3789	0.3764	0.3803	
SFV											
Noncore Baja Path											
(1) Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.											

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Table A-4b (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2014 or Later)
G-SFT: Seasonal Firm Transportation On-System Only

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1	Base Rates (\$/Dth)	3.8479	3.8513	3.8152	3.8239	3.8483	5.6354	5.6484	5.5863	5.5952	
2	Reservation Charge	0.0660	0.0662	0.0651	0.0652	0.0656	0.0072	0.0071	0.0069	0.0069	
3	Usage Charge	0.1925	0.1928	0.1906	0.1909	0.1921	0.1925	0.1928	0.1906	0.1921	
4	Total Charge										
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0074					0.0108	
7	Reservation Charge				0.0001					0.0000	
8	Usage Charge									0.0004	
9	Total Charge				0.0004						
10	Delevan K3/Gerber - L401										
11	Reservation Charge				0.0170					0.0248	
12	Usage Charge				0.0003					0.0000	
13	Total Charge				0.0008					0.0008	
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge					0.0261					0.0383
16	Usage Charge					0.0004					0.0000
17	Total Charge					0.0013					0.0013
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge										
20	Usage Charge										
21	Total Charge										
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge					0.0795					0.1163
24	Usage Charge					0.0013					0.0001
25	Total Charge					0.0039					0.0039
27	Total Base Rates Plus Adders (1)	3.8479	3.8513	3.8152	3.8239	3.8483	5.6354	5.6484	5.5863	5.6309	
28	Reservation Charge	0.0660	0.0662	0.0651	0.0652	0.0656	0.0072	0.0071	0.0069	0.0070	
29	Usage Charge	0.1925	0.1928	0.1906	0.1909	0.1921	0.1925	0.1928	0.1906	0.1921	
30	Total Charge										
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4b (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2014 or Later)
G-AA: As-Available Transportation On-System

Line No.		Redwood Path				
		2011	2012	2013	2014	2015
1	Base Usage Charge (\$/Dth)	0.3438	0.3429	0.3344	0.3306	0.0029
2	Adder Rates					
3	Delevan K3/Gerber - L400	----	----	----	0.0005	----
4	Delevan K3/Gerber - L401	----	----	----	0.0012	----
5	P03107 Topock, P-Units Replacement	----	----	----	----	0.0018
6	P02158-Topock K-Units Replacement-Ph 1	----	----	----	----	----
7	P02158-Topock K-Units Replacement-Ph 2	----	----	----	----	0.0054
8	Total Base Usage Charge Plus Adders (1)	0.3438	0.3429	0.3344	0.3323	
		Baja Path				
		2011	2012	2013	2014	2015
9	Base Usage Charge (\$/Dth)	0.3738	0.3789	0.3764	0.3786	
10	Adder Rates					
11	Delevan K3/Gerber - L400	----	----	----	0.0005	
12	Delevan K3/Gerber - L401	----	----	----	0.0012	
13	P03107 Topock, P-Units Replacement	----	----	----	----	0.0018
14	P02158-Topock K-Units Replacement-Ph 1	----	----	----	----	
15	P02158-Topock K-Units Replacement-Ph 2	----	----	----	----	0.0054
16	Total Base Usage Charge Plus Adders (1)	0.3738	0.3789	0.3764	0.3803	
		Silverado Path				
		2011	2012	2013	2014	2015
17	Base Usage Charge (\$/Dth)	0.1925	0.1928	0.1906	0.1909	
18	Adder Rates					
19	Delevan K3/Gerber - L400	----	----	----	0.0004	
20	Delevan K3/Gerber - L401	----	----	----	0.0008	
21	P03107 Topock, P-Units Replacement	----	----	----	----	0.0013
22	P02158-Topock K-Units Replacement-Ph 1	----	----	----	----	
23	P02158-Topock K-Units Replacement-Ph 2	----	----	----	----	0.0039
24	Total Base Usage Charge Plus Adders (1)	0.1925	0.1928	0.1906	0.1921	
		Mission Path				
		2011	2012	2013	2014	2015
25	Usage Charge (\$/Dth)	\$0.0000	\$0.0000	\$0.0000	\$0.0000	

(1) Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.

