



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

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In the Matter of the Application of Crimson California Pipeline L.P. (PLC-26) for Authority to Increase Rates for Its Crude Oil Pipeline Services. (SOUTHERN CALIFORNIA)

Application No. _____

APPLICATION

DOWNEY BRAND LLP
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Attorneys for Crimson California Pipeline, L.P.

Date: August 31, 2026

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

In the Matter of the Application of Crimson California Pipeline L.P. (PLC-26) for Authority to Increase Rates for Its Crude Oil Pipeline Services. (SOUTHERN CALIFORNIA)

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APPLICATION

Pursuant to Section 455.3 of the California Public Utilities Code¹ and in accordance with Rules 2.1, 2.2, 3.2, and 7 of the Commission’s Rules of Practice and Procedure, Crimson California Pipeline L.P. (“Crimson ” or “Applicant”) respectfully requests that the California Public Utilities Commission (“Commission”) issue a decision authorizing Crimson to increase the rates that it charges for transportation of crude oil on its southern California (“SoCal”) pipeline system by ten percent, effective October 1, 2026.²

Section 455.3 authorizes an oil pipeline to increase its rates by up to 10 percent upon providing 30 days’ notice and without the need for prior Commission approval, provided that the increase remains subject to retroactive Commission adjustment and refund with interest, as appropriate. Given required and proper notice to its shippers, Crimson proposes to increase each of the individual rates on its system by ten percent, thereby increasing its current transportation

¹ All statutory references are to the California Public Utilities Code unless otherwise noted.

² Crimson’s SoCal system consists of approximately 300 miles of active pipeline connecting various producing fields in the Los Angeles Basin to refineries in Los Angeles.

rates from a range of \$0.2228/bbl.–\$3.6549/bbl. to a range of \$0.2451/bbl.–\$4.0204/bbl, effective October 1, 2026.

1. Applicant Information Required by Rule 2.1(a)

Applicant Crimson is a California limited partnership. Its principal place of business is 1900 Main St., Suite 600, Irvine, CA 92614; its telephone number is (562) 285-4100. Its general partner is Crimson Pipeline, LLC, which is wholly owned by Crimson Midstream Operating, LLC. Crimson Midstream Operating, LLC is wholly owned by Crimson Midstream Holdings, LLC. Crimson Midstream Holdings, LLC is owned by CMH Acquisition Company, LLC (“CMH Acquisition”) whose parent company is California Resources Corporation (“CRC”).³

2. Correspondence and Communication Information Required by Rule 2.1(b)

Correspondence and communications concerning this Application should be directed to the following Crimson representative:

James D. Squeri
Downey Brand LLP
455 Market Street Suite 1500
San Francisco, CA 94105
Telephone: (415) 848-4831
E-mail: jsqueri@downeybrand.com

3. Organization and Qualification to Transact Business Documents Required by Rule 2.2

Per Rule 2.2 of the Commission’s Rules of Practice and Procedure, Crimson’s Certificate of Status as a California limited partnership in good standing is included as Exhibit A hereto.

³ Decision No. 26-08-013 issued August 19, 2026 authorized the transfer of control of Crimson and San Pablo Bay Pipeline, LLC to CMH Acquisition and indirectly to CRC.

4. Information Required by Rule 3.2

A. Balance Sheet and Income Statement:

Financial statements, including the most recently available balance sheet and income statement for Crimson, are attached as Exhibit B hereto.

B. Statement of Presently Effective and Proposed Rates:

Current and proposed rates for Crimson's SoCal pipeline reflecting the proposed ten percent increase in rates are set forth in Exhibit C.

C. General Description of Crimson's Property and Equipment:

Crimson currently owns and operates six common carrier crude oil pipeline systems in California, including various common carrier crude oil pipeline systems acquired pursuant to Commission authorization.⁴

II. JUSTIFICATION FOR REQUESTED RATE INCREASE

In support of the requested 10 percent rate increase, Crimson provides the Declaration of Robert Waldron, attached as Exhibit D., updating his analyses in Application No. ("A.") 26-02-020 and showing under various rate-related scenarios that increasing Crimsons rates by 10 percent from rates ranging from \$0.2228/bbl.–\$3.6549/bbl. to a range of \$0.2451/bbl.–\$4.0204/bbl, will allow Crimson to earn an overall return on rate base of negative 18.36 percent in the Test Period; its achieved return on equity will be negative 38.60 percent. On its face, the requested 10 percent rate increase is reasonable.⁵

⁴ For clarity, the six Crimson jurisdictional pipeline systems are identified as follows: (1) THUMS; (2) Wilmington (Ventura) 10"; (3) Wilmington (Ventura) gathering; (4) Line 600/700; (5) Brea West; and (6) Chevron Northam, Inglewood and #3-6" line.

⁵ Given the identity of the issues in A. 26-02-020 and the subject application, Crimson anticipates that it will file a motion to consolidate A. 26-02-020 with the subject application.

III. INFORMATION REQUIRED FOR RULE 2.1(C) AND RULE 7 COMPLIANCE

The subject application seeks issuance of a Commission decision, pursuant to Section 455.3 of the Public Utilities Code, authorizing Crimson to increase the rates it charges for intrastate public utility pipeline services by ten percent effective October 1, 2026.

Crimson has provided all shippers affected by the proposed rate increases with copies of the subject application.

A. Proposed Category: Crimson proposes that the application be treated as a “ratesetting” proceeding.

B. Need for Hearing: Hearings will be needed on this application only to the extent a material issue of fact is raised by timely protest. Accordingly, Crimson does not know whether a hearing will be required. If no hearing is required, Crimson would request that an ex parte decision approving the rate increase request be issued by the Commission by year end 2026. If a hearing is required, Crimson proposes a schedule as set forth below.

C. Issues Requiring Consideration: The issues raised by this application are as follows: (1) whether Crimson’s proposal to increase rates by ten percent on its pipeline is just and reasonable.

D. Proposed Schedule: Crimson proposes the following schedule:

Application Filed	August 31, 2026
Notice in Daily Calendar	TBD by CPUC Docket Office
Protests Due	30 Days After Daily Calendar Notice
Prehearing Conference	November, 2026
Applicant’s Opening Testimony	January, 2027
Intervenor Testimony Due	February, 2027
Applicant’s Rebuttal Testimony	March, 2027
Hearings	March, 2027
Concurrent Opening Briefs	April, 2027

Concurrent Reply Briefs
ALJ Draft Decision
Commission Decision

May, 2027
August, 2027
October, 2027

IV. **EXHIBITS**

As required by Commission Rules 15, 16, and 23, Crimson provides the following information and exhibits:

Exhibit A	Crimson Certificate of Status
Exhibit B	Crimson Financial Statements
Exhibit C	Current and Proposed Rates
Exhibit D	Declaration in Support of Rate Increase

WHEREFORE, Crimson requests:

1. That the Commission issue an opinion and order approving the requested increases in Crimson's SoCal crude oil pipeline tariff rates as quickly as is practicable; and
2. That the Commission grant such other and further relief as shall be just and proper. Crimson is prepared to review the analysis and forecasts supporting this filing with Staff upon request.

Respectfully submitted this 31st day of August, 2026 at San Francisco, California.

DOWNEY BRAND, LLP

By: /s/ James D. Squeri

JAMES D. SQUERI
455 Market Street, Suite 1500
San Francisco, California 94105
Telephone: 415.848.4800
Email: jsqueri@downeybrand.com

Attorneys for Crimson California Pipeline, L.P.

VERIFICATION OF COUNSEL

I, James D. Squeri, declare:

I am an attorney at law duly admitted and licensed to practice before all courts of this state and I have my professional office at Downey Brand LLP, 455 Market Street, Suite 1500, San Francisco, California 94105.

I am an attorney for Applicant, Crimson California Pipeline, L.P., in the above-entitled matter.

No officer of Crimson California Pipeline, L.P. is present in the county in which I have my office and for that reason I am making this verification on behalf of Crimson California Pipeline, L.P.

I have read the foregoing Application and know its contents thereof.

I am informed and believe that the matters stated therein are true and, on that ground, I allege that the matters stated therein are true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed at San Francisco, California on this 31st day of August, 2026.

/s/ James D. Squeri
James D. Squeri

EXHIBIT A

CRIMSON CERTIFICATE OF STATUS



Secretary of State Certificate of Status

I, SHIRLEY N. WEBER, PH.D., California Secretary of State, hereby certify:

Entity Name: CRIMSON CALIFORNIA PIPELINE, L.P.
Entity No.: 200405400002
Registration Date: 02/20/2004
Entity Type: Limited Partnership - CA
Formed In: CALIFORNIA
Status: Active

The above referenced entity is active on the Secretary of State's records and is authorized to exercise all its powers, rights and privileges in California.

This certificate relates to the status of the entity on the Secretary of State's records as of the date of this certificate and does not reflect documents that are pending review or other events that may impact status.

No information is available from this office regarding the financial condition, status of licenses, if any, business activities or practices of the entity.



IN WITNESS WHEREOF, I execute this certificate and affix the Great Seal of the State of California this day of February 23, 2026.

SHIRLEY N. WEBER, PH.D.
Secretary of State

Certificate No.: 425431228

To verify the issuance of this Certificate, use the Certificate No. above with the Secretary of State Certification Verification Search available at bizfileOnline.sos.ca.gov.

EXHIBIT B

CRIMSON FINANCIAL STATEMENTS

202-Crimson California Pipeline
For the Twelve Months Ending Wednesday, December 31, 2025

	<u>202</u>
	<u>Crimson California</u>
	<u>Pipeline, L.P.</u>
ASSETS	
Current Assets	
Cash	\$ (205,986)
Accounts Receivable - Trade	7,229,764
Accounts and other receivables	248,804
Inventory	125,551
Prepaid expenses and other Assets	1,315,910
Operating Right-of-Use Asset	3,711,565
Total Current Assets	<u>12,425,608</u>
Fixed Assets	
Property and Equipment	34,400,290
Property and Equipment (Accum. Dep.)	(1,046,353)
Total Fixed Assets	<u>33,353,936</u>
Other Assets	
Intercompany Receivables	2,102,042
Investment in Subsidiary	10,367,217
Total Other Assets	<u>12,469,259</u>
TOTAL ASSETS	<u><u>\$ 58,248,803</u></u>
LIABILITIES & EQUITY	
Liabilities	
AP and other accrued liabilities	\$ (5,234,806)
Total Accounts Payable	<u>(5,234,806)</u>
Other Current Liabilities	
Unearned Revenue	(1,812,426)
Total Other Current Liabilities	<u>(1,812,426)</u>
Long-Term Liabilities	
Intercompany Payables	(184,054)
Operating Lease Liability	(4,004,524)
Total Long-Term Liabilities	<u>(4,188,579)</u>
Total Liabilities	<u>(11,235,811)</u>
Equity	
Additional Paid-in Capital	(59,793,636)
Accumulated Retained Earnings	25,997,353
Net Income (Loss)	(13,216,709)
Total Equity	<u>(47,012,992)</u>
TOTAL LIABILITIES & EQUITY	<u><u>\$ (58,248,803)</u></u>

Difference

202-Crimson California Pipeline
For the Twelve Months Ending Wednesday, December 31,

	202
	Crimson California
	Pipeline, L.P.
Revenue	
Transportation	\$ 44,875,930
Other	400,719
Lease	2,340
Total Revenue	45,278,989
Expenses	
Operating Expenses	
Salaries & Benefits Opex	(5,421,242)
Materials and Supplies	(124,794)
Field Office	(51,338)
Asset Maintenance	(6,851,128)
Outside Services	(2,196,120)
Utilities and Power	(2,247,101)
Right of Way	(2,831,125)
Regulatory, Environmental, and Safety	(1,670,835)
Insurance and Bonds	(2,404,077)
Taxes	(581,628)
Other Expenses	(1,532,694)
Total Operating Expenses	(25,912,082)
SG&A Expenses	
Salaries & Benefits - G&A	(2,738,054)
Professional Services	(1,595,359)
Director's Fees	(156,505)
Other expenses - G&A	(956,931)
Total SG&A Expenses	(5,446,849)
Total Expenses	(31,358,930)
Net Ordinary Income	13,920,059
Other Income/Expense	
Gain (Loss) on Sale of Fixed Assets	2,748
Depreciation Expense	(835,733)
Other Income/Expense	129,636
Total Other Income/Expense	(703,350)
Net Income	\$ 13,216,709

EXHIBIT C

CURRENT AND PROPOSED RATES

Crimson California Pipeline L.P.

