

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.

Capital Expenditure Plan by Major Work Category (\$millions)

Line No.	Major Work Category (MWC)	2011	2012	2013	2014
1	<i>5 – Tools and Equipment</i>	\$0.3	\$0.3	\$0.3	\$0.3
2	<i>12 – Environmental</i>	6.5	5.3	8.8	13.8
3	<i>26 – New Business</i>	32.1	3.4	3.4	3.5
4	<i>73 – New Capacity – Gas</i>	13.5	4.9	4.0	3.5
5	<i>75 – Pipeline Reliability</i>	14.8	30.6	39.3	42.5
6	<i>76 – Station Reliability</i>	41.8	31.9	28.1	41.8
7	<i>78 – Manage Buildings</i>	0.3	0.1	0.1	0.1
8	<i>83 – Work Requested by Others</i>	8.3	8.6	8.9	9.2
9	<i>84 – Gathering</i>	2.4	2.4	2.5	2.6
10	<i>91 – Gas Metering</i>	2.0	1.0	2.0	0.3
11	<i>96 – Gill Ranch</i>	0.2	0.2	0.2	0.2
12	<i>98 – Integrity Management</i>	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.

O&M Expense by Category (FERC \$millions)

Line No.	Category	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

<u>Line No.</u>	<u>Adder Project</u>	<u>Capital Expenditure Cap (\$millions)</u>
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)

<u>Line No.</u>	<u>Rate Differential Scenario</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
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

<u>Line No.</u>	<u>Rate Differential Scenario</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
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	CORE and CTAs	608.766	98.89%	608.766	348.000	321.000
2	WHOLESALE - Core					
3	Palo Alto	5.898	0.96%	5.898	3.372	3.110
4	Coalinga	0.552	0.09%	0.552	0.316	0.291
5	West Coast Gas-Mather	0.171	0.03%	0.171	0.098	0.090
6	Island Energy	0.064	0.01%	0.064	0.037	0.034
7	Alpine Natural Gas	0.098	0.02%	0.098	0.056	0.052
8	West Coast Gas-Castle	0.051	0.01%	0.051	0.029	0.027
9	Subtotal WHOLESALE-Core	6.834	1.11%	6.834	3.907	3.604
10	TOTAL	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.	Description	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				Total			
			2011	2012	2013	2014	2011	2012	2013	2014	2011	2012	2013	2014
1	Line 304, 4.6 miles 12" pipe, Stockton Area (September 2011)	\$4.7	---	390	379	369	---	204	208	209	---	593	587	578
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	8,093	7,816
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	7,091
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	8,808	16,059	22,519

Local Transmission Rate Adder, \$ per Dth

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)	Total				
			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.		Noncore Redwood Path									
		MFV					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
	Base Rates (\$/Dth)										
1	Reservation Charge	5.5044	5.5176	5.3841	5.3190		8.4565	8.4355	8.1700	8.0298	
2	Usage Charge	0.1056	0.1043	0.0997	0.0972		0.0085	0.0084	0.0081	0.0081	
3	Usage Charge	0.2865	0.2857	0.2767	0.2721		0.2865	0.2857	0.2767	0.2721	
4	Total Charge										
5	Adder Rates										
6	Delevan 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	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	----	----	----	0.0440	
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	----	----	0.1856	0.1772		----	----	0.2816	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	----	----	----	----	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	5.5697	5.5234		8.4565	8.4355	8.4515	8.3384	
29	Usage Charge	0.1056	0.1043	0.1031	0.1009		0.0085	0.0084	0.0083	0.0083	
30	Total Charge	0.2865	0.2857	0.2862	0.2825		0.2865	0.2857	0.2862	0.2825	

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

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Gas Accord V Settlement Agreement

Appendix A
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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.	Description	MfV					SfV					
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015	
Noncore Baja Path												
	Base Rates (\$/Dth)											
1	Reservation Charge	5.9887	6.1019	6.1691	6.3051		9.2005	9.3288	9.3612	9.5185		
2	Usage Charge	0.1146	0.1151	0.1139	0.1148		0.0090	0.0090	0.0090	0.0092		
3	Usage Charge	0.1146	0.1151	0.1139	0.1148		0.0090	0.0090	0.0090	0.0092		
4	Total Charge	0.3115	0.3157	0.3167	0.3221		0.3115	0.3157	0.3167	0.3221		
5	Adder Rates											
6	Delevan 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	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	---	---	---	0.0440		
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	---	---	0.1856	0.1772		---	---	0.2816	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	---	---	---	---	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		9.2005	9.3288	9.6428	9.8270		
29	Usage Charge	0.1146	0.1151	0.1173	0.1185		0.0090	0.0090	0.0092	0.0094		
30	Total Charge	0.3115	0.3157	0.3262	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.		Core Redwood Path									
		MFV					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Base Rates (\$/Dth)											
1	Reservation Charge	4.6775	4.7343	4.5947	4.5485		6.4213	6.5803	6.4438	6.4287	
2	Usage Charge	0.0674	0.0704	0.0701	0.0710		0.0101	0.0097	0.0093	0.0092	
3	Usage Charge						0.2212	0.2261	0.2211	0.2206	
4	Total Charge	0.2212	0.2261	0.2211	0.2206		0.2212	0.2261	0.2211	0.2206	
Adder Rates											
Delevan K3/Gerber - L400											
5	Reservation Charge	----	----	----	0.0233		----	----	----	0.0329	
6	Usage Charge	----	----	----	0.0004		----	----	----	0.0000	
7	Usage Charge	----	----	----	0.0011		----	----	----	0.0011	
8	Total Charge	----	----	----			----	----	----		
Delevan K3/Gerber - L401											
9	Reservation Charge	----	----	----	----		----	----	----	----	
10	Usage Charge	----	----	----	----		----	----	----	----	
11	Usage Charge	----	----	----	----		----	----	----	----	
12	Total Charge	----	----	----	----		----	----	----	----	
P03107 Topock, P-Units Replacement											
13	Reservation Charge	----	----	----	----	0.0407	----	----	----	----	0.0575
14	Usage Charge	----	----	----	----	0.0006	----	----	----	----	0.0001
15	Usage Charge	----	----	----	----	0.0019	----	----	----	----	0.0019
16	Total Charge	----	----	----	----		----	----	----	----	
P02158-Topock K-Units Replacement-Ph 1											
17	Reservation Charge	----	----	0.2620	0.2472		----	----	0.3675	0.3493	
18	Usage Charge	----	----	0.0039	0.0037		----	----	0.0004	0.0004	
19	Usage Charge	----	----	0.0125	0.0119		----	----	0.0125	0.0119	
20	Total Charge	----	----				----	----			
P02158-Topock K-Units Replacement-Ph 2											
21	Reservation Charge	----	----	----	----	0.1236	----	----	----	----	0.1747
22	Usage Charge	----	----	----	----	0.0019	----	----	----	----	0.0002
23	Usage Charge	----	----	----	----	0.0059	----	----	----	----	0.0059
24	Total Charge	----	----	----	----		----	----	----	----	
Total Base Rates Plus Adders (1)											
25	Reservation Charge	4.6775	4.7343	4.8568	4.8189		6.4213	6.5803	6.8113	6.8109	
26	Usage Charge	0.0674	0.0704	0.0739	0.0751		0.0101	0.0097	0.0097	0.0096	
27	Usage Charge	0.2212	0.2261	0.2336	0.2335		0.2212	0.2261	0.2336	0.2335	
28	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.		M/FV					SFV							
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015			
	Base Rates (\$/Dth)													
1	Reservation Charge	5.2119	5.3692	5.4350	5.5910		7.1550	7.4628	7.6223	7.9021				
2	Usage Charge	0.0748	0.0796	0.0824	0.0867		0.0110	0.0107	0.0105	0.0108				
3	Usage Charge	0.2462	0.2561	0.2611	0.2706		0.2462	0.2561	0.2611	0.2706				
4	Total Charge													
5	Adder Rates													
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	----	----	----	----		----	----	----	----				0.0575
16	Usage Charge	----	----	----	0.0407		----	----	----	----				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	0.0004				
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	\$5.2119	\$5.3692	\$5.6971	\$5.8614		\$7.1550	\$7.4628	\$7.9898	\$8.2843				
29	Usage Charge	\$0.0748	\$0.0796	\$0.0863	\$0.0908		\$0.0110	\$0.0107	\$0.0109	\$0.0112				
30	Total Charge	\$0.2462	\$0.2561	\$0.2736	\$0.2835		\$0.2462	\$0.2561	\$0.2736	\$0.2835				