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Table A-4b (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2014 or Later)
G-AAOFF: As-Available Transportation Off-System

Redwood, Silverado and Mission (From City Gate) Off-System - Noncore						
Line No.	2011	2012	2013	2014	2015	
1	Base Usage Charge (\$/Dth)	0.3438	0.3429	0.3344	0.3306	
2	Adder Rates					
3	Delevan K3/Gerber - L400	---	---	---	0.0005	
4	Delevan K3/Gerber - L401	---	---	---	0.0012	
5	P03107 Topock, P-Units Replacement	---	---	---	---	0.0018
6	P02158-Topock K-Units Replacement-Ph 1	---	---	---	---	
7	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	0.0054
8	Total Base Usage Charge Plus Adders (1)	0.3438	0.3429	0.3344	0.3323	
9	Usage Charge (\$/Dth)	0.0000	0.0000	0.0000	0.0000	2015

Mission Path (From On-System Storage) Off-System						
Line No.	2011	2012	2013	2014	2015	
10	Base Usage Charge (\$/Dth)	0.3738	0.3789	0.3764	0.3786	
11	Adder Rates					
12	Delevan K3/Gerber - L400	---	---	---	0.0005	
13	Delevan K3/Gerber - L401	---	---	---	0.0012	
14	P03107 Topock, P-Units Replacement	---	---	---	---	0.0018
15	P02158-Topock K-Units Replacement-Ph 1	---	---	---	---	
16	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	0.0054
17	Total Base Usage Charge Plus Adders (1)	0.3738	0.3789	0.3764	0.3803	

Baja Path Off-System - Noncore

Line No.	2011	2012	2013	2014	2015	
10	Base Usage Charge (\$/Dth)	0.3738	0.3789	0.3764	0.3786	
11	Adder Rates					
12	Delevan K3/Gerber - L400	---	---	---	0.0005	
13	Delevan K3/Gerber - L401	---	---	---	0.0012	
14	P03107 Topock, P-Units Replacement	---	---	---	---	0.0018
15	P02158-Topock K-Units Replacement-Ph 1	---	---	---	---	
16	P02158-Topock K-Units Replacement-Ph 2	---	---	---	---	0.0054
17	Total Base Usage Charge Plus Adders (1)	0.3738	0.3789	0.3764	0.3803	

(1) Total Base Usage Charges Plus Adders are summarized in the rate tables presented in Appendix B.

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Table A-4b (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2014 or Later)
G-AFTOFF: Annual Firm Transportation Off-System

Line No.	Base Rates (\$/Dth)	MFW					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1	Reserve Charge	5.5044	5.5176	5.4221	5.3868		8.4565	8.4355	8.2277	8.1321	
2	Usage Charge	0.1056	0.1043	0.1004	0.0984		0.0085	0.0084	0.0082	0.0082	
3	Total Charge	0.2865	0.2857	0.2787	0.2755		0.2865	0.2857	0.2787	0.2755	
4	Total Charge										
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0083					0.0125	
7	Reserve Charge				0.0001					0.0000	
8	Usage Charge				0.0004					0.0004	
9	Total Charge										
10	Delevan K3/Gerber - L401										
11	Reserve Charge				0.0189					0.0286	
12	Usage Charge				0.0003					0.0000	
13	Total Charge				0.0010					0.0010	
14	P03107 Topock, P-Units Replacement										
15	Reserve Charge				0.0292						0.0441
16	Usage Charge				0.0005						0.0000
17	Total Charge				0.0015						0.0015
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reserve Charge										
20	Usage Charge										
21	Total Charge										
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reserve Charge										0.1339
24	Usage Charge										0.0001
25	Total Charge										0.0045
27	Total Base Rates Plus Adders (1)	5.5044	5.5176	5.4221	5.4140		8.4565	8.4355	8.2277	8.1732	
28	Reserve Charge	0.1056	0.1043	0.1004	0.0989		0.0085	0.0084	0.0082	0.0082	
29	Usage Charge	0.2865	0.2857	0.2787	0.2769		0.2865	0.2857	0.2787	0.2769	
30	Total Charge										
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-4b (continued)
Designated Backbone and Local Transmission Adder Projects,
Revenue Requirements, and Rates
(Topock Adder Projects In-Service 2014 or Later)
G-AFTOFF: Annual Firm Transportation Off-System

