

ATTACHMENT II

| SCG | Phase 1A | | | | | | | | | | | | | | Phase 1B | | | | | | Phase 2 | Total Existing Transmission Miles ³ | | | | | |
|-------------------------------------|-------------|------------|------------|---------------------|-------------------------|------------------|---------------|------------|------------|---------------------|-------------------------|------------------|---------------|-------------|---------------|------------|------------|---------------------|---------------|-------------------------|------------|--|------------|---------------------|-------------------------|------|------|
| | Replacement | | | | | | Pressure Test | | | | | | Wrinkle Bends | Replacement | Pressure Test | | | | Wrinkle Bends | | | | | | | | |
| | Category 1 | Category 2 | Category 3 | Category 4 Criteria | Category 4 Non-Criteria | DOT Distribution | Category 1 | Category 2 | Category 3 | Category 4 Criteria | Category 4 Non-Criteria | DOT Distribution | | | Category 1 | Category 2 | Category 3 | Category 4 Criteria | | Category 4 Non-Criteria | Category 1 | Category 2 | Category 3 | Category 4 Criteria | Category 4 Non-Criteria | | |
| Pre-1946 | 0 | 0 | 0 | 28 | 15 | 7 | 3 | 0 | 0 | 39 | 31 | 0 | 0 | 0 | 0 | 1 | 0 | 706 | 195 | 0 | 0 | 0 | 0 | 0 | 1204 | 0 | 264 |
| 1946 - 1954 | 0 | 0 | 0 | 62 | 38 | 8 | 6 | 0 | 0 | 112 | 112 | 0 | 0 | 0 | 0 | 15 | 29 | 3256 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 449 | 824 |
| 1955 - June 1961 ⁵ | 0 | 0 | 0 | 24 | 2 | 3 | 0 | 0 | 0 | 14 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 948 | 1006 |
| July 1961 - Nov 1970 ^{6,7} | 1 | 0 | 0 | 9 | 1 | 1 | 1 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 546 | 566 |
| Nov 1970 - Present ⁴ | 2 | 1 | 0 | 4 | 4 | 4 | 2 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 963 | 984 |
| | 3 | 1 | 0 | 127 | 59 | 23 | 12 | 0 | 0 | 170 | 170 | 0 | 0 | 0 | 0 | 16 | 29 | 3996 | 195 | 0 | 0 | 0 | 0 | 0 | 1204 | 2907 | 3644 |

| SDG&E | Phase 1A | | | | | | | | | | | | | | Phase 1B ² | | | | | | Phase 2 | Total Existing Transmission Miles ³ | | | | | |
|-----------------------------------|-------------|------------|------------|---------------------|-------------------------|------------------|---------------|------------|------------|---------------------|-------------------------|------------------|---------------|-------------|-----------------------|------------|------------|---------------------|---------------|-------------------------|------------|--|------------|---------------------|-------------------------|-----|-----|
| | Replacement | | | | | | Pressure Test | | | | | | Wrinkle Bends | Replacement | Pressure Test | | | | Wrinkle Bends | | | | | | | | |
| | Category 1 | Category 2 | Category 3 | Category 4 Criteria | Category 4 Non-Criteria | DOT Distribution | Category 1 | Category 2 | Category 3 | Category 4 Criteria | Category 4 Non-Criteria | DOT Distribution | | | Category 1 | Category 2 | Category 3 | Category 4 Criteria | | Category 4 Non-Criteria | Category 1 | Category 2 | Category 3 | Category 4 Criteria | Category 4 Non-Criteria | | |
| Pre-1946 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1946 - 1954 | 10 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 15 | 0 | 0 | 68 |
| 1955 - June 1961 | 2 | 2 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 74 |
| July 1961 - Nov 1970 ⁷ | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 |
| Nov 1970 - Present ⁴ | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 83 |
| | 13 | 4 | 0 | 28 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 15 | 0 | 150 | 246 |