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

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Appendix A
 August 20, 2010

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.		MFV					SFV							
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015			
	Base Rates (\$/Dth)													
1	Reservation Charge	3.2066	3.2094	3.1751	3.1830		4.6961	4.7070	4.6490	4.6575				
2	Usage Charge	0.0550	0.0551	0.0542	0.0543		0.0060	0.0059	0.0058	0.0058				
3	Usage Charge	0.1604	0.1606	0.1586	0.1589		0.1604	0.1606	0.1586	0.1589				
4	Total Charge													
5	Adder Rates													
6	Delevan K3/Gerber - L400													
7	Reservation Charge	----	----	----	0.0062		----	----	----	0.0090				
8	Usage Charge	----	----	----	0.0001		----	----	----	0.0000				
9	Total Charge	----	----	----	0.0003		----	----	----	0.0003				
10	Delevan K3/Gerber - L401													
11	Reservation Charge	----	----	----	0.0141		----	----	----	0.0207				
12	Usage Charge	----	----	----	0.0002		----	----	----	0.0000				
13	Total Charge	----	----	----	0.0007		----	----	----	0.0007				
14	P03107 Topock, P-Units Replacement													
15	Reservation Charge	----	----	----	----	0.0218	----	----	----	0.0319				
16	Usage Charge	----	----	----	----	0.0004	----	----	----	0.0000				
17	Total Charge	----	----	----	----	0.0011	----	----	----	0.0011				
18	P02158-Topock K-Units Replacement-Ph 1													
19	Reservation Charge	----	----	0.1383	0.1325		----	----	0.2026	0.1938				
20	Usage Charge	----	----	0.0023	0.0022		----	----	0.0001	0.0001				
21	Total Charge	----	----	0.0068	0.0065		----	----	0.0068	0.0065				
22	P02158-Topock K-Units Replacement-Ph 2													
23	Reservation Charge	----	----	----	----	0.0662	----	----	----	0.0969				
24	Usage Charge	----	----	----	----	0.0011	----	----	----	0.0001				
25	Total Charge	----	----	----	----	0.0033	----	----	----	0.0033				
27	Total Base Rates Plus Adders (1)													
28	Reservation Charge	3.2066	3.2094	3.3134	3.3358		4.6961	4.7070	4.8515	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.

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Appendix A
 August 20, 2010

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.		MfV					Noncore Redwood Path				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Base Rates (\$/Dth)											
1	Reservation Charge	6.6053	6.6211	6.4609	6.3828		10.1478	10.1226	9.8039	9.6358	
2	Usage Charge	0.1267	0.1252	0.1197	0.1167		0.0102	0.0101	0.0098	0.0097	
3	Usage Charge	0.3438	0.3429	0.3321	0.3265		0.3438	0.3429	0.3321	0.3265	
4	Total Charge										
Adder Rates											
5	Delevan K3/Gerber - L400										
6	Reservation Charge	----	----	----	0.0099		----	----	----	0.0150	
7	Usage Charge	----	----	----	0.0002		----	----	----	0.0000	
8	Usage Charge	----	----	----	0.0005		----	----	----	0.0005	
9	Total Charge										
Delevan K3/Gerber - L401											
10	Reservation Charge	----	----	----	0.0227		----	----	----	0.0343	
11	Usage Charge	----	----	----	0.0004		----	----	----	0.0000	
12	Usage Charge	----	----	----	0.0012		----	----	----	0.0012	
13	Total Charge										
P03107 Topock, P-Units Replacement											
14	Reservation Charge	----	----	----			----	----	----	0.0528	
15	Usage Charge	----	----	----	0.0350		----	----	----	0.0000	
16	Usage Charge	----	----	----	0.0006		----	----	----	0.0000	
17	Total Charge									0.0018	
P02158-Topock K-Units Replacement-Ph 1											
18	Reservation Charge	----	----	0.2227	0.2127		----	----	0.3379	0.3210	
19	Usage Charge	----	----	0.0040	0.0038		----	----	0.0002	0.0002	
20	Usage Charge	----	----	0.0113	0.0108		----	----	0.0113	0.0108	
21	Total Charge										
P02158-Topock K-Units Replacement-Ph 2											
22	Reservation Charge	----	----	----			----	----	----	0.1606	
23	Usage Charge	----	----	----	0.1063		----	----	----	0.0001	
24	Usage Charge	----	----	----	0.0019		----	----	----	0.0001	
25	Total Charge									0.0054	
Total Base Rates Plus Adders (1)											
27	Reservation Charge	6.6053	6.6211	6.6836	6.6281		10.1478	10.1226	10.1418	10.0061	
28	Usage Charge	0.1267	0.1252	0.1237	0.1211		0.0102	0.0101	0.0100	0.0100	
29	Usage Charge	0.3438	0.3429	0.3434	0.3390		0.3438	0.3429	0.3434	0.3390	
30	Total Charge										