Line No.	Base Rates (\$/Dth)	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
1											
2	Reservation Charge	5.9887	6.1019	6.1090	6.1756		9.2005	9.3288	9.2700	9.3231	
3	Usage Charge	0.1146	0.1151	0.1128	0.1125		0.0090	0.0090	0.0089	0.0090	
4	Total Charge	0.3115	0.3157	0.3137	0.3155		0.3115	0.3157	0.3137	0.3155	
5	Adder Rates										
6	Delevan K3/Gerber - L400				0.0083					0.0125	
7	Reservation Charge				0.0001					0.0000	
8	Usage Charge				0.0004					0.0004	
9	Total Charge										
10	Delevan K3/Gerber - L401				0.0189						
11	Reservation Charge				0.0003					0.0286	
12	Usage Charge				0.0010					0.0000	
13	Total Charge									0.0010	
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge				0.0292						0.0441
16	Usage Charge				0.0005						0.0000
17	Total Charge				0.0015						0.0015
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge										
20	Usage Charge										
21	Total Charge										
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge				0.0887						0.1339
24	Usage Charge				0.0016						0.0001
25	Total Charge				0.0045						0.0045
27	Total Base Rates Plus Adders (1)										
28	Reservation Charge	5.9887	6.1019	6.1090	6.2029		9.2005	9.3288	9.2700	9.3641	
29	Usage Charge	0.1146	0.1151	0.1128	0.1130		0.0090	0.0090	0.0089	0.0091	
30	Total Charge	0.3115	0.3157	0.3137	0.3169		0.3115	0.3157	0.3137	0.3169	
(1)	Total Base Rates Plus Adders are summarized in the rate tables presented in Appendix B.										

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Table A-5
On-System Demand Forecast (MDth/d)

Line No.		2011	2012	2013	2014
1	Core	800	802	799	797
2	Industrial and Noncore NGV	468	473	472	472
3	Cogeneration	198	198	198	198
4	Power Plants and Miscellaneous EG				
5	Backbone Level Service	333	371	367	387
6	Local Transmission Level Service	188	231	259	251
7	Subtotal Power Plants and Miscellaneous EG	520	602	626	638
8	Wholesale	10	10	10	10
9	TOTAL	1,996	2,085	2,106	2,115

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Table A-6
Storage Billing Units for Cost Allocation

Line No.	Service	Annual Injection Storage Units	Inventory	Annual Withdrawal Storage Units
1	Core Firm Storage	41,074.4	33,477.7	178,601.0
2	Monthly Balancing Service	27,785.6	4,100.0	27,785.6
3	Market Storage (Traditional)	53,454.3	9,000.0	64,766.7
4	Market Storage (Gill Ranch)	17,180.6	3,150.0	22,668.3

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Table A-7
Local Transmission Bill Credits and
Funding Mechanism for Recovery of those Bill Credits