10.00% increase; rates in cents per barrel

Current Tariff	P/L - Route	Current Rate, cpb	Proposed 10.00% Rate, cpb Effective 10/01/2026	Increase, %	
Line 700 - Gathering					10.00%
CPUC 90.9	01 - REDU - Stewart	72.09	79.29	10.00%	
CPUC 90.9	02 - Stearns Jct - Stewart	72.09	79.29	10.00%	
CPUC 90.9	03 - W Naranjal - Stewart	72.09	79.29	10.00%	
CPUC 90.9	04 - Sansinena - Stewart	72.09	79.29	10.00%	
CPUC 90.9	05 - Trucks - Stewart	49.02	53.92	10.00%	
CPUC 90.9	06 - Butler Road - Norwalk	72.09	79.29	10.00%	
Line 700 - Trunk					
CPUC 91.11	01 - Stewart - Phillips 66	170.14	187.15	10.00%	
CPUC 91.11	02 - Stewart - World Oil	175.03	192.53	10.00%	
CPUC 91.11	03 - Norwalk - Phillips 66	147.07	161.77	10.00%	
CPUC 91.11	04 - Norwalk - World Oil	156.03	171.63	10.00%	
Line 600 - Gathering					
CPUC 92.9	01 - Mandalay - Ventura	72.09	79.29	10.00%	
CPUC 92.9	02 - Satcoy - Santa Paula	72.09	79.29	10.00%	
CPUC 92.9	03 - Sulphur Crest - Santa Paula	72.09	79.29	10.00%	
CPUC 92.9	04 - South Mtn - Santa Paula	72.09	79.29	10.00%	
CPUC 92.9	05 - Trucks - Santa Paula	49.02	53.92	10.00%	
CPUC 92.9	07 - Torrey Gath - Torrey	72.09	79.29	10.00%	
Line 600 - Trunk					
CPUC 93.10	01 - Ventura - PBF	193.21	212.53	10.00%	
CPUC 93.10	02 - Ventura - Torrance	193.21	212.53	10.00%	
CPUC 93.10	03 - Ventura - Sepulveda Vault	193.21	212.53	10.00%	
CPUC 93.10	04 - Santa Paula - PBF	193.21	212.53	10.00%	
CPUC 93.10	05 - Santa Paula - Torrance	193.21	212.53	10.00%	
CPUC 93.10	06 - Santa Paula - Sepulveda Vault	193.21	212.53	10.00%	
CPUC 93.10	07 - Torrey - PBF	193.21	212.53	10.00%	
CPUC 93.10	08 - Torrey - Torrance	193.21	212.53	10.00%	
CPUC 93.10	09 - Torrey - Sepulveda Vault	193.21	212.53	10.00%	
West LA Gathering					
CPUC 94.9	01 - Las Cienegas - Venice Tie-in	72.09	79.29	10.00%	
West LA Trunk					
CPUC 95.10	01 - Pico Tie-in (Tennessee Ave) - PBF	129.76	142.73	10.00%	
CPUC 95.10	02 - Pico Tie-in (Tennessee Ave) - Torrance	129.76	142.73	10.00%	
CPUC 95.10	03 - Pico Tie-in (Tennessee Ave) - Sepulveda Vault	129.76	142.73	10.00%	
CPUC 95.10	04 - Venice Tie-in (Las Cienegas) - PBF	129.76	142.73	10.00%	
CPUC 95.10	05 - Venice Tie-in (Las Cienegas) - Torrance	129.76	142.73	10.00%	
CPUC 95.10	06 - Venice Tie-in (Las Cienegas) - Sepulveda Vault	129.76	142.73	10.00%	
Mohawk to Ventura Tank Farm					
CPUC 96.9	01 - Mohawk to Ventura TF	43.51	47.86	10.00%	
Sespe to Santa Paula / Ventura					
CPUC 97.9	01 - Sespe to Santa Paula	25.16	27.67	10.00%	
CPUC 97.9	02 - Santa Paula to Ventura	40.37	44.40	10.00%	
Ventura Tank Farm to LA Area Refineries					
CPUC 98.10	02 - Ventura - PBF	164.63	181.09	10.00%	
CPUC 98.10	03 - Ventura - Phillips 66	164.63	181.09	10.00%	
CPUC 98.10	04 - Ventura - Lomita Manifold Area	164.63	181.09	10.00%	
CPUC 98.10	05 - Ventura - Marathon	183.52	201.87	10.00%	
CPUC 98.10	06 - Ventura - Torrance	164.63	181.09	10.00%	

Inglewood Connection to LA Area Refineries

CPUC 99.10	01 - Inglewood - Sepulveda Vault (0 to 360 mbl/month)	156.26	171.88	10.00%
CPUC 99.10	02 - Inglewood - PBF (0 to 360 mbl/month)	156.26	171.88	10.00%
CPUC 99.10	03 - Inglewood - Torrance Station (0 to 360 mbl/month)	156.26	171.88	10.00%
CPUC 99.10	04 - Inglewood - Sepulveda (over 360 mbl/month)	89.67	98.63	10.00%
CPUC 99.10	05 - Inglewood - PBF (over 360 mbl/month)	89.67	98.63	10.00%
CPUC 99.10	06 - Inglewood - Torrance Station (over 360 mbl/month)	89.67	98.63	10.00%

Lomita Manifold Area to Tesoro

CPUC 100.9	01 - Lomita Manifold Area to Tesoro	22.28	24.50	10.00%
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Ventura Gathering

CPUC 101.9	01 - Sespe to Ventura	72.09	79.29	10.00%
CPUC 101.9	02 - San Miguelito to Ventura	50.86	55.94	10.00%
CPUC 101.9	03 - Ventura (Taylor/RBU, C&D) to Ventura	50.86	55.94	10.00%

Thums System

CPUC 102.10	01 - Beta to Marathon, Phillips 66, Valero	78.38	86.21	10.00%
CPUC 102.10	03 - Thums to Marathon, Phillips 66, Valero	78.38	86.21	10.00%
CPUC 102.10	05 - WTU to Marathon, Phillips 66, Valero	78.38	86.21	10.00%
CPUC 102.10	07 - NWU to Phillips 66	78.38	86.21	10.00%

Inglewood Pipeline

CPUC 103.9	01 - Inglewood to Crimson	57.66	63.42	10.00%
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Northam Trunk System

CPUC 104.11	01 - Montebello to Norwalk Station	233.34	256.67	10.00%
CPUC 104.11	02 - Seal Beach to Norwalk Station	133.71	147.08	10.00%
CPUC 104.11	03 - Huntington Beach to Phillips 66	298.90	328.79	10.00%
CPUC 104.11	04 - Huntington Beach to World Oil	298.90	328.79	10.00%
CPUC 104.11	05 - Huntington Beach to PBF	315.17	346.68	10.00%
CPUC 104.11	06 - Huntington Beach to Marathon	365.49	402.03	10.00%

Stewart Norwalk to PBF

CPUC 107.7	01 - Stewart - PBF	186.63	205.29	10.00%
CPUC 107.7	02 - Norwalk - PBF	163.55	179.90	10.00%

Stewart Norwalk to Marathon

CPUC 108.8	01 - Stewart - Sepulveda Vault	186.63	205.29	10.00%
CPUC 108.8	02 - Norwalk - Sepulveda Vault	163.55	179.90	10.00%

EXHIBIT D

DECLARATION OF ROBERT WALDRON

Declaration of Robert Waldron

I. Introduction and Statement of Qualification

1. My name is Robert L. Waldron. I am the Chief Executive and Financial Officer of Crimson Midstream Operating, LLC ("CMO"), which is the parent company of (1) Crimson California Pipeline, L.P. ("Crimson"). My business address is 370 17th Street, Suite 3100 Denver, Colorado, 80202. I hold a Master of Business Administration from Kellogg School of Business at Northwestern University and a Master of Science in Chemical Engineering from the Massachusetts Institute of Technology. I have more than 20 years of experience in finance, accounting, and the oil and gas industry, with a focus on the pipeline industry.
2. The purpose of my declaration is to demonstrate that the ten percent rate increase sought by Crimson in the subject application is reasonable based upon my analyses of Crimson's cost of service with respect to its southern California Pipeline System and calculation of Crimson's achieved return under various rate scenarios, including its achieved return assuming Commission authorization of Crimson's requested ten percent increase in rates. In discussing Crimson's achieved return under various scenarios, I calculate the increase with reference to the rates currently in effect pursuant to pending Application No. ("A.") 26-02-020 filed February 27, 2026. As such, my analyses support Crimson's request in the subject application to increase its current transportation rates ranging from \$0.2228/bbl.–\$3.6549/bbl. by ten percent to rates ranging from \$0.2451/bbl.–\$4.0204/bbl.
3. An achieved return figure provides a way to calculate the return which a utility, such as Crimson, will earn at a given rate level. In the next section of my declaration, I will

present a summary of the elements used to calculate these figures. I will then present a cost of service and two achieved return figures (Exhibit No. RW-1). The first will present the achieved return resulting from the rates currently in effect pursuant to pending A. 26-02-026 filed June 30, 2025. Second, I will present the achieved return figure that would result from the ten percent increase proposed in the subject application. In Section III of my declaration, I will present a calculation of the cost of capital. Comparing this cost of capital to the achieved return resulting from Crimson's proposed ten percent rate increase demonstrates that it is reasonable.

4. I rely on data reflected in Crimsons books of account for cost information that is incorporated in my calculation. I made appropriate test period adjustments that I explain in the relevant sections of this declaration.