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

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Appendix A
 August 20, 2010

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.		MfV					Noncore Baja Path					SFV
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015	
Base Rates (\$/Dth)												
1	Reservation Charge	7.1864	7.3223	7.4030	7.5661		11.0407	11.1945	11.2334	11.4221		
2	Usage Charge	0.1376	0.1381	0.1367	0.1378		0.0109	0.0108	0.0108	0.0110		
3	Usage Charge	0.1376	0.1381	0.1367	0.1378		0.0109	0.0108	0.0108	0.0110		
4	Total Charge	0.3738	0.3789	0.3801	0.3865		0.3738	0.3789	0.3801	0.3865		
Adder Rates												
5												
6	Delevan K3/Gerber - L400											
7	Reservation Charge	----	----	----	0.0099		----	----	----	0.0150		
8	Usage Charge	----	----	----	0.0002		----	----	----	0.0000		
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	----	----	0.2227	0.2127		----	----	0.3379	0.3210		
20	Usage Charge	----	----	0.0040	0.0038		----	----	0.0002	0.0002		
21	Total Charge	----	----	0.0113	0.0108		----	----	0.0113	0.0108		
22	P02158-Topock K-Units Replacement-Ph 2											
23	Reservation Charge	----	----	----	----	0.1063	----	----	----	0.1606		
24	Usage Charge	----	----	----	----	0.0019	----	----	----	0.0001		
25	Total Charge	----	----	----	----	0.0054	----	----	----	0.0054		
Total Base Rates Plus Adders (1)												
27	Reservation Charge	7.1864	7.3223	7.6256	7.8114		11.0407	11.1945	11.5713	11.7924		
28	Usage Charge	0.1376	0.1381	0.1407	0.1421		0.0109	0.0108	0.0110	0.0113		
29	Usage Charge	0.1376	0.1381	0.1407	0.1421		0.0109	0.0108	0.0110	0.0113		
30	Total Charge	0.3738	0.3789	0.3914	0.3990		0.3738	0.3789	0.3914	0.3990		

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

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 August 20, 2010

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.		MFV					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
		Core Baja Path									
	Base Rates (\$/Dth)										
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	Usage Charge	0.2954	0.3073	0.3133	0.3247		0.2954	0.3073	0.3133	0.3247	
4	Total Charge										
5	Adder Rates										
6	Delevan K3/Gerber - L400										
7	Reservation Charge	----	----	----	0.0279		----	----	----	0.0395	
8	Usage Charge	----	----	----	0.0004		----	----	----	0.0000	
9	Total Charge	----	----	----	0.0013		----	----	----	0.0013	
10	Delevan K3/Gerber - L401										
11	Reservation Charge	----	----	----	----		----	----	----	----	
12	Usage Charge	----	----	----	----		----	----	----	----	
13	Total Charge	----	----	----	----		----	----	----	----	
14	P03107 Topock, P-Units Replacement										
15	Reservation Charge	----	----	----	----		----	----	----	0.0690	
16	Usage Charge	----	----	----	0.0488		----	----	----	0.0001	
17	Total Charge	----	----	----	0.0023		----	----	----	0.0023	
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge	----	----	0.3144	0.2966		----	----	0.4410	0.4192	
20	Usage Charge	----	----	0.0046	0.0045		----	----	0.0005	0.0004	
21	Total Charge	----	----	0.0150	0.0142		----	----	0.0150	0.0142	
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge	----	----	----	0.1483		----	----	----	0.2096	
24	Usage Charge	----	----	----	0.0022		----	----	----	0.0002	
25	Total Charge	----	----	----	0.0071		----	----	----	0.0071	
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	

(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.		Silverado Path									
		MFV			SFV						
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Base Rates (\$/Dth)											
1	Reservation Charge	3.8479	3.8513	3.8101	3.8196		5.6354	5.6484	5.5788	5.5889	
2	Usage Charge	0.0660	0.0662	0.0651	0.0651		0.0072	0.0071	0.0069	0.0069	
3	Usage Charge	0.1925	0.1928	0.1903	0.1907		0.1925	0.1928	0.1903	0.1907	
4	Total Charge										
Adder Rates											
5											
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										0.0383
16	Usage Charge										0.0000
17	Total Charge										0.0013
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge			0.1660	0.1589				0.2431	0.2326	
20	Usage Charge			0.0027	0.0026				0.0002	0.0002	
21	Total Charge			0.0082	0.0078				0.0082	0.0078	
22	P02158-Topock K-Units Replacement-Ph 2										
23	Reservation Charge										0.1163
24	Usage Charge										0.0001
25	Total Charge										0.0039
Total Base Rates Plus Adders (1)											
27	Reservation Charge	3.8479	3.8513	3.9761	4.0029		5.6354	5.6484	5.8218	5.8572	
28	Usage Charge	0.0660	0.0662	0.0678	0.0681		0.0072	0.0071	0.0071	0.0071	
29	Usage Charge	0.1925	0.1928	0.1985	0.1997		0.1925	0.1928	0.1985	0.1997	
30	Total Charge										

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

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Appendix A
 August 20, 2010

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

		Redwood Path				
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	
		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

<u>Redwood, Silverado and Mission (From City Gate) Off-System - Noncore</u>						
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	
<u>Mission Path (From On-System Storage) Off-System</u>						
Line No.	2011	2012	2013	2014	2015	
9	Usage Charge (\$/Dth)	0.0000	0.0000	0.0000	0.0000	
<u>Baja Path Off-System - Noncore</u>						
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.		Redwood, Silverado and Mission Paths Off-System									
		MFV					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
	Base Rates (\$/Dth)										
1	Reservation Charge	5.5044	5.5176	5.3841	5.3190		8.4565	8.4355	8.1700	8.0298	
2	Usage Charge	0.1056	0.1043	0.0997	0.0972		0.0085	0.0084	0.0081	0.0081	
3	Usage Charge	0.1056	0.1043	0.0997	0.0972		0.0085	0.0084	0.0081	0.0081	
4	Total Charge	0.2865	0.2857	0.2767	0.2721		0.2865	0.2857	0.2767	0.2721	
5	Adder Rates										
6	Delevan 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	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	----	----	----	----	0.0440
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	----	----	0.1856	0.1772		----	----	0.2816	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	----	----	----	----	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	5.5697	5.5234		8.4565	8.4355	8.4515	8.3384	
29	Usage Charge	0.1056	0.1043	0.1031	0.1009		0.0085	0.0084	0.0083	0.0083	
30	Total Charge	0.2865	0.2857	0.2862	0.2825		0.2865	0.2857	0.2862	0.2825	

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

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Appendix A
 August 20, 2010

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.		MfV					SFV							
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015			
		Baja Path Off-System												
	Base Rates (\$/Dth)													
1	Reservation Charge	5.9887	6.1019	6.1691	6.3051		9.2005	9.3288	9.3612	9.5185				
2	Usage Charge	0.1146	0.1151	0.1139	0.1148		0.0090	0.0090	0.0090	0.0092				
3	Usage Charge	0.3115	0.3157	0.3167	0.3221		0.3115	0.3157	0.3167	0.3221				
4	Total Charge													
5	Adder Rates													
6	Delevan 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	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		----	----	----	0.0440				
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	----	----	0.1856	0.1772		----	----	0.2816	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	----	----	----	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		9.2005	9.3288	9.3612	9.5185				
29	Usage Charge	0.1146	0.1151	0.1173	0.1185		0.0090	0.0090	0.0090	0.0092				
30	Total Charge	0.3115	0.3157	0.3262	0.3325		0.3115	0.3157	0.3167	0.3221				

(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
G-XF: Pipeline Expansion Firm Intrastate Transportation Service