Line No.		GA IV 2010	2011	2012	2013	2014
1	<u>Moss Landing Units 1 & 2 Local Transmission Bill Credit</u>					
2	Annual, \$000	\$2,164	\$2,500	\$2,550	\$2,601	\$2,653
3	Monthly, \$	\$180,336	\$208,333	\$212,500	\$216,750	\$221,085
4	<u>City of Redding Local Transmission Bill Credit</u>					
5	Annual, \$000	\$52	\$65	\$66	\$68	\$69
6	Monthly, \$	\$4,335	\$5,417	\$5,525	\$5,636	\$5,748
7	<u>Modesto Irrigation District Local Transmission Bill Credit</u>					
8	Annual, \$000	\$52	\$65	\$66	\$68	\$69
9	Monthly, \$	\$4,335	\$5,417	\$5,525	\$5,636	\$5,748
10	<u>Turlock Irrigation District Local Transmission Bill Credit</u>					
11	Annual, \$000	\$52	\$65	\$66	\$68	\$69
12	Monthly, \$	\$4,335	\$5,417	\$5,525	\$5,636	\$5,748
13	<u>City of Santa Clara (Silicon Valley Power) Local Transmission Bill Credit</u>					
14	Annual, \$000	\$52	\$65	\$66	\$68	\$69
15	Monthly, \$	\$4,335	\$5,417	\$5,525	\$5,636	\$5,748
16	<u>Total NCGC Local Transmission Billing Credit</u>					
17	Annual, \$000	\$208	\$260	\$265	\$271	\$276
18	<u>Total Local Transmission Billing Credit</u>					
19	Annual, \$000	\$2,372	\$2,760	\$2,815	\$2,872	\$2,929
20	<u>Revenue Recovered Through Backbone Rates, \$000</u>					
21	Responsibility for Moss Landing 1&2, \$000	\$1,623	\$1,800	\$1,836	\$1,873	\$1,910
22	Backbone Annual/AFT Surcharge Rate, \$ per Dth	\$0.0024	\$0.0024	\$0.0024	\$0.0024	\$0.0024
23	Backbone Seasonal SFT & As-Available AA Surcharge Rate, \$ per Dth	\$0.0029	\$0.0029	\$0.0029	\$0.0029	\$0.0029
24	<u>Revenue Recovered Through Backbone-Level End-Use G-NT and G-EG Rates, \$000</u>					
25	Responsibility for Moss Landing 1&2, \$000	\$541	\$600	\$612	\$624	\$637
26	Responsibility for NCGC, \$000	\$104	\$130	\$133	\$135	\$138
27	Total Revenue Responsibility	\$645	\$730	\$745	\$759	\$775
28	Surcharge Rate, \$ per Dth	\$0.0053	\$0.0065	\$0.0067	\$0.0068	\$0.0069
29	Surcharge Rate, \$ per Therm	\$0.00053	\$0.00065	\$0.00067	\$0.00068	\$0.00069
30	<u>Total Revenue Responsibility From Surcharges (a)</u>					
31	Annual, \$000	\$2,268	\$2,530	\$2,581	\$2,632	\$2,685
32	<u>PG&E Shareholder Revenue Responsibility</u>					
33	Moss Landing 1&2	\$0	\$100	\$102	\$104	\$106
34	NCGC	\$104	\$130	\$133	\$135	\$138
	Total Shareholder Revenue Responsibility	\$104	\$230	\$235	\$239	\$244

(a) PG&E is at risk for collecting the difference between the non-shareholder funded portion of the bill credit and the total revenue responsibility used to calculate the surcharge rates.

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APPENDIX B

Detailed Rate Tables

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Table B-1

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

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

Notes:

a) 2010 rates are based on PG&E's 2010 Annual Gas True-Up Filing (Advice Letter 3060-G & 3060-G-A), 2010 BCAP Decision D. 10-06-035 and the Gas Accord IV D.07-09-045.

b) PG&E's bundled gas service is for core customers only. Intrastate backbone transmission and storage costs addressed in this proceeding, are included in end use rates paid by bundled core customers. Bundled service also includes a procurement cost for gas purchases, transportation on Canadian and Interstate pipelines, and core brokerage. An illustrative annual 2010 weighted average cost of gas (WACOG) of \$5.98 as filed in Advice Letter 3060-G/3060-G-A, adjusted for intrastate backbone usage charges, is assumed in all present and proposed bundled core rates. Core bundled rates also includes the cost of transportation and delivery of gas from the citygate to the customer's burner tip, including local transmission, distribution, customer access, public purpose, and mandated programs and other charges.

c) PG&E's transportation-only gas service is for core and noncore customers. Transportation-only service begins at PG&E's citygate and includes the applicable costs of gas transportation and delivery on PG&E's local transmission, including distribution, customer access, public purpose programs and customer class charges. Transportation-only rates exclude backbone transmission and storage costs.

d) Rates are class average rates. Actual transportation rates will vary depending on the customer's load factor and seasonal usage.

e) Dollar difference are due to rounding.