II. Cost of Service and Achieved Return Calculation

5. An achieved return calculation (Exhibit No. RW-1) begins with the revenue generated by a given set of rates, subtracts costs of providing service, and divides the residual by the cost of the assets used to provide service. The figure, expressed as a percentage, is compared against various capital market metrics for comparable companies to determine if it is within the zone of reasonableness, presuming one is setting a cost-based rate. To the extent the achieved return generated by the current rates is significantly below the capital market metrics, it is appropriate to allow the utility to raise its rates to a level that will generate an achieved return aligned with these market metrics.
6. In preparing my achieved return calculations, I have relied upon a few basic principles. First, I began with actual data from the books and records of the company for the 2025

calendar year, which is the Base Period. Next, to the extent there was evidence that these figures will change with known and measurable accuracy in the Test Period (*i.e.*, calendar year 2026), I adjusted the Base Period figures to reflect this information. In addition, it is my understanding that this agency, like most regulatory agencies, bases such calculations on original cost. Consequently, as I discuss in subsection (b) below, I have obtained the original cost figures from Crimson's books of account. In the subsections below, I will discuss the various cost elements of the achieved return calculation. I will then discuss the calculation of revenue from which these costs should be subtracted and measured against as well as perform a cost-of-service calculation (Exhibit No. RW-1).

A. Operating Expenses

7. I began my calculation by obtaining operating expenses for calendar year 2025 (Base Period) for Crimson from the company's books of account. These accounts are categorized in the Uniform System of Accounts for oil pipelines that I understand to be the convention relied on by the Commission. As shown in Statement B of Exhibit No. RW-1, the actual 2025 operating expenses were \$31.4 million.
8. Based on an analysis, I determined that actual rate case expenses of \$346,916 should be removed from the actual expenses and replaced with a normalized amount reflected in the Test Period. In addition, lobbying expenses of \$114,756 were removed from actual expenses. Reflecting these changes, the Base Period operating expense becomes \$31.0 million. I made nine test period adjustments as shown in Statement B. I developed these figures by analyzing the internal 2026 forecasts the company prepares for budgetary purposes. To start, I compared the general ledger ("GL") account level, the Base Period

costs to the 2026 forecast. I focused on each GL account where a change greater than+/- \$150,000 existed. In each instance, I determined that these differences met the known and measurable standard.

9. Below, I summarize each test period adjustment I recommend. All of these adjustments are summarized in Statement B.

- First, I increase Account No. 300 Salaries and Wages by \$1,211,367 to primarily reflect the annual recalculation of allocations and annual wage increases. The annual recalculation of the allocation assumed the San Pablo Bay Pipeline system was still operational.
- Next, I propose increasing Account No. 320 Outside Services by \$1,183,262 to primarily reflect anticipated increases in pipeline integrity costs.
- Next, I recommend increasing Account No. 500 Salaries and Wages by \$528,481 to reflect the annual recalculation of allocations and annual wage increases.
- Next, I propose increasing Account No. 520 Outside Services by \$534,860, which reflects normalized rate case litigation expenses of \$750,000 less \$215,140 in legal expenses associated with bankruptcy activities and other non-utility legal matters.
- Next, I propose increasing Account No. 530 Rentals by \$202,339 to reflect increases to Lease Expense due to Crimson receiving a higher proportion of corporate allocations of office leases.
- Next, I propose increasing Account No. 550 Employee Benefits by \$264,557 to reflect increases to Health Insurance due to Crimson receiving a higher proportion of corporate allocations.
- Next, I propose increasing Account No. 560 Insurance by \$1,079,358 to reflect a more accurate allocation of the insurance premium, after consultation with our insurance underwriters, given the fact that Crimson operates in a significantly more urban

environment with close proximity to the Pacific coastline relative to the other assets covered under the insurance policy.

- Finally, I propose a \$6.0 million increase to Accounts 300, 320, 390, 500, 510, 520, 530, 550, 560, 580, and 590, to reflect a reallocation of all unavoidable expenses in the event San Pablo Bay Pipeline and the KLM Pipeline (CMO owned lines) are forced to discontinue service. These unavoidable expenses represent Crimson's portion of the necessary shared costs to safely operate the Crimson system after eliminating expenses due to the smaller asset base after San Pablo Bay Pipeline and the KLM Pipeline were idled.

10. Combining these test period adjustments generates test period operating expenses excluding depreciation, of \$41.9 million. While this figure does represent a substantial increase compared to the Base Period, and the prior rate case, the majority of these increases arises due to reallocations of necessary and unavoidable expenses in order to safely operate the Crimson system as a result of the necessity of ceasing service on SPB and KLM. Crimson has engaged outside experts to carefully review personnel and has made or will be making substantial expense reductions to recognize the fact that operating two pipeline systems (Crimson and Cardinal Pipeline, LP) requires fewer employees and other shared services compared to operating three.

B. Calculation of Original Cost Rate Base

11. Rate base enters the achieved return calculation in two ways. First, the depreciation of rate base (*i.e.*, recovering the economic cost of investing in assets over the expected life of the assets) is a cost that must be subtracted from revenue. In addition, dividing the residual revenue (after subtraction of operating expenses, depreciation, and other costs) by Rate Base generates the achieved return.

12. It is my understanding, that this Commission employs the depreciated original cost approach ("DOC") for calculating rate base. The original cost of the assets calculated under the DOC approach is typically defined as the cost to the first entity to place an asset in public service. As I discuss below, I have calculated rate base in a manner consistent with the Commission's recent instructions in D.24-05-007.
13. In calculating the rate base for the current case, I began with the same underlying electronic files upon which the Commission relied in D. 25-11-013. I also examined files, which contained actual capital activity through December 2025, and reflected additions that occurred from January 2025 (the start of the Base Period) through December 2025 (the end of the current Base Period). My current calculations reflect these additions in the Base Period of this filing.
14. I also included additions that are expected to occur with known and measurable accuracy by the end of the Test Period *i.e.*, December 31, 2026. Specifically, I propose including an additional \$1.3 million in carrier property to reflect these additions. As a result, gross carrier property is \$99.0 million. The average original cost rate base is \$52.6 million as shown in Exhibit No. RW-1 at Statement E.

C. Depreciation

15. In addition to earning a return on its rate base, Crimson must recover the costs of the assets in rate base over the remaining service life during which these assets are expected to be in operation. As discussed in prior Commission decisions, the Commission has determined that, as of 2016, Crimson has a "remaining economic of 20 years." This remaining economic life implies that the Commission anticipated the utility would cease operations

at the end of 2036. In my opinion, this remains appropriate. Evidence continues to support the conclusion that oil production in California is in steep decline, meaning that Crimson must fully recover its rate base by the mid-2030s. Since Crimson has continued to invest capital in utility assets, the depreciation rates need to be adjusted on a composite basis to ensure rate base will be fully recovered by 2036. Therefore, I recommend a composite depreciation rate of 4.90 percent which implies a remaining life of 11 years.

D. Income Taxes

16. Because Crimson is not itself a tax-paying entity and consistent with precedent at this Commission, I have not included an income tax allowance or any related items (*e.g.*, ADIT) in the cost-of-service calculation.

E. Volume and Revenue

17. Having identified each of the cost elements comprising the achieved return calculation, it is necessary to calculate the revenue that Crimson will earn. Crimson derives revenue from two primary sources: collecting tariff rates filed with the Commission for transportation of oil and selling any oil that it receives as part of the product loss allowance ("PLA"). Therefore, estimating Test Period revenue will be a function of several variables including projected volumes, projected transportation rates, projected oil prices, and realized PLA sales price. Crimson also derives small amounts of revenue from other sources.
18. To estimate Test Period volume upon which to set rates, I began with the actual long-haul volume that Crimson transported in 2025 of approximately 27.4 million barrels. To develop a Test Period figure, I applied a 7.5 percent annual decline to this figure to generate a volume figure of 25.4 million.⁵ I believe a 7.5% decline is justified and fair given that

the 5-year average production decline in California is ~8%, daily throughput on the system is down~7.6% from 2024 to 2025, and recent setback legislation may only exacerbate this variable to the detriment of the pipeline system.

F. Achieved Return

19. Exhibit No. RW-1, Achieved Return, Line 11, Column [a] shows the return if Crimson does not raise its rates at all, instead maintaining the rates currently in effect August 1, 2025. Under this scenario, Crimson would achieve an overall return on rate base of negative 24.00 percent and an achieved return on equity of negative 48.01 percent. In other words, Crimson would be unable to cover its operating expenses which would result in the pipeline system shutting down.
20. Exhibit No. RW-1, Achieved Return, Line 11/13, Column [b] shows the return Crimson would earn if the rates are increased by ten percent as requested in the subject application. The overall return on rate base would be negative 18.36 percent and the achieved return on equity would be negative 23.16 percent.

III. Cost of Capital

A. Cost of Capital Principles

21. *FPC vs. Hope Natural Gas* (hereinafter "*Hope*") constitutes one of the seminal cases in setting just and reasonable cost-based rates. In relevant part, *Hope* teaches that a rate falls within the zone of reasonableness if it balances the interests of the investor and the consumer. *Hope* goes on to state that:

From the investor or company point of view it is important that there be enough revenue not only for operating expenses but also for capital costs of the business... By that standard the return to the equity owner should be commensurate with returns on investments in other enterprises having corresponding risks. That return, moreover, should be sufficient to assure confidence in the financial integrity of the enterprise, so as to maintain its credit and attract capital.¹

From this quote, it should be immediately apparent that Crimson's current rates fall outside of the zone of reasonableness and result in an achieved return on equity of approximately negative 48.01 percent. In other words, its rates do not generate a return sufficient to attract capital. In the 2025 Base Period, Crimson experienced a revenue deficiency of approximately \$6.1 million (Exhibit No. RW-1, Statement A, Line 9). It is important to note that at current rates the Crimson system does not even cover cash operating costs.

B. Capital Structure and Cost of Debt

22. In important ways, Crimson differs from other utilities regulated by this Commission. Specifically, Crimson does not issue long-term debt but has historically relied on equity investments from its owners. Consequently, one could argue that the weighted average cost of capital ("WACC") and the return on equity ("ROE") should be equivalent. However, shippers may argue that such an approach generates an excessive return, and the Commission may have concerns that such a precedent would provide an incentive for other utilities to reduce their reliance on debt, even if the incurrence of debt is economically efficient. Therefore, I have calculated Crimson's achieved return as if it had 40 percent long-term debt (*i.e.*, % Debt= 40%). While several of the major publicly traded oil pipeline companies have higher debt percentages, in my opinion it is appropriate to use a lower debt percentage for Crimson to account for its smaller size and reliance on a

¹ *Federal Power Commission v. Hope Natural Gas Company*, 320 U.S. 591 (19440)

small number of producers with declining production and the associated higher level of risk. Not only is this 60/40 equity structure economically sensible, but it has also been approved by the Commission in several rate cases involving Crimson.