Line No.		Expansion Shippers (G-XF)			
		SFV			
		2011	2012	2013	2014
1	Base Rates (\$/Dth)				
2	Reservation Charge	6.1990	6.2206	6.0125	5.8251
3	Usage Charge	0.0015	0.0015	0.0016	0.0016
4	Total Charge	0.2053	0.2060	0.1992	0.1931
5	Adder Rates				
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
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.		MFV					SFV							
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015			
	Base Rates (\$/Dth)													
1	Reservation Charge	5.5044	5.5176	5.4221	5.3492		8.4565	8.4355	8.2277	8.0754				
2	Usage Charge	0.1056	0.1043	0.1004	0.0978		0.0085	0.0084	0.0082	0.0081				
3	Total Charge	0.2865	0.2857	0.2787	0.2736		0.2865	0.2857	0.2787	0.2736				
4														
	Adder Rates													
5														
6	Delevan 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														
11	Delevan K3/Gerber - L401													
12	Reservation Charge	---	---	---	0.0189		---	---	---	0.0286				
13	Usage Charge	---	---	---	0.0003		---	---	---	0.0000				
14	Total Charge	---	---	---	0.0010		---	---	---	0.0010				
15														
16	P 03107 Topock, P-Units Replacement													
17	Reservation Charge	---	---	---	---	0.0291	---	---	---	---	0.0440			
18	Usage Charge	---	---	---	---	0.0005	---	---	---	---	0.0000			
19	Total Charge	---	---	---	---	0.0015	---	---	---	---	0.0015			
20														
21	P 02158-Topock K-Units Replacement-Ph 1													
22	Reservation Charge	---	---	---	0.1772		---	---	---	0.2675				
23	Usage Charge	---	---	---	0.0032		---	---	---	0.0002				
24	Total Charge	---	---	---	0.0090		---	---	---	0.0090				
25														
26	P 02158-Topock K-Units Replacement-Ph 2													
27	Reservation Charge	---	---	---	---	0.0886	---	---	---	---	0.1338			
28	Usage Charge	---	---	---	---	0.0016	---	---	---	---	0.0001			
29	Total Charge	---	---	---	---	0.0045	---	---	---	---	0.0045			
30														
31	Total Base Rates Plus Adders (1)													
32	Reservation Charge	5.5044	5.5176	5.4221	5.5536		8.4565	8.4355	8.2277	8.3839				
33	Usage Charge	0.1056	0.1043	0.1004	0.1014		0.0085	0.0084	0.0082	0.0084				
34	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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Appendix A
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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.		MFV					Noncore Baja Path					SFV
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015	
Base Rates (\$/Dth)												
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	Usage Charge	0.1146	0.1151	0.1128	0.1136		0.0090	0.0090	0.0089	0.0091		
4	Total Charge	0.3115	0.3157	0.3137	0.3186		0.3115	0.3157	0.3137	0.3186		
Adder Rates												
Delevan K3/Gerber - L400												
6	Reservation Charge	----	----	----	0.0083		----	----	----	0.0125		
7	Usage Charge	----	----	----	0.0001		----	----	----	0.0000		
8	Usage Charge	----	----	----	0.0004		----	----	----	0.0004		
9	Total Charge	----	----	----			----	----	----			
Delevan K3/Gerber - L401												
10	Reservation Charge	----	----	----	0.0189		----	----	----	0.0286		
11	Usage Charge	----	----	----	0.0003		----	----	----	0.0000		
12	Usage Charge	----	----	----	0.0010		----	----	----	0.0010		
13	Total Charge	----	----	----			----	----	----			
P03107 Topock, P-Units Replacement												
14	Reservation Charge	----	----	----			----	----	----	0.0440		
15	Usage Charge	----	----	----	0.0291		----	----	----	0.0000		
16	Usage Charge	----	----	----	0.0005		----	----	----	0.0000		
17	Total Charge	----	----	----	0.0015		----	----	----	0.0015		
P02158-Topock K-Units Replacement-Ph 1												
18	Reservation Charge	----	----	----	0.1772		----	----	----	0.2675		
19	Usage Charge	----	----	----	0.0032		----	----	----	0.0002		
20	Usage Charge	----	----	----	0.0090		----	----	----	0.0090		
21	Total Charge	----	----	----			----	----	----			
P02158-Topock K-Units Replacement-Ph 2												
22	Reservation Charge	----	----	----	0.0886		----	----	----	0.1338		
23	Usage Charge	----	----	----	0.0016		----	----	----	0.0001		
24	Usage Charge	----	----	----	0.0045		----	----	----	0.0045		
25	Total Charge	----	----	----			----	----	----			
Total Base Rates Plus Adders (1)												
27	Reservation Charge	5.9887	6.1019	6.1090	6.4410		9.2005	9.3288	9.2700	9.7237		
28	Usage Charge	0.1146	0.1151	0.1128	0.1172		0.0090	0.0090	0.0089	0.0093		
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.		Core Redwood Path									
		MFV			SFV						
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Base Rates (\$/Dth)											
1	Reservation Charge	4.6775	4.7343	4.6445	4.5910		6.4213	6.5803	6.5137	6.4887	
2	Usage Charge	0.0674	0.0704	0.0708	0.0717		0.0101	0.0097	0.0093	0.0093	
3	Usage Charge						0.2212	0.2261	0.2235	0.2226	
4	Total Charge	0.2212	0.2261	0.2235	0.2226		0.2212	0.2261	0.2235	0.2226	
Adder Rates											
5											
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	---	---	---	---		---	---	---	---	0.0575
16	Usage Charge	---	---	---	0.0407		---	---	---	---	0.0001
17	Total Charge	---	---	---	0.0006		---	---	---	---	0.0019
18	P02158-Topock K-Units Replacement-Ph 1										
19	Reservation Charge	---	---	---	0.2471		---	---	---	0.3493	
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	---	---	---	---		---	---	---	---	0.1747
24	Usage Charge	---	---	---	0.1236		---	---	---	---	0.0002
25	Total Charge	---	---	---	0.0059		---	---	---	---	0.0059
Total Base Rates Plus Adders (1)											
27											
28	Reservation Charge	4.6775	4.7343	4.6445	4.8614		6.4213	6.5803	6.5137	6.8709	
29	Usage Charge	0.0674	0.0704	0.0708	0.0757		0.0101	0.0097	0.0093	0.0097	
30	Total Charge	0.2212	0.2261	0.2235	0.2356		0.2212	0.2261	0.2235	0.2356	

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

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Appendix A
 August 20, 2010

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.		MFV					SFV							
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015			
	Base Rates (\$/Dth)													
1	Reservation Charge	5.2119	5.3692	5.3798	5.5292	7.1550	7.4628	7.5449	7.8147					
2	Usage Charge	0.0748	0.0796	0.0816	0.0858	0.0110	0.0107	0.0104	0.0107					
3	Usage Charge	0.2462	0.2561	0.2585	0.2676	0.2462	0.2561	0.2585	0.2676					
4	Total Charge													
5	Adder Rates													
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	---	---	---	0.2471	---	---	---	0.3493					
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	---	---	---	---	0.0019	---	---	---					0.0002
25	Total Charge	---	---	---	---	0.0059	---	---	---					0.0059
27	Total Base Rates Plus Adders (1)													
28	Reservation Charge	\$5.2119	\$5.3692	\$5.3798	\$5.7996	\$7.1550	\$7.4628	\$7.5449	\$8.1969					
29	Usage Charge	\$0.0748	\$0.0796	\$0.0816	\$0.0899	\$0.0110	\$0.0107	\$0.0104	\$0.0111					
30	Total Charge	\$0.2462	\$0.2561	\$0.2585	\$0.2806	\$0.2462	\$0.2561	\$0.2585	\$0.2806					