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

	Core (a)					Industrial			Noncore Transportation			Electric Gen	
	Res	Small Comm	Large Comm	Uncomp. NGV	Comp. NGV	Dist	Trans	BB	Dist	Trans	BB	D/I	BB
End-Use Transportation:													
Local Transmission & Rate Adders	0.415	0.415	0.415	0.415	0.415	0.200	0.200	0.007	0.200	0.200	0.007	0.200	0.007
Backbone Level End-Use Surcharge Distribution (b)	4.301	2.099	0.827	0.437	12.487	0.890	0.058	0.000	0.890	0.000	0.018	0.018	0.018
Mandated Customer Programs and Other Charges:													
Self Generation Incentive Program	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008
CPUC Fee	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.000
Balancing Accounts	0.798	0.557	0.157	0.216	1.009	0.051	0.030	0.028	0.051	0.028	0.029	0.029	0.029
Volumetric End-Use Rate	5.530	3.087	1.414	1.084	13.927	1.157	0.304	0.050	1.157	0.244	0.256	0.256	0.062
Customer/ Customer Access Charge (c)	0.000	0.589	0.045	0.012	0.000	0.072	0.017	0.015	0.072	0.017	0.011	0.011	0.002
Total End-Use Rate	5.530	3.676	1.459	1.096	13.927	1.228	0.321	0.065	1.228	0.262	0.267	0.267	0.064
Gas Public Purpose Program Surcharge	0.766	0.488	0.835	0.258	0.258	0.411	0.330	0.330	0.258	0.258	0.000	0.000	0.000
Total Rate	6.296	4.163	2.294	1.354	14.185	1.639	0.651	0.395	1.486	0.519	0.267	0.267	0.064
Procurement Charges for Core Bundled Customers:													
Storage	0.194	0.172	0.115	0.107	0.107								
Backbone Capacity	0.245	0.215	0.133	0.128	0.128								
Backbone Usage	0.099	0.099	0.099	0.099	0.099								
WACOG (d)	5.912	5.912	5.912	5.912	5.912								
Interstate Capacity and Other	1.296	1.240	1.066	0.948	0.948								
Total Core Procurement	7.7467	7.638	7.325	7.195	7.195								
Total Core Bundled Rates	14.043	11.801	9.619	8.549	21.380								

Procurement Charges for Core Bundled Customers:

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

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

Notes:

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

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Appendix B

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

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

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

Notes:

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

f) Dollar difference are due to rounding.

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

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

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

Notes:

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

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Appendix B

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

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

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

Notes:

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

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Appendix B

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

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

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

Notes:

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

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Appendix B

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

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

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

Notes:

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

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Appendix B

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

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

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

Notes:

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

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

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

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

Notes:

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

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Appendix B

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

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

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

Notes:

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

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Appendix B

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

	GA IV 2010	2011	2012	2013	2014
Redwood Path					
Reservation Charge					
Usage Charge	(\$/dth/mo)	10.4795	10.1278	9.8732	9.8079
Total	(\$/dth)	0.0082	0.0102	0.0098	0.0099
	(\$/dth @ Full Contract)	0.3527	0.3438	0.3344	0.3323
Baja Path - Core (1)					
Reservation Charge	(\$/dth/mo)	11.0784	8.5860	8.9554	9.3235
Usage Charge	(\$/dth)	0.0183	0.0131	0.0129	0.0128
Total	(\$/dth @ Full Contract)	0.3825	0.2954	0.3073	0.3193
Baja Path - Noncore					
Reservation Charge	(\$/dth/mo)	11.0784	11.0407	11.1945	11.2370
Usage Charge	(\$/dth)	0.0183	0.0109	0.0108	0.0109
Total	(\$/dth @ Full Contract)	0.3825	0.3738	0.3789	0.3803
Silverado and Mission Paths					
Reservation Charge	(\$/dth/mo)	5.3794	5.6354	5.6484	5.6309
Usage Charge	(\$/dth)	0.0071	0.0072	0.0071	0.0069
Total	(\$/dth @ Full Contract)	0.1840	0.1925	0.1928	0.1921