23. In addition to a capital structure, it is also necessary to estimate a cost of debt ("COD"). Crimson has no third-party debt and the lack of availability of third-party debt for Crimson has been well documented in prior proceedings at the CPUC. The most objective measure of Crimson cost of debt is the term loan ("CorEnergy Term Loan") of Crimson's current owner, CorEnergy. The CorEnergy Term Loan matures on April 4, 2029. The CorEnergy Term Loan was put in place on June 12, 2024 and has a 12.0% fixed interest rate for the entire term of the loan. The only assets owned by CorEnergy when the loan was secured are Crimson, San Pablo Bay Pipeline Company, LLC ("SPBPC"), and a very small private crude oil pipeline in Bakersfield California owned by Cardinal Pipeline, LP ("Cardinal"; collectively Crimson, SPBPC, and Cardinal "CorEnergy Pipelines"). Since the only assets owned by CorEnergy are California crude oil pipelines, the CorEnergy debt is the best proxy for the cost of debt of Crimson. In fact, it is a conservative estimate of the cost of debt since the CorEnergy Pipelines collectively provide some geographical diversity and also are a larger asset base to support the CorEnergy Term Loan compared to just the Crimson assets. Furthermore, as has been documented multiple times, CorEnergy has tried to secure additional or alternative debt and have failed to be able to secure debt on more favorable terms than the CorEnergy Term Loan. Given the performance of the CorEnergy Pipelines since 2024, the actual cost of debt for CorEnergy, and thus Crimson, is certainly higher than 12.0 percent; however, Crimson is willing to use 12.0 percent for rate making purposes to be conservative and avoid any discussion on the topic.

24. It is important to note that CorEnergy has sold its interest in Crimson (“CRC Transaction”) to California Resources Corporation (“CRC”); and it is expected that the transaction will close in early September, 2026. However, the impact of the credit worthiness of Crimson from this transaction is not known at the time of the filing. Furthermore, the CRC transaction will not automatically transform Crimson’s creditworthiness. While it is possible the CRC Transaction will improve Crimson’s cost of debt in the future, the actual impact cannot be determined at this time.
25. Currently, if Crimson were to estimate COD using hypothetical debt costs, Crimson would at best be rated a CCC credit given size, geographical location, historical cash flows, and California anti oil & gas regulatory environment. CCC bonds have been trading above 12 percent since the Spring of 2022.¹¹ Therefore, using the same method upon which the Commission has relied previously would imply an interest rate well above 12 percent.

IV. Impact of Crimson Transfer of Control

26. Decision No. 26-08-013 issued August 18, 2026 authorizes the transfer of control of Crimson and SPBPC from CorEnergy Infrastructure Trust, Inc. (“CorEnergy”) to CMH Acquisition Company, LLC (“CMH Acquisition”) and its parent, CRC. There are two elements of my cost-of-service and achieved return calculations that are potentially affected by D. 26-08-013: (1) reallocation of \$6 million of expense to Crimson related to cessation of service on the San Pablo Bay Pipeline; and (2) cost of capital. For the reasons below, I believe that the change in Crimson’s ownership will have a limited impact upon my analyses of the achievable return on rate base and equity resulting from a ten percent increase in Crimson’s current rates and will, at most, reduce, rather than

eliminate, the level of underearning and negative return that Crimson will realize.

27. With respect to the cost reallocation issue, there have been no shipments of crude on the San Pablo Bay mainline since November, 2025. My recommended reallocation of \$6 million in expenses from SPBPC to Crimson reflects the cessation of service on the San Pablo Bay mainline. Given CRC's acquisition of Crimson and SPBPC, I do recognize there is a heightened prospect for resumption of some level of service on the San Pablo Bay mainline before year end, albeit at significantly lower volumes than in the past.
28. I stand by my recommendation that the status quo justifies the reallocation of \$6 million in expenses from SPBPC to Crimson. However, I do recognize that the resumption of service, should it eventuate, would require a more appropriate allocation of a significant portion of the \$6 million in expenses at issue to SPBPC rather than to Crimson. Any such adjustment, however, would not significantly change my analyses demonstrating the reasonableness of Crimson's request for a ten percent increase in current rates in this proceeding. Specifically, assuming that my proposed reallocation of \$6 million of expense to Crimson were to be deemed unreasonable in its entirety, a ten percent increase in rates would still produce negative returns on investment and equity for Crimson.

V. Conclusion

29. As shown in Exhibit No. RW-1, Achieved Return, under its current rates Crimson will earn an overall return on rate base of negative 24.00 percent in the Test Period; its achieved return on equity will be negative 48.01 percent. Approval of the requested ten percent increase would only allow Crimson to earn a return on rate base of negative 18.360 percent and a negative return on equity of 23.16 percent.

The foregoing declaration is submitted under penalty of perjury accordance with the laws of the State of California.

Dated: August 31, 2026

/s/ Robert Waldron
Robert Waldron

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<u>Name</u>	<u>Description</u>	<u>Tab</u>
Achieved Return	Achieved Return for the Test Period	Achieved Return
Proposed Rates	Proposed Rates per Route	Proposed Rates
Statement A	Total Cost of Service	A
Statement B	Operating Expenses	B
Statement C	Overall Return on Rate Base	C
Statement E	Rate Base	E1
Statement F1	AFUDC	F1
Statement F2	Amortization of AFUDC	F2
Statement G	Operating Revenues	G
WorkPaper 1	Input Data	WP1
WorkPaper 2	Volumes and Revenues	WP2

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Achieved Return for the Test Period

Achieved Return

Line	Description	Source	At Current Rates (Eff. Aug-25) [a]	At Requested (10.00%) [b]
1	Transportation Revenues	Statement G, Lines 1, 1, 1, 2, 3	\$29,706,056	\$32,675,433
2	Torrance Station (PUC-109) Revenues	WorkPaper 2, Line 43	\$447,890	\$447,890
3	Allowance Oil Revenue	WorkPaper 2, Line 44	\$4,124,948	\$4,124,948
4	Total Revenues	Sum Lines (1 to 3)	\$34,278,894	\$37,248,271
5	Operating Expenses less Depreciation	Statement A, Line 2	\$41,940,479	\$41,940,479
6	Depreciation Expense	Statement A, Line 3	\$4,818,209	\$4,818,209
7	Amortization of AFUDC	Statement A, Line 4	\$152,523	\$152,523
8	Total Expenses	Sum Lns (5 to 7)	\$46,911,211	\$46,911,211
9	Operating Income	Lines (4 - 8)	(\$12,632,317)	(\$9,662,940)
10	Average Original Cost Rate Base	Statement C, Line 1	\$52,624,771	\$52,624,771
11	Achieved Overall Return on Rate Base	Lines (9 / 10)	-24.00%	-18.36%
12	Weighted Cost of Debt	Statement C, Line 9	4.80%	4.80%
13	Weighted Rate of Return on Equity	Lines (11 - 12)	-28.80%	-23.16%
14	Equity Ratio	WorkPaper 1, Line 21	60%	60%
15	Achieved Rate of Return on Equity	Lines (13 / 14)	-48.01%	-38.60%

Line	System	Receipt Location	Delivery Location	Pipeline Rates (\$/Bbl)	
				Requested (10.00%)	Cost of Service
1	East Crude System (Line 700) Gathering	REDU Line, Orange County	East Crude System (Line #700), Stewart Station, Orange County	0.7929	1.2036
2		Tonner Canyon Line (Stearns Junction), Orange County	East Crude System (Line #700), Stewart Station, Orange County	0.7929	1.2036
3		Sansinena Tie-in, Orange County	East Crude System (Line #700), Stewart Station, Orange County	0.7929	1.2036
4		Stewart Truck Rack, Orange County	East Crude System (Line #700), Stewart Station, Orange County	0.5392	0.8184
5	East Crude System (Line 700) Trunk	East Crude System (Line #700), Stewart Station, Orange County	Phillips 66 Carson Refinery, LA County	1.8715	2.8408
6		East Crude System (Line #700), Stewart Station, Orange County	World Oil Refinery South Gate, LA County	1.9253	2.9224
7		East Crude System (Line #700), Norwalk Station, LA County	Phillips 66 Carson Refinery, LA County	1.6177	2.4556
8	Ventura/ Santa Paula/ Torrey Gathering	Mandalay Area (Line #830), Ventura County	Ventura Station, Ventura County	0.7929	1.2036
9		Saticoy Junction, Ventura County	Santa Paula Station, Ventura County	0.7929	1.2036
10		Sulphur Crest Area Gathering, Orange County	Santa Paula Station, Ventura County	0.7929	1.2036
11		Santa Paula Truck Rack, Ventura County	Santa Paula Station, Ventura County	0.5392	0.8184
12		Torrey Area Gathering, Ventura County	Torrey Station, Ventura County	0.7929	1.2036
13	Line 600 Trunk	Ventura Station, Ventura County	Sepulveda Vault, LA County	2.1253	3.2260
14		Santa Paula Station, Ventura County	PBF Junction, LA County	2.1253	3.2260
15		Santa Paula Station, Ventura County	Torrance Station, LA County	2.1253	3.2260
16		Santa Paula Station, Ventura County	Sepulveda Vault, LA County	2.1253	3.2260
17		Torrey Station, Ventura County	Sepulveda Vault, LA County	2.1253	3.2260
18	West LA Gathering	Las Cienegas Line, LA County	Line #600, Venice Tie-In, LA County	0.7929	1.2036
19	West LA Trunk	Line #600, Pico Tie-In, LA County	PBF Junction, LA County	1.4273	2.1666
20		Line #600, Pico Tie-In, LA County	Torrance Station, LA County	1.4273	2.1666
21		Line #600, Pico Tie-In, LA County	Sepulveda Vault, LA County	1.4273	2.1666
22		Line #600, Venice Tie-In, LA County	Sepulveda Vault, LA County	1.4273	2.1666
23	Mohawk to Ventura TF	Mohawk Station, Ventura County	Ventura Tank Farm, Ventura County	0.4786	0.7264
24	Ventura Tank Farm to LA Refineries	Ventura Tank Farm, Ventura County	PBF Junction, LA County	1.8109	2.7488
25		Ventura Tank Farm, Ventura County	Phillips 66 Carson Refinery, LA County	1.8109	2.7488
26		Ventura Tank Farm, Ventura County	Marathon LA Refinery, LA County	2.0187	3.0642
27	Inglewood to LA Refineries	Inglewood Connection, LA County	Sepulveda Vault, LA County	1.7188	2.6090
28		Inglewood Connection, LA County	PBF Junction, LA County	1.7188	2.6090
29		Inglewood Connection, LA County	Torrance Station, LA County	1.7188	2.6090
30	Ventura Gathering	San Miguelito, Ventura County	Ventura Tank Farm, Ventura County	0.5594	0.8492
31		Ventura, Ventura County	Ventura Tank Farm, Ventura County	0.5594	0.8492
32	THUMS System	Beta, LA County	Marathon LA Refinery/Phillips 66 LA Refinery/Valero Refinery, LA County	0.8621	1.3087
33		THUMS Terminal, LA County	Marathon LA Refinery/Phillips 66 LA Refinery/Valero Refinery, LA County	0.8621	1.3087
34	Inglewood to Crimson	Inglewood Area, Inglewood CA, LA County	Crimson Inglewood Connection, LA County	0.6342	0.9627
35	Northam Trunk	Northam Trunk System (Seal Beach Area, LA-Orange County)	East Crude System (Line #700), Norwalk Station, LA County	1.4708	2.2325
36		Northam Trunk System (Huntington Beach Area, Orange County)	Phillips 66 Carson Refinery, LA County	3.2879	4.9907
37		Northam Trunk System (Huntington Beach Area, Orange County)	World Oil Refinery South Gate, LA County	3.2879	4.9907
38		Northam Trunk System (Huntington Beach Area, Orange County)	Marathon LA Refinery, LA County	4.0203	6.1026
39	Stewart Norwalk to PBF	East Crude System (Line #700), Stewart Station, Orange County	PBF Junction, LA County	2.0529	3.1161
40		East Crude System (Line #700), Norwalk Station, LA County	PBF Junction, LA County	1.7990	2.7308
41	Stewart Norwalk to Marathon	East Crude System (Line #700), Stewart Station, Orange County	Sepulveda Vault, LA County	2.0529	3.1161