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

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Appendix A
 August 20, 2010

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.		MFV					SFV							
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015			
	Base Rates (\$/Dth)													
1	Reservation Charge	3.2066	3.2094	3.1794	3.1826		4.6961	4.7070	4.6552	4.6569				
2	Usage Charge	0.0550	0.0551	0.0543	0.0543		0.0060	0.0059	0.0058	0.0058				
3	Usage Charge						0.1604	0.1606	0.1588	0.1589				
4	Total Charge	0.1604	0.1606	0.1588	0.1589		0.1604	0.1606	0.1588	0.1589				
5	Adder Rates													
6	Delevan K3/Gerber - L400													
7	Reservation Charge	----	----	----	0.0062		----	----	----	0.0090				
8	Usage Charge	----	----	----	0.0001		----	----	----	0.0000				
9	Total Charge	----	----	----	0.0003		----	----	----	0.0003				
10	Delevan K3/Gerber - L401													
11	Reservation Charge	----	----	----	0.0141		----	----	----	0.0207				
12	Usage Charge	----	----	----	0.0002		----	----	----	0.0000				
13	Total Charge	----	----	----	0.0007		----	----	----	0.0007				
14	P03107 Topock, P-Units Replacement													
15	Reservation Charge	----	----	----	----	0.0218	----	----	----	0.0319				
16	Usage Charge	----	----	----	----	0.0004	----	----	----	0.0000				
17	Total Charge	----	----	----	----	0.0011	----	----	----	0.0011				
18	P02158-Topock K-Units Replacement-Ph 1													
19	Reservation Charge	----	----	----	0.1325		----	----	----	0.1938				
20	Usage Charge	----	----	----	0.0022		----	----	----	0.0001				
21	Total Charge	----	----	----	0.0065		----	----	----	0.0065				
22	P02158-Topock K-Units Replacement-Ph 2													
23	Reservation Charge	----	----	----	----	0.0662	----	----	----	0.0969				
24	Usage Charge	----	----	----	----	0.0011	----	----	----	0.0001				
25	Total Charge	----	----	----	----	0.0033	----	----	----	0.0033				
27	Total Base Rates Plus Adders (1)													
28	Reservation Charge	3.2066	3.2094	3.1794	3.3354		4.6961	4.7070	4.6552	4.804				
29	Usage Charge	0.0550	0.0551	0.0543	0.0567		0.0060	0.0059	0.0058	0.0059				
30	Total Charge	0.1604	0.1606	0.1588	0.1664		0.1604	0.1606	0.1588	0.1664				

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

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Appendix A
 August 20, 2010

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.		MfV					Noncore Redwood Path					SFV		
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015			
	Base Rates (\$/Dth)													
1	Reservation Charge	6.6053	6.6211	6.5065	6.4190		10.1478	10.1226	9.8732	9.6905				
2	Usage Charge	0.1267	0.1252	0.1205	0.1173		0.0102	0.0101	0.0098	0.0098				
3	Usage Charge	0.3438	0.3429	0.3344	0.3284		0.3438	0.3429	0.3344	0.3284				
4	Total Charge													
5	Adder Rates													
6	Delevan K3/Gerber - L400													
7	Reservation Charge	---	---	---	0.0099		---	---	---	0.0149				
8	Usage Charge	---	---	---	0.0002		---	---	---	0.0000				
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		---	---	---	0.0006				0.0000
17	Total Charge	---	---	---	0.0018		---	---	---	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	6.6053	6.6211	6.5065	6.6643		10.1478	10.1226	9.8732	10.0607				
29	Usage Charge	0.1267	0.1252	0.1205	0.1217		0.0102	0.0101	0.0098	0.0100				
30	Total Charge	0.3438	0.3429	0.3344	0.3408		0.3438	0.3429	0.3344	0.3408				

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

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Appendix A
 August 20, 2010

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.		MfV					Noncore Baja Path					SFV		
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015			
	Base Rates (\$/Dth)													
1	Reservation Charge	7.1864	7.3223	7.3308	7.4840		11.0407	11.1945	11.1240	11.2982				
2	Usage Charge	0.1376	0.1381	0.1354	0.1363		0.0109	0.0108	0.0107	0.0109				
3	Usage Charge	0.1376	0.1381	0.1354	0.1363		0.0109	0.0108	0.0107	0.0109				
4	Total Charge	0.3738	0.3789	0.3764	0.3824		0.3738	0.3789	0.3764	0.3824				
5	Adder Rates													
6	Delevan K3/Gerber - L400													
7	Reservation Charge	---	---	---	0.0099		---	---	---	0.0149				
8	Usage Charge	---	---	---	0.0002		---	---	---	0.0000				
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	---	---	---	---		---	---	---	---			0.0528	
16	Usage Charge	---	---	---	0.0006		---	---	---	0.0000			0.0000	
17	Total Charge	---	---	---	0.0018		---	---	---	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	---	---	---	---		---	---	---	---			0.1605	
24	Usage Charge	---	---	---	0.0019		---	---	---	0.0001			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	7.7293		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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Gas Accord V Settlement Agreement

Appendix A
 August 20, 2010

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.	Description	MfV					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
		Core Baja Path									
	Base Rates (\$/Dth)										
1	Reservation Charge	6.2543	6.4431	6.4558	6.6350		8.5860	8.9554	9.0638	9.3777	
2	Usage Charge	0.0898	0.0955	0.0979	0.1030		0.0131	0.0129	0.0125	0.0128	
3	Usage Charge										
4	Total Charge	0.2954	0.3073	0.3102	0.3211		0.2954	0.3073	0.3102	0.3211	
5	Adder Rates										
	Delevan K3/Gerber - L400										
6	Reservation Charge	---	---	---	0.0279		---	---	---	0.0395	
7	Usage Charge	---	---	---	0.0004		---	---	---	0.0000	
8	Usage Charge	---	---	---	0.0013		---	---	---	0.0013	
9	Total Charge	---	---	---			---	---	---		
	Delevan K3/Gerber - L401										
10	Reservation Charge	---	---	---	---		---	---	---	---	
11	Usage Charge	---	---	---	---		---	---	---	---	
12	Usage Charge	---	---	---	---		---	---	---	---	
13	Total Charge	---	---	---	---		---	---	---	---	
	P03107 Topock, P-Units Replacement										
14	Reservation Charge	---	---	---	---		---	---	---	---	0.0689
15	Usage Charge	---	---	---	0.0488		---	---	---	---	0.0001
16	Usage Charge	---	---	---	0.0007		---	---	---	---	0.0023
17	Total Charge	---	---	---	---		---	---	---	---	---
	P02158-Topock K-Units Replacement-Ph 1										
18	Reservation Charge	---	---	---	0.2966		---	---	---	0.4191	
19	Usage Charge	---	---	---	0.0045		---	---	---	0.0004	
20	Usage Charge	---	---	---	0.0142		---	---	---	0.0142	
21	Total Charge	---	---	---	---		---	---	---	---	
	P02158-Topock K-Units Replacement-Ph 2										
22	Reservation Charge	---	---	---	---		---	---	---	---	0.2096
23	Usage Charge	---	---	---	0.1483		---	---	---	---	0.0002
24	Usage Charge	---	---	---	0.0022		---	---	---	---	0.0071
25	Total Charge	---	---	---	---		---	---	---	---	---
	Total Base Rates Plus Adders (1)										
27	Reservation Charge	6.2543	6.4431	6.4558	6.9595		8.5860	8.9554	9.0538	9.8363	
28	Usage Charge	0.0898	0.0955	0.0979	0.1079		0.0131	0.0129	0.0125	0.0133	
29	Usage Charge						0.2954	0.3073	0.3102	0.3367	
30	Total Charge	0.2954	0.3073	0.3102	0.3367		0.2954	0.3073	0.3102	0.3367	