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

Notes:

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

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Appendix B

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

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

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

Notes:

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

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Appendix B

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

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

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

Notes:

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

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Appendix B

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

	GA IV 2010	2011	2012	2013	2014
Redwood Path					
Reservation Charge	(\$/dth/mo)	6.0840	6.6211	6.5065	6.4968
Usage Charge	(\$/dth)	0.1528	0.1252	0.1205	0.1187
Total	(\$/dth @ Full Contract)	0.3528	0.3429	0.3344	0.3323
Baja Path - Core (1)					
Reservation Charge	(\$/dth/mo)	8.4044	6.4543	6.4431	6.5967
Usage Charge	(\$/dth)	0.1063	0.0898	0.0955	0.1024
Total	(\$/dth @ Full Contract)	0.3826	0.2954	0.3073	0.3193
Baja Path - Noncore					
Reservation Charge	(\$/dth/mo)	8.4044	7.1864	7.3223	7.4434
Usage Charge	(\$/dth)	0.1063	0.1376	0.1381	0.1356
Total	(\$/dth @ Full Contract)	0.3826	0.3738	0.3789	0.3803
Silverado and Mission Paths					
Reservation Charge	(\$/dth/mo)	3.7008	3.8479	3.8513	3.8483
Usage Charge	(\$/dth)	0.0622	0.0660	0.0662	0.0656
Total	(\$/dth @ Full Contract)	0.1839	0.1925	0.1928	0.1921

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

Notes:

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

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Appendix B

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

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

Notes:

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

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Appendix B

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

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

Notes:

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

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

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

Notes:

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

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

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

Notes:

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

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

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

Notes:

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

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Appendix B

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

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

Notes:

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

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

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

Notes:

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

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Table B-10
Storage Services

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

Notes:

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

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

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

Notes:

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

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Table B-12
Customer Access Charges

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

Notes:

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

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

	GA IV					
	2010	!	!	2011	2012	2013
		!	!			2014
Self Balancing Credit	(\$0.0096)	!	!	(\$0.0130)	(\$0.0133)	(\$0.0136)
						(\$0.0138)

Notes:

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

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APPENDIX C

Revenue Sharing Mechanism Hypothetical Scenarios

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Purpose

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

Major Sections

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

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

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

Example Walkthrough

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

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

Preloaded Scenarios Explained

Scenario 1: Over-collected by same amount as seed

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

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

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

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

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

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Inputs

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

Seed Scenarios

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

Revenue Scenarios - Over / (Under) Collection

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

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Results

2011 Revenue Requirement

Adopted cost of service RRQ
Revenue sharing seed (enter as negative value)
RRQ for rate setting
Less: Balancing Account Protected Revenue
At risk RRQ

	Backbone (excluding G-XF)		Local		Storage		Total
	Core Reservation	Core Usage	NonCore	Transmission Core	NonCore	Core	
	\$45.6	\$19.3	\$154.9	\$130.4	\$67.5	\$49.3	\$502.6
	(\$3.3)	(\$1.4)	(\$11.1)	(\$9.4)	(\$4.8)	\$0.0	(\$30.0)
	\$42.3	\$17.9	\$143.8	\$121.0	\$62.6	\$49.3	\$472.6
	(\$42.3)	\$0.0	\$0.0	(\$121.0)	\$0.0	(\$49.3)	(\$212.6)
	\$0.0	\$17.9	\$143.8	\$0.0	\$62.6	\$0.0	\$260.1