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Total Cost of Service

Statement A
Page 1 of 1

Line	Description	Source	Base Period	Test Period
1	Overall Return on Rate Base	Statement C, Line 7	\$ 7,651,817	\$ 7,262,218
2	Operating Expenses Excluding Depreciation	Statement B, Line 21	\$ 30,981,657	\$ 41,940,479
3	Depreciation Expense	Statement B, Line 13	\$ 4,657,106	\$ 4,818,209
4	Amortization of AFUDC	Statement F2, Lines (4 + 10)	\$ 143,914	\$ 152,523
5	Total Cost of Service before Revenue Credits	Sum Lines (1 to 4)	\$ 43,434,493	\$ 54,173,430
6	Revenue Credits	WorkPaper 1, - Line 46	\$ (5,226,527)	\$ (4,572,838)
7	Total Cost of Service after Revenue Credits	Lines (5 + 6)	\$ 38,207,966	\$ 49,600,592
8	Transportation Revenues	WorkPaper 1, Line 42	\$ 32,114,655	\$ 29,706,056
9	Revenue Excess (Deficiency)	Lines (8 - 7)	\$ (6,093,310)	\$ (19,894,535)
10	Revenue Excess (Deficiency) in Percent	Lines (9 / 8)	-18.97%	-66.97%

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Crimson SoCal
2026 Application
Operating Expenses

Statement B
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Line	Description	2025 Actuals	Normalizing Adjustments	Base Period
	OPERATIONS AND MAINTENANCE			
1	300 Salaries and Wages	\$ 4,020,324	-	\$ 4,020,324
2	310 Materials and Supplies	\$ 202,002	-	\$ 202,002
3	320 Outside Services	\$ 11,459,853	-	\$ 11,459,853
4	330 Operating Fuel and Power	\$ 2,247,101	-	\$ 2,247,101
5	340 Oil Losses and Shortages	\$ -	-	\$ -
6	350 Rentals	\$ 3,289,896	-	\$ 3,289,896
7	390 Other Expenses	\$ 577,977	-	\$ 577,977
8	Total Operations Expense	\$ 21,797,153	-	\$ 21,797,153
	GENERAL			
9	500 Salaries and Wages	\$ 1,891,352	-	\$ 1,891,352
10	510 Materials and Supplies	\$ 188,613	-	\$ 188,613
11	520 Outside Services	\$ 1,997,980	(461,672)	\$ 1,536,308
12	530 Rentals	\$ 49,717	-	\$ 49,717
13	540 Depreciation and Amortization	\$ 4,657,106	-	\$ 4,657,106
14	550 Employee Benefits	\$ 1,450,857	-	\$ 1,450,857
15	560 Insurance	\$ 2,488,336	-	\$ 2,488,336
16	570 Casualty and Other Losses	\$ -	-	\$ -
17	580 Pipeline Taxes	\$ 1,056,595	-	\$ 1,056,595
18	590 Other Expenses	\$ 522,727	-	\$ 522,727
19	Total General Expense	\$ 14,303,281	(461,672)	\$ 13,841,609
20	Total Operating Expenses	\$ 36,100,434	(461,672)	\$ 35,638,763
21	Operating Expenses, less Depreciation	\$ 31,443,328	(461,672)	\$ 30,981,657

Test Period Adjustment 1
Test Period Adjustment 2
Test Period Adjustment 3
Test Period Adjustment 4
Test Period Adjustment 5
Test Period Adjustment 6
Test Period Adjustment 7
Test Period Adjustment 8
Test Period Adjustment 9

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2026 Application
Operating Expenses

Statement B
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Line	Description	Test Period Adj. 1	Test Period Adj. 2	Test Period Adj. 3	Test Period Adj. 4	Test Period Adj. 5	Test Period Adj. 6	Test Period Adj. 7	Test Period Adj. 8	Test Period Adj. 9	Test Period
	OPERATIONS AND MAINTENANCE										
1	300 Salaries and Wages	1,211,367	-	-	-	-	-	-	1,401,097	-	\$ 6,632,789
2	310 Materials and Supplies	-	-	-	-	-	-	-	-	-	\$ 202,002
3	320 Outside Services	-	1,183,262	-	-	-	-	-	932,427	-	\$ 13,575,342
4	330 Operating Fuel and Power	-	-	-	-	-	-	-	-	-	\$ 2,247,101
5	340 Oil Losses and Shortages	-	-	-	-	-	-	-	-	-	\$ -
6	350 Rentals	-	-	-	-	-	-	-	-	-	\$ 3,289,896
7	390 Other Expenses	-	-	-	-	-	-	-	66,949	-	\$ 644,927
8	Total Operations Expense	1,211,367	1,183,262	-	-	-	-	-	2,400,474	-	\$ 26,592,257
	GENERAL										
9	500 Salaries and Wages	-	-	528,481	-	-	-	-	1,111,982	-	\$ 3,531,815
10	510 Materials and Supplies	-	-	-	-	-	-	-	157,360	-	\$ 345,973
11	520 Outside Services	-	-	-	534,860	-	-	-	474,785	-	\$ 2,545,953
12	530 Rentals	-	-	-	-	202,339	-	-	5,397	-	\$ 257,453
13	540 Depreciation and Amortization	-	-	-	-	-	-	-	-	161,103	\$ 4,818,209
14	550 Employee Benefits	-	-	-	-	-	264,557	-	738,737	-	\$ 2,454,150
15	560 Insurance	-	-	-	-	-	-	1,079,358	700,677	-	\$ 4,268,371
16	570 Casualty and Other Losses	-	-	-	-	-	-	-	-	-	\$ -
17	580 Pipeline Taxes	-	-	-	-	-	-	-	195,525	-	\$ 1,252,120
18	590 Other Expenses	-	-	-	-	-	-	-	169,661	-	\$ 692,388
19	Total General Expense	-	-	528,481	534,860	202,339	264,557	1,079,358	3,554,124	-	\$ 20,166,431
20	Total Operating Expenses	1,211,367	1,183,262	528,481	534,860	202,339	264,557	1,079,358	5,954,597	-	\$ 46,758,688
21	Operating Expenses, less Depreciation	1,211,367	1,183,262	528,481	534,860	202,339	264,557	1,079,358	5,954,597	(161,103)	\$ 41,940,479

Test Period Adjustment 1
Test Period Adjustment 2
Test Period Adjustment 3
Test Period Adjustment 4
Test Period Adjustment 5
Test Period Adjustment 6
Test Period Adjustment 7
Test Period Adjustment 8
Test Period Adjustment 9

To primarily account for increases in 7037 Salaries and Wages
To primarily account for increases in 7000 Asset Maintenance
To account for increases in 8020 Salaries
To account for increases in 8008 Legal
To account for increases in 8643 Lease Expense
To account for increases in 7041 Health Insurance
To primarily account for increases in 7004 Insurance - General Liability and Umbrella
To account for increases due to re-allocation of unavoidable expenses
To account for increases to 540 Depreciation and Amortization

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Overall Return on Rate Base

Statement C
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Line	Description	Source	Base Period	Test Period
1	Average Original Cost Rate Base	Statement E, Line 10	\$55,447,947	\$52,624,771
2	Equity Ratio	WorkPaper 1, Line 21	60%	60%
3	Debt Ratio	1 - Line 2	40%	40%
4	Rate of Return on Equity	WorkPaper 1, Line 23	15.00%	15.00%
5	Cost of Debt	WorkPaper 1, Line 22	12.00%	12.00%
6	Weighted Cost of Capital	Lines ((2 × 4) + (3 × 5))	13.80%	13.80%
7	Overall Return on Rate Base	Lines (6 × 1)	\$7,651,817	\$7,262,218
8	Weighted Rate of Return on Equity	Lines (2 × 4)	9.00%	9.00%
9	Weighted Cost of Debt	Lines (3 × 5)	4.80%	4.80%
10	Return on Equity	Lines (1 × 8)	\$4,990,315	\$4,736,229
11	Interest Expense	Lines (1 × 9)	\$2,661,501	\$2,525,989

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2026 Application
Rate Base

Statement E
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Line	Description	Source	2015	2016	2017	2018	2019	2020	2021
<u>Total Carrier Property in Service</u>									
1	Carrier Property in Service	WorkPaper 1, Line 8	\$52,247,447	\$55,224,444	\$56,820,151	\$58,334,355	\$64,277,809	\$67,198,809	\$79,433,782
2	Accumulated AFUDC	Statement F2, Lines (2 + 8)	\$487,240	\$656,821	\$740,899	\$834,401	\$964,195	\$1,122,009	\$1,855,951
3	Total Carrier Property in Service	Lines (1 + 2)	\$52,734,687	\$55,881,266	\$57,561,050	\$59,168,756	\$65,242,004	\$68,320,818	\$81,289,732
<u>Total Accumulated Depreciation</u>									
4	Accumulated Depreciation of Carrier Property	WorkPaper 1, Line 15	\$19,510,761	\$21,192,696	\$22,946,194	\$24,748,362	\$26,993,480	\$29,051,089	\$31,345,889
5	Accumulated Amortization of AFUDC	Statement F2, Lines (5 + 11)	\$80,503	\$98,408	\$120,282	\$144,935	\$173,083	\$205,732	\$252,338
6	Total Accumulated Depreciation	Lines (4 + 5)	\$19,591,264	\$21,291,104	\$23,066,476	\$24,893,297	\$27,166,563	\$29,256,821	\$31,598,226
7	Net Carrier Property In Service	Lines (3 - 6)	\$33,143,423	\$34,590,162	\$34,494,574	\$34,275,458	\$38,075,441	\$39,063,997	\$49,691,506
8	Working Capital	WorkPaper 1, Line 20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Original Cost Rate Base	Lines (7 + 8)	\$33,143,423	\$34,590,162	\$34,494,574	\$34,275,458	\$38,075,441	\$39,063,997	\$49,691,506
10	Average Original Cost Rate Base	Average Line 9		\$33,866,792	\$34,542,368	\$34,385,016	\$36,175,450	\$38,569,719	\$44,377,751