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

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Gas Accord V Settlement Agreement

Appendix A
 August 20, 2010

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.		MFV					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
		Silverado Path									
	Base Rates (\$/Dth)										
1	Reservation Charge	3.8479	3.8513	3.8152	3.8191		5.6354	5.6484	5.5863	5.5883	
2	Usage Charge	0.0660	0.0662	0.0651	0.0651		0.0072	0.0071	0.0069	0.0069	
3	Usage Charge	0.1925	0.1928	0.1906	0.1907		0.1925	0.1928	0.1906	0.1907	
4	Total Charge										
5	Adder Rates										
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	----	----	----	----		----	----	----	0.0383	
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	----	----	----	----		----	----	----	0.1163	
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	3.8152	4.0025		5.6354	5.6484	5.5863	5.5865	
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.

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Appendix A
 August 20, 2010

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

		Redwood Path				
<u>Line No.</u>		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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Appendix A
 August 20, 2010

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

<u>Redwood, Silverado and Mission (From City Gate) Off-System - Noncore</u>					
Line No.	2011	2012	2013	2014	2015
1	0.3438	0.3429	0.3344	0.3284	
2	Adder Rates				
3	----	----	----	0.0005	
4	----	----	----	0.0012	
5	----	----	----	----	0.0018
6	----	----	----	0.0108	
7	----	----	----	----	0.0054
8	0.3438	0.3429	0.3344	0.3408	
<u>Mission Path (From On-System Storage) Off-System</u>					
Line No.	2011	2012	2013	2014	2015
9	0.0000	0.0000	0.0000	0.0000	
<u>Baja Path Off-System - Noncore</u>					
Line No.	2011	2012	2013	2014	2015
10	0.3738	0.3789	0.3764	0.3824	
11	Adder Rates				
12	----	----	----	0.0005	
13	----	----	----	0.0012	
14	----	----	----	----	0.0018
15	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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Appendix A
 August 20, 2010

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.		Redwood, Silverado and Mission Paths Off-System									
		MFV					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
	Base Rates (\$/Dth)										
1	Reservation Charge	5.5044	5.5176	5.4221	5.3492		8.4565	8.4355	8.2277	8.0754	
2	Usage Charge	0.1056	0.1043	0.1004	0.0978		0.0085	0.0084	0.0082	0.0081	
3	Usage Charge	0.1056	0.1043	0.1004	0.0978		0.0085	0.0084	0.0082	0.0081	
4	Total Charge	0.2865	0.2857	0.2787	0.2736		0.2865	0.2857	0.2787	0.2736	
5	Adder Rates										
6	Delevan 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	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	5.5044	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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Appendix A
 August 20, 2010

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.		Baja Path Off-System										
		MFV			SFV							
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015	
Base Rates (\$/Dth)												
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	Usage Charge	0.1146	0.1151	0.1128	0.1136		0.0090	0.0090	0.0089	0.0091		
4	Total Charge	0.3115	0.3157	0.3137	0.3186		0.3115	0.3157	0.3137	0.3186		
Adder Rates												
Delevan K3/Gerber - L400												
6	Reservation Charge	----	----	----	0.0083		----	----	----	0.0125		
7	Usage Charge	----	----	----	0.0001		----	----	----	0.0000		
8	Usage Charge	----	----	----	0.0004		----	----	----	0.0004		
9	Total Charge	----	----	----	0.0004		----	----	----	0.0004		
Delevan K3/Gerber - L401												
10	Reservation Charge	----	----	----	0.0189		----	----	----	0.0286		
11	Usage Charge	----	----	----	0.0003		----	----	----	0.0000		
12	Usage Charge	----	----	----	0.0010		----	----	----	0.0010		
13	Total Charge	----	----	----	0.0010		----	----	----	0.0010		
P03107 Topock, P-Units Replacement												
14	Reservation Charge	----	----	----	0.0291		----	----	----	0.0440		
15	Usage Charge	----	----	----	0.0005		----	----	----	0.0000		
16	Usage Charge	----	----	----	0.0015		----	----	----	0.0015		
17	Total Charge	----	----	----	0.0015		----	----	----	0.0015		
P02158-Topock K-Units Replacement-Ph 1												
18	Reservation Charge	----	----	----	0.1772		----	----	----	0.2675		
19	Usage Charge	----	----	----	0.0032		----	----	----	0.0002		
20	Usage Charge	----	----	----	0.0090		----	----	----	0.0090		
21	Total Charge	----	----	----	0.0090		----	----	----	0.0090		
P02158-Topock K-Units Replacement-Ph 2												
22	Reservation Charge	----	----	----	0.0886		----	----	----	0.1338		
23	Usage Charge	----	----	----	0.0016		----	----	----	0.0001		
24	Usage Charge	----	----	----	0.0045		----	----	----	0.0045		
25	Total Charge	----	----	----	0.0045		----	----	----	0.0045		
Total Base Rates Plus Adders (1)												
27	Reservation Charge	5.9887	6.1019	6.1090	6.4410		9.2005	9.3288	9.2700	9.7237		
28	Usage Charge	0.1146	0.1151	0.1128	0.1172		0.0090	0.0090	0.0089	0.0093		
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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Appendix A
 August 20, 2010