2011 Revenue Scenario

(Variance)
Billed Revenues
Less: Balancing Account Protected Revenue
Less: At risk RRQ

Over (+) / Under (-) Collected
(Customer Revenue Sharing %)
Customer Portion of Over (+) / Under (-) Collection
Less: Seeded Amount
CORE: Revenue to be Shared (+) / Collected (-) through
customer charge next period
NONCORE: Revenue to be Shared (+) / Collected (-) through
customer charge next period

	\$42.3	\$17.9	\$143.8	\$121.0	\$62.6	\$49.3	\$75.8	\$512.6
	(\$42.3)	\$0.0	\$0.0	(\$121.0)	\$0.0	(\$49.3)	\$0.0	(\$212.6)
	\$0.0	(\$17.9)	(\$143.8)	\$0.0	(\$62.6)	\$0.0	(\$35.8)	(\$260.1)
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$40.0	\$40.0
		50%	50%		75%		75%	
		\$0.0	\$0.0		\$0.0		\$30.0	\$30.0
		\$0.0	\$0.0		\$0.0		(\$30.0)	(\$30.0)
							\$0.0	\$0.0
							\$0.0	\$0.0

2012 Revenue Requirement

Adopted cost of service RRQ
Revenue sharing seed (enter as negative value)
RRQ for rate setting
Less: Balancing Account Protected Revenue
At risk RRQ

	Backbone (excluding G-XF)		Local		Total			
	Core Usage		Transmission			Storage		
	Core Reservation	NonCore	Core	NonCore		Core	NonCore	
	\$47.8	\$20.9	\$162.5	\$139.3	\$72.8	\$50.7	\$36.0	\$530.0
	(\$3.2)	(\$1.4)	(\$11.0)	(\$9.4)	(\$4.9)	\$0.0	\$0.0	(\$30.0)
	\$44.6	\$19.5	\$151.5	\$129.9	\$67.9	\$50.7	\$36.0	\$500.0
	(\$44.6)	\$0.0	\$0.0	(\$129.9)	\$0.0	(\$50.7)	\$0.0	(\$225.2)
	\$0.0	\$19.5	\$151.5	\$0.0	\$67.9	\$0.0	\$36.0	\$274.8

2012 Revenue Scenario

(Variance)
Billed Revenues
Less: Balancing Account Protected Revenue
Less: At risk RRQ

Over (+) / Under (-) Collected
(Customer Revenue Sharing %)
Customer Portion of Over (+) / Under (-) Collection
Less: Seeded Amount
CORE: Revenue to be Shared (+) / Collected (-) through
customer charge next period
NONCORE: Revenue to be Shared (+) / Collected (-) through
customer charge next period

	\$44.6	\$19.5	\$157.5	\$129.9	\$70.9	\$50.7	\$86.0	\$559.0
	(\$44.6)	\$0.0	\$0.0	(\$129.9)	\$0.0	(\$50.7)	\$0.0	(\$225.2)
	\$0.0	(\$19.5)	(\$151.5)	\$0.0	(\$67.9)	\$0.0	(\$36.0)	(\$274.8)
	\$0.0	\$0.0	\$6.0	\$0.0	\$3.0	\$0.0	\$50.0	\$59.0
		50%	50%		75%		75%	
		\$0.0	\$3.0		\$2.3		\$37.5	\$42.8
							(\$30.0)	(\$30.0)
							\$6.4	\$6.4
							\$6.4	\$6.4

2013 Revenue Requirement

Adopted cost of service RRQ
Revenue sharing seed (enter as negative value)
RRQ for rate setting
Less: Balancing Account Protected Revenue
At risk RRQ