| Total SEu | Phase 1A | | | | | | | | | | | | | | Phase 1B | | | | | | Phase 2 | Total Existing Transmission Miles ³ | | | | | |
|---------------------------------|-------------|------------|------------|---------------------|-------------------------|------------------|---------------|------------|------------|---------------------|-------------------------|------------------|---------------|-------------|---------------|------------|------------|---------------------|---------------|-------------------------|------------|--|------------|---------------------|-------------------------|------|------|
| | Replacement | | | | | | Pressure Test | | | | | | Wrinkle Bends | Replacement | Pressure Test | | | | Wrinkle Bends | | | | | | | | |
| | Category 1 | Category 2 | Category 3 | Category 4 Criteria | Category 4 Non-Criteria | DOT Distribution | Category 1 | Category 2 | Category 3 | Category 4 Criteria | Category 4 Non-Criteria | DOT Distribution | | | Category 1 | Category 2 | Category 3 | Category 4 Criteria | | Category 4 Non-Criteria | Category 1 | Category 2 | Category 3 | Category 4 Criteria | Category 4 Non-Criteria | | |
| Pre-1946 | 0 | 0 | 0 | 32 | 15 | 7 | 3 | 0 | 0 | 39 | 31 | 0 | 0 | 0 | 0 | 1 | 0 | 706 | 195 | 0 | 0 | 0 | 0 | 0 | 1204 | 0 | 268 |
| 1946 - 1954 | 10 | 0 | 0 | 71 | 38 | 9 | 6 | 0 | 0 | 112 | 112 | 0 | 0 | 0 | 0 | 20 | 29 | 3256 | 0 | 0 | 0 | 0 | 30 | 15 | 0 | 450 | 892 |
| 1955 - June 1961 | 2 | 2 | 0 | 37 | 2 | 5 | 0 | 0 | 0 | 14 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1005 | 1080 |
| July 1961 - Nov 1970 | 2 | 0 | 0 | 10 | 1 | 2 | 1 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 560 | 583 |
| Nov 1970 - Present ⁴ | 2 | 2 | 0 | 5 | 4 | 4 | 2 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1042 | 1067 |
| | 17 | 5 | 0 | 155 | 60 | 27 | 12 | 0 | 0 | 171 | 171 | 0 | 0 | 0 | 0 | 21 | 29 | 3996 | 195 | 0 | 0 | 0 | 30 | 15 | 1204 | 3057 | 3890 |

Notes:

Accelerated mileage includes Category 1, Category 2, Category 3, and Category 4 Non-Criteria mileage in Phase 1A

¹ 36 miles of Line 41-6000-2 is proposed to be abandoned and replaced with Line 6914 extension (28 miles). Various abandonments make up the remained of 8 miles at SCG and 1 mile at SDGE.

² For L#1600, 45 miles will be pressure tested after 54 new (replacement) miles installed in phase 1B.

³ Total Existing Transmission Miles per the 2011 DOT Report.

Note: Total pre-1946 transmission mileage for SCG does not include Line 1026, which underwent a reduction in MAOP in 2011 resulting in its operation at less than 20% SMYS. Mileage for Line 1026 (approx. 40 miles) is in the PSEP filing for replacement in Phase 1B.

⁴ Costs for 18 miles (16 SCG; 2 SDGE) of post-1970 Category 4 pipeline segments excluded from PSEP filing. Post-1970 Category 1 and 2 segments (which have sufficient record of a pressure test) included in PSEP scope for cost/project efficiency.

⁴ 1049 miles of the 1067 total post 70 transmission miles are compliant with GO112 pressure testing and record keeping requirements. Compliant miles may change once Phase 2 records review is completed.

⁵ 4 miles of category 4 criteria that were initially included in July 1961 - Nov 1970 have been subsequently determined to be pre-1960. This sheet reflects this increase - 3 miles are Replacement and 1 miles are Pressure Test.

⁶ 2.7 miles of 1961 - 1970 have documentation that would have met the requirement of GO112. They, however, did not have sufficient documentation of a 1.25 X MAOP to satisfy SoCalGas & SDGE's screening process for their April report. All 2.7 miles were from Pressure Test.

⁷ 1 mi at SCG and 0.5 mi at SDGE had records verified that indicate segments are no longer Category 4 (1 mile from category 4 non criteria moved to category 1 - all in Replacement)

Definitions:

Criteria = Populated Areas = Class 3 & 4 and Class 1 & 2 HCA's (high consequence areas)

Non Criteria = Non populated areas = Class 1 & 2 Non HCA's

Category 1 = Pipe for which there is sufficient documentation of a pressure test *with water* of at least 1.25 MAOP (may or may not meet current pressure test duration and record keeping requirements - aka "subpart J" requirements)

Category 2 = Pipe for which there is sufficient documentation of a pressure test *with gas* of at least 1.25 MAOP (may or may not meet current pressure test duration and record keeping requirements - aka "subpart J" requirements)

Category 3 = Pipe for which documentation validates that the highest in-service operating pressure is at least 1.25 X the current MAOP.

Category 4 = Pipe for which there is not sufficient documentation of a pressure test of at least 1.25 MAOP.

DOT Distribution = Pipe whose MAOP is operating at less than 20% SMYS. Shown in this table because 27 miles of distribution pipe are interspersed with transmission pipelines and are included in our PSEP plan.

Source Data: DAO - 10 Data Response - Encompasses workpaper segments with install year added for each work segment.

Disclaimer: Due to rounding the mileage numbers shown on this sheet may not exactly match the mileage amounts in the amended testimony.

Note: Records have been found since the filing of Testimony for 3 of the 8 miles of post 70 pipe Category 4 Criteria (4 miles replacement and 4 miles hydrotest) pipe.