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.		Noncore Baja Path									
		MFV			SFV						
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Base Rates (\$/Dth)											
1	Reservation Charge	5.9887	6.1019	6.1090	6.1756		9.2005	9.3288	9.2700	9.3231	
2	Usage Charge	0.1146	0.1151	0.1128	0.1125		0.0090	0.0090	0.0089	0.0090	
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	
Adder Rates											
5											
6	Delevan 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	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
Total Base Rates Plus Adders (1)											
27	Reservation Charge	5.9887	6.1019	6.1090	6.2029		9.2005	9.3288	9.2700	9.3641	
28	Usage Charge	0.1146	0.1151	0.1128	0.1130		0.0090	0.0090	0.0089	0.0091	
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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Appendix A
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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.		Core Redwood Path									
		MFV					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
	Base Rates (\$/Dth)										
1	Reservation Charge	4.6775	4.7343	4.6445	4.6400		6.4213	6.5803	6.5137	6.5580	
2	Usage Charge	0.0674	0.0704	0.0708	0.0724		0.0101	0.0097	0.0093	0.0093	
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										
	Delevan K3/Gerber - L400										
6	Reservation Charge	----	----	----	0.0233		----	----	----	0.0329	
7	Usage Charge	----	----	----	0.0004		----	----	----	0.0000	
8	Usage Charge	----	----	----	0.0011		----	----	----	0.0011	
9	Total Charge	----	----	----			----	----	----		
	Delevan K3/Gerber - L401										
10	Reservation Charge	----	----	----	----		----	----	----	----	
11	Usage Charge	----	----	----	----		----	----	----	----	
12	Usage Charge	----	----	----	----		----	----	----	----	
13	Total Charge	----	----	----	----		----	----	----	----	
	P03107 Topock, P-Units Replacement										
14	Reservation Charge	----	----	----	----	0.0407	----	----	----	0.0575	
15	Usage Charge	----	----	----	----	0.0006	----	----	----	0.0001	
16	Usage Charge	----	----	----	----	0.0020	----	----	----	0.0020	
17	Total Charge	----	----	----	----		----	----	----		
	P02158-Topock K-Units Replacement-Ph 1										
18	Reservation Charge	----	----	----	----		----	----	----	----	
19	Usage Charge	----	----	----	----		----	----	----	----	
20	Usage Charge	----	----	----	----		----	----	----	----	
21	Total Charge	----	----	----	----		----	----	----	----	
	P02158-Topock K-Units Replacement-Ph 2										
22	Reservation Charge	----	----	----	----	0.1237	----	----	----	0.1749	
23	Usage Charge	----	----	----	----	0.0019	----	----	----	0.0002	
24	Usage Charge	----	----	----	----	0.0059	----	----	----	0.0059	
25	Total Charge	----	----	----	----		----	----	----		
	Total Base Rates Plus Adders (1)										
27	Reservation Charge	4.6775	4.7343	4.6445	4.6633		6.4213	6.5803	6.5137	6.5909	
28	Usage Charge	0.0674	0.0704	0.0708	0.0728		0.0101	0.0097	0.0093	0.0094	
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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Gas Accord V Settlement Agreement

Appendix A
 August 20, 2010

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.		MFV					SFV							
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015			
	Base Rates (\$/Dth)													
1	Reservation Charge	5.2119	5.3692	5.3798	5.4740	7.1550	7.4628	7.5449	7.7367					
2	Usage Charge	0.0748	0.0796	0.0816	0.0850	0.0110	0.0107	0.0104	0.0106					
3	Usage Charge	0.2462	0.2561	0.2585	0.2649	0.2462	0.2561	0.2585	0.2649					
4	Total Charge													
5	Adder Rates													
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	---	---	---	---	---	---	---	---					0.0575
16	Usage Charge	---	---	---	0.0407	---	---	---	---					0.0001
17	Total Charge	---	---	---	0.0020	---	---	---	---					0.0020
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	---	---	---	---	---	---	---	---					0.1749
24	Usage Charge	---	---	---	0.1237	---	---	---	---					0.0002
25	Total Charge	---	---	---	0.0059	---	---	---	---					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.

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Appendix A
 August 20, 2010

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.		MFV					SFV							
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015			
		Silverado Path												
	Base Rates (\$/Dth)													
1	Reservation Charge	3.2066	3.2094	3.1794	3.1866		4.6961	4.7070	4.6552	4.6627				
2	Usage Charge	0.0550	0.0551	0.0543	0.0543		0.0060	0.0059	0.0058	0.0058				
3	Usage Charge						0.1604	0.1606	0.1588	0.1591				
4	Total Charge	0.1604	0.1606	0.1588	0.1591									
5	Adder Rates													
6	Delevan K3/Gerber - L400													
7	Reservation Charge	----	----	----	0.0062		----	----	----	0.0090				
8	Usage Charge	----	----	----	0.0001		----	----	----	0.0000				
9	Total Charge	----	----	----	0.0003		----	----	----	0.0003				
10	Delevan K3/Gerber - L401													
11	Reservation Charge	----	----	----	0.0141		----	----	----	0.0207				
12	Usage Charge	----	----	----	0.0002		----	----	----	0.0000				
13	Total Charge	----	----	----	0.0007		----	----	----	0.0007				
14	P03107 Topock, P-Units Replacement													
15	Reservation Charge	----	----	----	0.0218		----	----	----	0.0319				
16	Usage Charge	----	----	----	0.0004		----	----	----	0.0000				
17	Total Charge	----	----	----	0.0011		----	----	----	0.0011				
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		----	----	----	0.0969				
24	Usage Charge	----	----	----	0.0011		----	----	----	0.0001				
25	Total Charge	----	----	----	0.0033		----	----	----	0.0033				
27	Total Base Rates Plus Adders (1)													
28	Reservation Charge	3.2066	3.2094	3.1794	3.2069		4.6961	4.7070	4.6552	4.6924				
29	Usage Charge	0.0550	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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Appendix A
 August 20, 2010

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.		Noncore Redwood Path									
		MFV			SFV						
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Base Rates (\$/Dth)											
1	Reservation Charge	6.6053	6.6211	6.5065	6.4641		10.1478	10.1226	9.8732	9.7586	
2	Usage Charge	0.1267	0.1252	0.1205	0.1181		0.0102	0.0101	0.0098	0.0098	
3	Usage Charge						0.3438	0.3429	0.3344	0.3306	
4	Total Charge	0.3438	0.3429	0.3344	0.3306		0.3438	0.3429	0.3344	0.3306	
Adder Rates											
Delevan K3/Gerber - L400											
5	Reservation Charge	---	---	---	0.0099		---	---	---	0.0150	
6	Usage Charge	---	---	---	0.0002		---	---	---	0.0000	
7	Usage Charge	---	---	---	0.0005		---	---	---	0.0005	
8	Total Charge	---	---	---			---	---	---		
Delevan K3/Gerber - L401											
9	Reservation Charge	---	---	---	0.0227		---	---	---	0.0343	
10	Usage Charge	---	---	---	0.0004		---	---	---	0.0000	
11	Usage Charge	---	---	---	0.0012		---	---	---	0.0012	
12	Total Charge	---	---	---			---	---	---		
P03107 Topock, P-Units Replacement											
13	Reservation Charge	---	---	---			---	---	---		0.0529
14	Usage Charge	---	---	---	0.0350		---	---	---	0.0000	
15	Usage Charge	---	---	---	0.0006		---	---	---	0.0000	
16	Total Charge	---	---	---	0.0018		---	---	---	0.0018	
P02158-Topock K-Units Replacement-Ph 1											
17	Reservation Charge	---	---	---			---	---	---		
18	Usage Charge	---	---	---			---	---	---		
19	Usage Charge	---	---	---			---	---	---		
20	Total Charge	---	---	---			---	---	---		
P02158-Topock K-Units Replacement-Ph 2											
21	Reservation Charge	---	---	---	0.1065		---	---	---	0.1607	
22	Usage Charge	---	---	---	0.0019		---	---	---	0.0001	
23	Usage Charge	---	---	---	0.0054		---	---	---	0.0054	
24	Total Charge	---	---	---			---	---	---		
Total Base Rates Plus Adders (1)											
25	Reservation Charge	6.6053	6.6211	6.5065	6.4968		10.1478	10.1226	9.8732	9.8079	
26	Usage Charge	0.1267	0.1252	0.1205	0.1187		0.0102	0.0101	0.0098	0.0099	
27	Usage Charge	0.3438	0.3429	0.3344	0.3323		0.3438	0.3429	0.3344	0.3323	
28	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-SFT: Seasonal Firm Transportation On-System Only**