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Crimson SoCal
2026 Application
Rate Base

Statement E
Page 2 of 2

Line	Description	Source	2022	2023	2024	Base Period	Test Period
<u>Total Carrier Property in Service</u>							
1	Carrier Property in Service	WorkPaper 1, Line 8	\$80,885,264	\$93,398,162	\$95,164,542	\$97,676,286	\$98,985,318
2	Accumulated AFUDC	Statement F2, Lines (2 + 8)	\$1,931,355	\$2,769,719	\$2,891,600	\$3,067,556	\$3,157,879
3	Total Carrier Property in Service	Lines (1 + 2)	\$82,816,620	\$96,167,881	\$98,056,141	\$100,743,841	\$102,143,197
<u>Total Accumulated Depreciation</u>							
4	Accumulated Depreciation of Carrier Property	WorkPaper 1, Line 15	\$33,854,882	\$36,582,418	\$41,051,354	\$45,670,114	\$50,488,324
5	Accumulated Amortization of AFUDC	Statement F2, Lines (5 + 11)	\$311,609	\$385,181	\$519,354	\$663,268	\$815,791
6	Total Accumulated Depreciation	Lines (4 + 5)	\$34,166,491	\$36,967,598	\$41,570,708	\$46,333,382	\$51,304,114
7	Net Carrier Property In Service	Lines (3 - 6)	\$48,650,129	\$59,200,283	\$56,485,434	\$54,410,460	\$50,839,083
8	Working Capital	WorkPaper 1, Line 20	\$0	\$0	\$0	\$0	\$0
9	Original Cost Rate Base	Lines (7 + 8)	\$48,650,129	\$59,200,283	\$56,485,434	\$54,410,460	\$50,839,083
10	Average Original Cost Rate Base	Average Line 9	\$49,170,817	\$53,925,206	\$57,842,858	\$55,447,947	\$52,624,771

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Crimson SoCal
2026 Application
AFUDC

Statement F1
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Line	Description	Source	2015	2016	2017	2018	2019	2020	2021
1	Equity Ratio	WorkPaper 1, Line 21		60%	60%	60%	60%	60%	60%
2	Debt Ratio	1 - Line 1		40%	40%	40%	40%	40%	40%
3	Rate of Return on Equity	WorkPaper 1, Line 23		14.65%	13.23%	16.25%	13.98%	14.59%	15.66%
4	Cost of Debt	WorkPaper 1, Line 22		6.50%	6.50%	6.50%	6.50%	6.50%	6.50%
5	Depreciable Property in Service Additions	WorkPaper 1, Lines (5 - 1)		\$2,976,997	\$1,595,706	\$1,514,204	\$2,362,470	\$2,779,934	\$12,234,972
6	Equity AFUDC BOY	Prior Line 9		\$0	\$0	\$0	\$0	\$0	\$0
7	Equity AFUDC Additions	Lines ((Prior 9 + $\frac{1}{2} \times 1 \times 5) \times 3)$		\$130,880	\$63,334	\$73,817	\$99,082	\$121,675	\$574,887
8	Equity AFUDC Transfers to Rate Base	Line 7		\$130,880	\$63,334	\$73,817	\$99,082	\$121,675	\$574,887
9	Equity AFUDC EOY	Lines (6 + 7 - 8)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Debt AFUDC BOY	Prior Line 13		\$0	\$0	\$0	\$0	\$0	\$0
11	Debt AFUDC Additions	Lines ((Prior 13 + $\frac{1}{2} \times 2 \times 5) \times 4)$		\$38,701	\$20,744	\$19,685	\$30,712	\$36,139	\$159,055
12	Debt AFUDC Transfers to Rate Base	Line 11		\$38,701	\$20,744	\$19,685	\$30,712	\$36,139	\$159,055
13	Debt AFUDC EOY	Lines (10 + 11 - 12)	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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2026 Application
AFUDC

Statement F1
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Line	Description	Source	2022	2023	2024	Base Period	Test Period
1	Equity Ratio	WorkPaper 1, Line 21	60%	60%	60%	60%	60%
2	Debt Ratio	1 - Line 1	40%	40%	40%	40%	40%
3	Rate of Return on Equity	WorkPaper 1, Line 23	11.45%	15.00%	15.00%	15.00%	15.00%
4	Cost of Debt	WorkPaper 1, Line 22	8.80%	11.00%	12.00%	12.00%	12.00%
5	Depreciable Property in Service Additions	WorkPaper 1, Lines (5 - 1)	\$1,451,483	\$12,512,898	\$1,766,380	\$2,550,090	\$1,309,033
6	Equity AFUDC BOY	Prior Line 9	\$0	\$0	\$0	\$0	\$0
7	Equity AFUDC Additions	Lines ((Prior 9 + $\frac{1}{2} \times 1 \times 3$)	\$49,858	\$563,080	\$79,487	\$114,754	\$58,906
8	Equity AFUDC Transfers to Rate Base	Line 7	\$49,858	\$563,080	\$79,487	\$114,754	\$58,906
9	Equity AFUDC EOY	Lines (6 + 7 - 8)	\$0	\$0	\$0	\$0	\$0
10	Debt AFUDC BOY	Prior Line 13	\$0	\$0	\$0	\$0	\$0
11	Debt AFUDC Additions	Lines ((Prior 13 + $\frac{1}{2} \times 2 \times 5$)	\$25,546	\$275,284	\$42,393	\$61,202	\$31,417
12	Debt AFUDC Transfers to Rate Base	Line 11	\$25,546	\$275,284	\$42,393	\$61,202	\$31,417
13	Debt AFUDC EOY	Lines (10 + 11 - 12)	\$0	\$0	\$0	\$0	\$0

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2026 Application
Amortization of AFUDC

Statement F2
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Line	Description	Source	2015	2016	2017	2018	2019	2020	2021
1	Equity AFUDC Transfers to Rate Base	Statement F1, Line 8		\$130,880	\$63,334	\$73,817	\$99,082	\$121,675	\$574,887
2	Accumulated Equity AFUDC	Cumulative Line 1	\$359,645	\$490,525	\$553,859	\$627,676	\$726,758	\$848,433	\$1,423,320
3	Depreciation Rates	WorkPaper 1, Line 11		3.13%	3.13%	3.13%	3.13%	3.13%	3.13%
4	Amortization of Equity AFUDC	Lines ((Prior 2 + $\frac{1}{2} \times 1$) $\times$ 3)		\$13,305	\$16,345	\$18,491	\$21,197	\$24,652	\$35,553
5	Accumulated Amortization of Equity AFUDC	Cumulative Line 4	\$59,086	\$72,391	\$88,736	\$107,227	\$128,424	\$153,075	\$188,628
6	Net Equity AFUDC	Line (2 - 5)	\$300,559	\$418,134	\$465,123	\$520,450	\$598,335	\$695,358	\$1,234,692
7	Debt AFUDC Transfers to Rate Base	Statement F1, Line 12		\$38,701	\$20,744	\$19,685	\$30,712	\$36,139	\$159,055
8	Accumulated Debt AFUDC	Cumulative Line 7	\$127,595	\$166,296	\$187,040	\$206,725	\$237,437	\$273,576	\$432,631
9	Depreciation Rates	WorkPaper 1, Line 11		3.13%	3.13%	3.13%	3.13%	3.13%	3.13%
10	Amortization of Debt AFUDC	Lines ((Prior 8 + $\frac{1}{2} \times 7$) $\times$ 9)		\$4,599	\$5,530	\$6,162	\$6,951	\$7,997	\$11,052
11	Accumulated Amortization of Debt AFUDC	Cumulative Line 10	\$21,417	\$26,016	\$31,546	\$37,709	\$44,660	\$52,657	\$63,709
12	Net Debt AFUDC	Line (8 - 11)	\$106,178	\$140,280	\$155,494	\$169,016	\$192,777	\$220,919	\$368,922

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2026 Application
Amortization of AFUDC

Statement F2
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Line	Description	Source	2022	2023	2024	Base Period	Test Period
1	Equity AFUDC Transfers to Rate Base	Statement F1, Line 8	\$49,858	\$563,080	\$79,487	\$114,754	\$58,906
2	Accumulated Equity AFUDC	Cumulative Line 1	\$1,473,178	\$2,036,259	\$2,115,746	\$2,230,500	\$2,289,406
3	Depreciation Rates	WorkPaper 1, Line 11	3.13%	3.13%	4.74%	4.83%	4.90%
4	Amortization of Equity AFUDC	Lines ((Prior 2 + $\frac{1}{2} \times 1$) $\times$ 3)	\$45,330	\$54,923	\$98,403	\$104,962	\$110,738
5	Accumulated Amortization of Equity AFUDC	Cumulative Line 4	\$233,959	\$288,881	\$387,284	\$492,246	\$602,983
6	Net Equity AFUDC	Line (2 - 5)	\$1,239,220	\$1,747,378	\$1,728,462	\$1,738,254	\$1,686,423
7	Debt AFUDC Transfers to Rate Base	Statement F1, Line 12	\$25,546	\$275,284	\$42,393	\$61,202	\$31,417
8	Accumulated Debt AFUDC	Cumulative Line 7	\$458,177	\$733,461	\$775,854	\$837,056	\$868,473
9	Depreciation Rates	WorkPaper 1, Line 11	3.13%	3.13%	4.74%	4.83%	4.90%
10	Amortization of Debt AFUDC	Lines ((Prior 8 + $\frac{1}{2} \times 7$) $\times$ 9)	\$13,941	\$18,649	\$35,771	\$38,952	\$41,785
11	Accumulated Amortization of Debt AFUDC	Cumulative Line 10	\$77,650	\$96,299	\$132,070	\$171,022	\$212,807
12	Net Debt AFUDC	Line (8 - 11)	\$380,527	\$637,161	\$643,784	\$666,034	\$655,665

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2026 Application
Operating Revenues

Statement G
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Line	Description	Source	Test Period
1	Revenues Under Current Rates (Eff. Aug-25)	Deliveries x Current Rates	\$29,706,056
2	Revenues Under Requested Rates - Feb26 (+66,977)	Deliveries x Requested Rates - Feb26	\$49,599,264
3	Revenues Under Cost of Service Rates	Deliveries x COS Rates	\$49,599,264

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Crimson SoCal
2026 Application
Input Data