	Backbone (excluding G-XF)		Local				Total
	Core Reservation	Core Usage	NonCore	Transmission		Storage	
				Core	NonCore	Core	NonCore
	\$50.4	\$22.6	\$166.4	\$145.8	\$79.9	\$52.2	\$36.6
	(\$3.3)	(\$1.5)	(\$10.7)	(\$9.4)	(\$5.2)	\$0.0	\$0.0
	\$47.1	\$21.1	\$155.6	\$136.4	\$74.7	\$52.2	\$36.6
	(\$47.1)	\$0.0	\$0.0	(\$136.4)	\$0.0	(\$52.2)	\$0.0
	\$0.0	\$21.1	\$155.6	\$0.0	\$74.7	\$0.0	\$36.6

2013 Revenue Scenario

(Variance)
Billed Revenues
Less: Balancing Account Protected Revenue
Less: At risk RRQ

Over (+) / Under (-) Collected
(Customer Revenue Sharing %)
Customer Portion of Over (+) / Under (-) Collection
Less: Seeded Amount
CORE: Revenue to be Shared (+) / Collected (-) through
customer charge next period
NONCORE: Revenue to be Shared (+) / Collected (-) through
customer charge next period

	\$47.1	\$21.1	\$149.6	\$136.4	\$71.7	\$52.2	\$66.6	\$544.8
	(\$47.1)	\$0.0	\$0.0	(\$136.4)	\$0.0	(\$52.2)	\$0.0	(\$236.7)
	\$0.0	(\$21.1)	(\$155.6)	\$0.0	(\$74.7)	\$0.0	(\$36.6)	(\$288.0)
	\$0.0	\$0.0	\$6.0	\$0.0	\$3.0	\$0.0	\$30.0	\$21.0
		50%	50%		75%		75%	
		\$0.0	\$0.0		\$2.3		\$22.5	\$17.3
							(\$30.0)	(\$30.0)
							(\$6.4)	(\$6.4)
							(\$6.4)	(\$6.4)

APPENDIX B

*Pacific Gas & Electric Company
2011 Gas Transmission & Storage Rate Case
A.09-09-013*

Core Transport Agent (CTA) Settlement Agreement

August 20, 2010

A.09-09-013
CTA Settlement Agreement
August 20, 2010

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A.09-09-013
CTA Settlement Agreement

August 20, 2010

A) CTA Transmission and Storage Capacity Elections

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

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

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

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

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

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

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

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

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

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

B) New Consumer Protection Rules

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

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

C) PG&E System Enhancements

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

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

D) Other CTA Issues

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

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CTA Settlement Agreement
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E) Complete Agreement

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

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CTA Settlement Agreement
 August 20, 2010

Attachment A

CTA Capacity Election Transition Period Hypothetical Examples

Example Parameters:

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

Example 1

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

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

Example 2

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

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

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Example 3

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

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

Example 4

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

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

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Attachment B

CTA Rejected Capacity Cost Allocation Hypothetical Example

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

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

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

APPENDIX C

Appendix C

Gas Transmission and Storage Safety Report

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

The Safety Report must include the following:

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

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

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

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

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

6. The Safety Report must attach PG&E's most recent Risk Management Top 100 report, and PG&E must identify any changes from the prior report and explain the reasons for the changes. If the Risk Management Top 100 report is unchanged from the prior Safety Report, PG&E may provide a reference to the earlier Risk Management Top 100 report.
7. The Safety Report must attach PG&E's most recent gas transmission pipeline inspection plan. If the gas transmission pipeline inspection report is unchanged from the prior Safety Report, PG&E may provide a reference to the earlier gas transmission pipeline inspection report. PG&E must describe in the Safety Report the progress of performing those inspections, the results of the inspections, and the inspection method that is being used to examine each specific pipeline segment. PG&E must also provide a location description of the pipelines that have been or are planned to be inspected, and identify and describe any discrepancies with PG&E's pipeline records that are uncovered by the inspection.³
8. PG&E must provide in each Safety Report the status of PG&E's compliance with Title 49 of the Code of Federal Regulations, Part 192, Subpart O – Pipeline Integrity Management.

(END OF APPENDIX C)

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

APPENDIX D

APPENDIX D

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

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

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APPENDIX D

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