WorkPaper 1

Line	Description	Source	2015	2016	2017	2018	2019	2020	2021	2022
Carrier Property in Service ("CPIS")										
1	Land Additions	Company Records		\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Land Retirements	Company Records		\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Land Adjustments and Transfers	Company Records		\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Land EOY	Sum Lins (1 to 3 + Prior 4) 1/	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CPIS Additions	Company Records		\$2,976,997	\$1,595,706	\$1,514,204	\$2,362,470	\$2,779,934	\$12,234,972	\$1,451,483
6	CPIS Retirements	Company Records		\$0	\$0	\$0	(\$1,448,572)	\$0	\$0	\$0
7	CPIS Adjustments and Transfers	Company Records		\$0	\$0	\$0	\$5,029,556	\$141,066	\$0	\$0
8	CPIS EOY	Sum Lins (5 to 7 + Prior 8) 1/	\$52,247,447	\$55,224,444	\$56,820,151	\$58,334,355	\$64,277,809	\$67,198,809	\$79,433,782	\$80,885,264
9	Depreciable CPIS EOY	Lines (8 - 4)	\$52,247,447	\$55,224,444	\$56,820,151	\$58,334,355	\$64,277,809	\$67,198,809	\$79,433,782	\$80,885,264
10	Average Depreciable CPIS	Average Line 9		\$53,735,946	\$56,022,298	\$57,577,253	\$61,306,082	\$65,738,309	\$73,316,295	\$80,159,523
11	Depreciation Rates	2/	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%
12	Depreciation Expense	Lines (10 x 11)		\$1,681,935	\$1,753,498	\$1,802,168	\$1,918,880	\$2,057,609	\$2,294,800	\$2,508,993
13	Depreciation Retirements	Line 6		\$0	\$0	\$0	(\$1,448,572)	\$0	\$0	\$0
14	Depreciation Adjustments and Transfers	CPUC Decision 24-05-007		\$0	\$0	\$0	\$1,774,809	\$0	\$0	\$0
15	Accum. Depreciation EOY	Sum Lins (12 to 14 + Prior 15) 1/	\$19,510,761	\$21,192,696	\$22,946,194	\$24,748,362	\$26,993,480	\$29,051,089	\$31,345,889	\$33,854,882
16	Accum. Equity AFUDC	1/		\$359,645						
17	Accum. Amortization of Equity AFUDC	1/		\$59,086						
18	Accum. Debt AFUDC	1/		\$127,595						
19	Accum. Amortization of Debt AFUDC	1/		\$21,417						
20	Working Capital	Company Records	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Capital										
21	Equity Ratio	CPUC Decision 24-05-007	60%	60%	60%	60%	60%	60%	60%	60%
22	Cost of Debt	Company Records	6.50%	6.50%	6.50%	6.50%	6.50%	6.50%	6.50%	8.80%
23	Rate of Return on Equity	MJW-2	11.45%	14.65%	13.23%	16.25%	13.98%	14.59%	15.66%	11.45%

1/ 2015 EOY from 2016 CPUC Decisions

2/ Initial rate reflects 20-Year Remaining Life based on 2016 CPUC Decision.
Test Period rate updated to keep 2036 end of Remaining Life

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Crimson SoCal
2026 Application
Input Data

WorkPaper 1

Line	Description	Source	2023	2024	Base Period	Test Period
Carrier Property in Service ("CPIS")						
1	Land Additions	Company Records	\$0	\$0	\$0	\$0
2	Land Retirements	Company Records	\$0	\$0	\$0	\$0
3	Land Adjustments and Transfers	Company Records	\$0	\$0	\$0	\$0
4	Land EOY	Sum Lins (1 to 3 + Prior 4) 1/	\$0	\$0	\$0	\$0
5	CPIS Additions	Company Records	\$12,512,898	1,766,380	2,550,090	1,309,033
6	CPIS Retirements	Company Records	\$0	\$0	(38,346)	-
7	CPIS Adjustments and Transfers	Company Records	\$0	\$0	\$0	\$0
8	CPIS EOY	Sum Lins (5 to 7 + Prior 8) 1/	\$93,398,162	\$95,164,542	\$97,676,286	\$98,985,318
9	Depreciable CPIS EOY	Lines (8 - 4)	\$93,398,162	\$95,164,542	\$97,676,286	\$98,985,318
10	Average Depreciable CPIS	Average Line 9	\$87,141,713	\$94,281,352	\$96,420,414	\$98,330,802
11	Depreciation Rates	2/	3.13%	4.74%	4.83%	4.90%
12	Depreciation Expense	Lines (10 x 11)	\$2,727,536	\$4,468,936	\$4,657,106	\$4,818,209
13	Depreciation Retirements	Line 6	\$0	\$0	(\$38,346)	\$0
14	Depreciation Adjustments and Transfers	CPUC Decision 24-05-007	\$0	\$0	\$1	\$0
15	Accum. Depreciation EOY	Sum Lins (12 to 14 + Prior 15) 1/	\$36,582,418	\$41,051,354	\$45,670,114	\$50,488,324
16	Accum. Equity AFUDC	1/				
17	Accum. Amortization of Equity AFUDC	1/				
18	Accum. Debt AFUDC	1/				
19	Accum. Amortization of Debt AFUDC	1/				
20	Working Capital	Company Records	\$0	\$0	\$0	\$0
Cost of Capital						
21	Equity Ratio	CPUC Decision 24-05-007	60%	60%	60%	60%
22	Cost of Debt	Company Records	11.00%	12.00%	12.00%	12.00%
23	Rate of Return on Equity	MJW-2	15.00%	15.00%	15.00%	15.00%

1/ 2015 EOY from 2016 CPUC Decisions

2/ Initial rate reflects 20-Year Remaining Life based on 2016 CPUC Decision.

Test Period rate updated to keep 2036 end of Remaining Life

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Crimson SoCal
2026 Application
Input Data

WorkPaper 1

Line	Description	Source	Base Period	Test Period
Operating Expenses				
OPERATIONS AND MAINTENANCE				
23	300 Salaries and Wages	Statement B, Line 1	4,020,324	6,632,789
24	310 Materials and Supplies	Statement B, Line 2	202,002	202,002
25	320 Outside Services	Statement B, Line 3	11,459,853	13,575,542
26	330 Operating Fuel and Power	Statement B, Line 4	2,247,101	2,247,101
27	340 Oil Losses and Shortages	Statement B, Line 5	0	0
28	350 Rentals	Statement B, Line 6	3,289,896	3,289,896
29	390 Other Expenses	Statement B, Line 7	577,977	644,927
30	Total Operations Expense	Sum Lns (23 to 29)	\$21,797,153	\$26,592,257
GENERAL				
31	500 Salaries and Wages	Statement B, Line 9	1,891,352	3,531,815
32	510 Materials and Supplies	Statement B, Line 10	188,613	345,973
33	520 Outside Services	Statement B, Line 11	1,536,308	2,545,953
34	530 Rentals	Statement B, Line 12	49,717	257,453
35	550 Employee Benefits	Statement B, Line 13	1,450,857	2,454,150
36	560 Insurance	Statement B, Line 14	2,488,336	4,268,371
37	570 Casualty and Other Losses	Statement B, Line 15	0	0
38	580 Pipeline Taxes	Statement B, Line 16	1,056,595	1,252,120
39	590 Other Expenses	Statement B, Line 17	522,727	692,388
40	Total General Expense	Sum Lns (31 to 39)	\$9,184,503	\$15,348,222
41	Operating Expenses less Depreciation	Line (30 + 40)	\$30,981,657	\$41,940,479
Revenues				
42	210 Transportation Revenues	WorkPaper 2, Line 42	\$32,114,655	\$29,706,056
43	Torrance Station (PUC-109) Revenue	WorkPaper 2, Line 43	\$515,422	\$447,890
44	230 Allowance Oil Revenue	WorkPaper 2, Line 44	\$4,711,105	\$4,124,948
45	260 Other Revenues	WorkPaper 2, Sum Lns (45 to 46)	\$887,763	\$644,766
46	Total Revenue Credits	Sum Lines (43 to 44)	\$5,226,527	\$4,572,838
Volumes				
47	Deliveries in Bbls	WorkPaper 2, Line 42	27,442,483	25,384,296

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Crimson SoCal
2026 Application
Volumes and Revenues

WorkPaper 2

Line	System	Receipt Location	Delivery Location	Prior Tariff (Eff. Aug-25)	2025 Actual Volumes	Normalizing Adjustments	Base Period
1	East Crude System (Line 700) Gathering	REDU Line, Orange County	East Crude System (Line #700), Stewart Station, Orange County	\$0.7209	187,705	0	187,705
2		Tonner Canyon Line (Stearns Junction), Orange County	East Crude System (Line #700), Stewart Station, Orange County	\$0.7209	614,791	0	614,791
3		Sansinena Tie-in, Orange County	East Crude System (Line #700), Stewart Station, Orange County	\$0.7209	194,459	0	194,459
4		Stewart Truck Rack, Orange County	East Crude System (Line #700), Stewart Station, Orange County	\$0.4902	18,139	0	18,139
5	East Crude System (Line 700) Trunk	East Crude System (Line #700), Stewart Station, Orange County	Phillips 66 Carson Refinery, LA County	\$1.7014	693,776	0	693,776
6		East Crude System (Line #700), Stewart Station, Orange County	World Oil Refinery South Gate, LA County	\$1.7503	98,603	0	98,603
7		East Crude System (Line #700), Norwalk Station, LA County	Phillips 66 Carson Refinery, LA County	\$1.4707	686,483	0	686,483
8	Ventura/ Santa Paula/ Torrey Gathering	Mandalay Area (Line #830), Ventura County	Ventura Station, Ventura County	\$0.7209	557,567	0	557,567
9		Satco, Junction, Ventura County	Santa Paula Station, Ventura County	\$0.7209	50,939	0	50,939
10		Sulphur Crest Area Gathering, Orange County	Santa Paula Station, Ventura County	\$0.7209	185,997	0	185,997
11		Santa Paula Truck Rack, Ventura County	Santa Paula Station, Ventura County	\$0.4902	870,982	0	870,982
12		Torrey Area Gathering, Ventura County	Torrey Station, Ventura County	\$0.7209	403,891	0	403,891
13	Line 600 Trunk	Ventura Station, Ventura County	Sepulveda Vault, LA County	\$1.9321	808,836	0	808,836
14		Santa Paula Station, Ventura County	PBF Junction, LA County	\$1.9321	502,731	0	502,731
15		Santa Paula Station, Ventura County	Torrance Station, LA County	\$1.9321	127,874	0	127,874
16		Santa Paula Station, Ventura County	Sepulveda Vault, LA County	\$1.9321	1,267,067	0	1,267,067
17	West LA Gathering	Torrey Station, Ventura County	Sepulveda Vault, LA County	\$1.9321	243,560	0	243,560
18		Las Cienegas Line, LA County	Line #600, Venice Tie-In, LA County	\$0.7209	72,821	0	72,821
19	West LA Trunk	Line #600, Pico Tie-In, LA County	PBF Junction, LA County	\$1.2976	30,207	0	30,207
20		Line #600, Pico Tie-In, LA County	Torrance Station, LA County	\$1.2976	125,971	0	125,971
21		Line #600, Pico Tie-In, LA County	Sepulveda Vault, LA County	\$1.2976	20,577	0	20,577
22		Line #600, Venice Tie-In, LA County	Sepulveda Vault, LA County	\$1.2976	3,692	0	3,692
23	Mohawk to Ventura TF	Mohawk Station, Ventura County	Ventura Tank Farm, Ventura County	\$0.4351	1,305,641	0	1,305,641

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Crimson SoCal
2026 Application
Volumes and Revenues

WorkPaper 2

Line	System	Receipt Location	Delivery Location	Prior Tariff (Eff. Aug-25)	2025 Actual Volumes	Normalizing Adjustments	Base Period
24	Ventura Tank Farm to LA Refineries	Ventura Tank Farm, Ventura County	PBF Junction, LA County	\$1.6463	96,496	0	96,496
25		Ventura Tank Farm, Ventura County	Phillips 66 Carson Refinery, LA County	\$1.6463	2,663,840	0	2,663,840
26		Ventura Tank Farm, Ventura County	Marathon LA Refinery, LA County	\$1.8352	1,478,776	0	1,478,776
27	Inglewood to LA Refineries	Inglewood Connection, LA County	Sepulveda Vault, LA County	\$1.5626	454,375	0	454,375
28		Inglewood Connection, LA County	PBF Junction, LA County	\$1.5626	90,759	0	90,759
29		Inglewood Connection, LA County	Torrance Station, LA County	\$1.5626	1,020,146	0	1,020,146
30	Ventura Gathering	San Miguelito, Ventura County	Ventura Tank Farm, Ventura County	\$0.5086	461,624	0	461,624
31		Ventura, Ventura County	Ventura Tank Farm, Ventura County	\$0.5086	2,524,280	0	2,524,280
32	THUMS System	Beta, LA County	Marathon LA Refinery/Phillips 66 LA Refinery/Valero Refinery, LA County	\$0.7838	1,544,543	0	1,544,543
33		THUMS Terminal, LA County	Marathon LA Refinery/Phillips 66 LA Refinery/Valero Refinery, LA County	\$0.7838	4,066,319	0	4,066,319
34	Inglewood to Crimson	Inglewood Area, Inglewood CA, LA County	Crimson Inglewood Connection, LA County	\$0.5766	1,659,714	0	1,659,714
35	Northam Trunk	Northam Trunk System (Seal Beach Area, LA-Orange County)	East Crude System (Line #700), Norwalk Station, LA County	\$1.3371	1,005,247	0	1,005,247
36		Northam Trunk System (Huntington Beach Area, Orange County)	Phillips 66 Carson Refinery, LA County	\$2.9890	378,749	0	378,749
37		Northam Trunk System (Huntington Beach Area, Orange County)	World Oil Refinery South Gate, LA County	\$2.9890	283,968	0	283,968
38		Northam Trunk System (Huntington Beach Area, Orange County)	Marathon LA Refinery, LA County	\$3.6549	84,138	0	84,138
39	Stewart Norwalk to PBF	East Crude System (Line #700), Stewart Station, Orange County	PBF Junction, LA County	\$1.8663	232,155	0	232,155
40		East Crude System (Line #700), Norwalk Station, LA County	PBF Junction, LA County	\$1.6355	307,047	0	307,047
41	Stewart Norwalk to Marathon	East Crude System (Line #700), Stewart Station, Orange County	Sepulveda Vault, LA County	\$1.8663	17,996	0	17,996
42	Pipeline Transportation Total				27,442,483	0	27,442,483

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Crimson SoCal
2026 Application
Volumes and Revenues

Worksheet 2

Line	System	Receipt Location	Delivery Location	Test Period Adjustments	Test Period	Revenues at Prior Rates Base Period	Revenues at Prior Rates Test Period
1	East Crude System (Line 700) Gathering	REDU Line, Orange County	East Crude System (Line #700), Stewart Station, Orange County	(14,078)	173,627	\$ 135,317	\$125,168
2		Tonner Canyon Line (Stearns Junction), Orange County	East Crude System (Line #700), Stewart Station, Orange County	(46,109)	568,682	\$ 443,203	\$409,963
3		Sansinena Tie-in, Orange County	East Crude System (Line #700), Stewart Station, Orange County	(14,584)	179,875	\$ 140,186	\$129,672
4		Stewart Truck Rack, Orange County	East Crude System (Line #700), Stewart Station, Orange County	(1,360)	16,779	\$ 8,892	\$8,225
5	East Crude System (Line 700) Trunk	East Crude System (Line #700), Stewart Station, Orange County	Phillips 66 Carson Refinery, LA County	(52,033)	641,743	\$ 1,180,391	\$1,091,862
6		East Crude System (Line #700), Stewart Station, Orange County	World Oil Refinery South Gate, LA County	(7,395)	91,208	\$ 172,585	\$159,641
7		East Crude System (Line #700), Norwalk Station, LA County	Phillips 66 Carson Refinery, LA County	(51,486)	634,996	\$ 1,009,610	\$933,889
8	Ventura/ Santa Paula/ Torrey Gathering	Mandalay Area (Line #830), Ventura County	Ventura Station, Ventura County	(41,818)	515,750	\$ 401,950	\$371,804
9		Saticoy Junction, Ventura County	Santa Paula Station, Ventura County	(3,820)	47,118	\$ 36,722	\$33,967
10		Sulphur Crest Area Gathering, Orange County	Santa Paula Station, Ventura County	(13,950)	172,048	\$ 134,086	\$124,029
11		Santa Paula Truck Rack, Ventura County	Santa Paula Station, Ventura County	(65,324)	805,658	\$ 426,955	\$394,934
12		Torrey Area Gathering, Ventura County	Torrey Station, Ventura County	(30,292)	373,599	\$ 291,165	\$269,328
13	Line 600 Trunk	Ventura Station, Ventura County	Sepulveda Vault, LA County	(60,663)	748,173	\$ 1,562,752	\$1,445,546
14		Santa Paula Station, Ventura County	PBF Junction, LA County	(37,705)	465,027	\$ 971,327	\$898,478
15		Santa Paula Station, Ventura County	Torrance Station, LA County	(9,591)	118,283	\$ 247,065	\$228,535
16		Santa Paula Station, Ventura County	Sepulveda Vault, LA County	(95,030)	1,172,037	\$ 2,448,100	\$2,264,493
17		Torrey Station, Ventura County	Sepulveda Vault, LA County	(18,267)	225,293	\$ 470,583	\$435,289
18	West LA Gathering	Las Cienegas Line, LA County	Line #600, Venice Tie-In, LA County	(5,462)	67,359	\$ 52,497	\$48,559
19	West LA Trunk	Line #600 Pico Tie-In, LA County	PBF Junction, LA County	(2,266)	27,942	\$ 39,197	\$36,257
20		Line #600 Pico Tie-In, LA County	Torrance Station, LA County	(9,448)	116,524	\$ 163,461	\$151,201
21		Line #600 Pico Tie-In, LA County	Sepulveda Vault, LA County	(1,543)	19,033	\$ 26,700	\$24,698
22		Line #600, Venice Tie-In, LA County	Sepulveda Vault, LA County	(277)	3,415	\$ 4,791	\$4,432
23	Mohawk to Ventura TF	Mohawk Station, Ventura County	Ventura Tank Farm, Ventura County	(97,923)	1,207,718	\$ 568,085	\$525,478

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Worksheet 2

Line	System	Receipt Location	Delivery Location	Test Period Adjustments	Test Period	Revenues at Prior Rates Base Period	Revenues at Prior Rates Test Period	
24	Ventura Tank Farm to LA Refineries	Ventura Tank Farm, Ventura County	PBF Junction, LA County	(7,237)	89,258	\$ 158,861	\$146,946	
25		Ventura Tank Farm, Ventura County	Phillips 66 Carson Refinery, LA County	(199,788)	2,464,052	\$ 4,385,480	\$4,056,569	
26		Ventura Tank Farm, Ventura County	Marathon LA Refinery, LA County	(110,908)	1,367,868	\$ 2,713,849	\$2,510,311	
27	Inglewood to LA Refineries	Inglewood Connection, LA County	Sepulveda Vault, LA County	(34,078)	420,297	\$ 710,007	\$656,756	
28		Inglewood Connection, LA County	PBF Junction, LA County	(6,807)	83,952	\$ 141,819	\$131,183	
29		Inglewood Connection, LA County	Torrance Station, LA County	(76,511)	943,635	\$ 1,594,079	\$1,474,523	
30	Ventura Gathering	San Miguelito, Ventura County	Ventura Tank Farm, Ventura County	(34,622)	427,002	\$ 234,782	\$217,173	
31		Ventura, Ventura County	Ventura Tank Farm, Ventura County	(189,321)	2,334,959	\$ 1,283,849	\$1,187,560	
32	THUMS System	Beta, LA County	Marathon LA Refinery/Phillips 66 LA Refinery/Valero Refinery, LA County	(115,841)	1,428,702	\$ 1,210,613	\$1,119,817	
33		THUMS Terminal, LA County	Marathon LA Refinery/Phillips 66 LA Refinery/Valero Refinery, LA County	(304,974)	3,761,345	\$ 3,187,181	\$2,948,142	
34	Inglewood to Crimson	Inglewood Area, Inglewood CA, LA County	Crimson Inglewood Connection, LA County	(124,479)	1,535,235	\$ 956,991	\$885,217	
35	Northam Trunk	Northam Trunk System (Seal Beach Area, LA-Orange County)	East Crude System (Line #700), Norwalk Station, LA County	(75,394)	929,853	\$ 1,344,116	\$1,243,307	
36		Northam Trunk System (Huntington Beach Area, Orange County)	Phillips 66 Carson Refinery, LA County	(28,406)	350,343	\$ 1,132,080	\$1,047,174	
37		Northam Trunk System (Huntington Beach Area, Orange County)	World Oil Refinery South Gate, LA County	(21,298)	262,671	\$ 848,782	\$785,123	
38		Northam Trunk System (Huntington Beach Area, Orange County)	Marathon LA Refinery, LA County	(6,310)	77,828	\$ 307,516	\$284,452	
39	Stewart Norwalk to PBF	East Crude System (Line #700), Stewart Station, Orange County	PBF Junction, LA County	(17,412)	214,744	\$ 433,271	\$400,776	
40		East Crude System (Line #700), Norwalk Station, LA County	PBF Junction, LA County	(23,029)	284,019	\$ 502,176	\$464,513	
41	Stewart Norwalk to Marathon	East Crude System (Line #700), Stewart Station, Orange County	Sepulveda Vault, LA County	(1,350)	16,646	\$ 33,586	\$31,067	
42	Pipeline Transportation Total				(2,058,186)	25,384,296	\$32,114,655	\$29,706,056

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WorkPaper 2

Line	System	Receipt Location	Delivery Location	Test Period Adjustments	Test Period	Revenues at Prior Rates Base Period	Revenues at Prior Rates Test Period
43	Torrance Station (PUC-109) Revenue					\$515,422	\$447,890
44	Allowance Oil Revenue					\$4,711,105	\$4,124,948
45	PUC Accounting & Gauging Fees					\$317,606	\$276,090
46	PUC Water Penalty					\$570,157	\$368,676
47	Passthrough Revenues					\$887,763	\$644,766
48	Total Revenues (Non-Passthrough)					\$37,341,183	\$34,278,894