Line No.		MFV					SFV													
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015									
	Base Rates (\$/Dth)																			
1	Reservation Charge	6.2543	6.4431	6.4558	6.5688		8.5860	8.9554	9.0638	9.2840										
2	Usage Charge	0.0898	0.0955	0.0979	0.1020		0.0131	0.0129	0.0125	0.0127										
3	Total Charge	0.2954	0.3073	0.3102	0.3179		0.2954	0.3073	0.3102	0.3179										
4																				
	Adder Rates																			
5																				
6	Delevan K3/Gerber - L400																			
7	Reservation Charge	----	----	----	0.0280		----	----	----	0.0395										
8	Usage Charge	----	----	----	0.0004		----	----	----	0.0000										
9	Total Charge	----	----	----	0.0013		----	----	----	0.0013										
10																				
11	Delevan K3/Gerber - L401																			
12	Reservation Charge	----	----	----	----		----	----	----	----										
13	Usage Charge	----	----	----	----		----	----	----	----										
14	Total Charge	----	----	----	----		----	----	----	----										
15																				
16	P03107 Topock, P-Units Replacement																			
17	Reservation Charge	----	----	----	0.0488		----	----	----	0.0690										
18	Usage Charge	----	----	----	0.0007		----	----	----	0.0001										
19	Total Charge	----	----	----	0.0023		----	----	----	0.0023										
20																				
21	P02158-Topock K-Units Replacement-Ph 1																			
22	Reservation Charge	----	----	----	----		----	----	----	----										
23	Usage Charge	----	----	----	0.1485		----	----	----	0.2099										
24	Total Charge	----	----	----	0.0022		----	----	----	0.0002										
25																				
26																				
27	P02158-Topock K-Units Replacement-Ph 2																			
28	Reservation Charge	----	----	----	0.1485		----	----	----	0.2099										
29	Usage Charge	----	----	----	0.0022		----	----	----	0.0002										
30	Total Charge	----	----	----	0.0071		----	----	----	0.0071										
	Total Base Rates Plus Adders (1)																			
27	Reservation Charge	6.2543	6.4431	6.4558	6.5967		8.5860	8.9554	9.0538	9.3235										
28	Usage Charge	0.0898	0.0955	0.0979	0.1024		0.0131	0.0129	0.0125	0.0128										
29	Total Charge	0.2954	0.3073	0.3102	0.3193		0.2954	0.3073	0.3102	0.3193										

(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.		Silverado Path									
		MFV					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Base Rates (\$/Dth)											
1	Reservation Charge	3.8479	3.8513	3.8152	3.8239		5.6354	5.6484	5.5863	5.5952	
2	Usage Charge	0.0660	0.0662	0.0651	0.0652		0.0072	0.0071	0.0069	0.0069	
3	Usage Charge						0.1925	0.1928	0.1906	0.1909	
4	Total Charge	0.1925	0.1928	0.1906	0.1909		0.1925	0.1928	0.1906	0.1909	
Adder Rates											
5											
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	---	---	---	---	---	---	---	---	---	
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	
Total Base Rates Plus Adders (1)											
27	Reservation Charge	3.8479	3.8513	3.8152	3.8483		5.6354	5.6484	5.5863	5.6309	
28	Usage Charge	0.0660	0.0662	0.0651	0.0656		0.0072	0.0071	0.0069	0.0070	
29	Usage Charge	0.1925	0.1928	0.1906	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

<u>Redwood, Silverado and Mission (From City Gate) Off-System - Noncore</u>					
Line No.	2011	2012	2013	2014	2015
1	0.3438	0.3429	0.3344	0.3306	
2	Adder Rates				
3	---	---	---	0.0005	
4	---	---	---	0.0012	
5	---	---	---	---	0.0018
6	---	---	---	---	
7	---	---	---	---	0.0054
8	0.3438	0.3429	0.3344	0.3323	
<u>Mission Path (From On-System Storage) Off-System</u>					
Line No.	2011	2012	2013	2014	2015
9	0.0000	0.0000	0.0000	0.0000	
<u>Baja Path Off-System - Noncore</u>					
Line No.	2011	2012	2013	2014	2015
10	0.3738	0.3789	0.3764	0.3786	
11	Adder Rates				
	---	---	---	0.0005	
12	---	---	---	0.0012	
	---	---	---	---	0.0018
13	---	---	---	---	
14	---	---	---	---	0.0054
15	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.		Redwood, Silverado and Mission Paths Off-System									
		MFV					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
	Base Rates (\$/Dth)										
1	Reservation 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	Usage 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										
7	Reservation Charge	----	----	----	0.0083		----	----	----	0.0125	
8	Usage Charge	----	----	----	0.0001		----	----	----	0.0000	
9	Total Charge	----	----	----	0.0004		----	----	----	0.0004	
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-AFTOFF: Annual Firm Transportation Off-System**

Line No.	Baja Path Off-System	MFV					SFV				
		2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Base Rates (\$/Dth)											
1	Reservation Charge	5.9887	6.1019	6.1090	6.1756		9.2005	9.3288	9.2700	9.3231	
2	Usage Charge	0.1146	0.1151	0.1128	0.1125		0.0090	0.0090	0.0089	0.0090	
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	
Adder Rates											
5											
6	Delevan 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	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	
Total Base Rates Plus Adders (1)											
27	Reservation Charge	5.9887	6.1019	6.1090	6.2029		9.2005	9.3288	9.2700	9.3641	
28	Usage Charge	0.1146	0.1151	0.1128	0.1130		0.0090	0.0090	0.0089	0.0091	
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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Appendix A
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Table A-5
On-System Demand Forecast (MDth/d)

Line No.		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
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	<u>520</u>	<u>602</u>	<u>626</u>	<u>638</u>
8	Wholesale	10	10	10	10
9	TOTAL	<u>1,996</u>	<u>2,085</u>	<u>2,106</u>	<u>2,115</u>

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Table A-6
Storage Billing Units for Cost Allocation

Line No.	<u>Service</u>	<u>Annual Injection Storage Units</u>	<u>Inventory</u>	<u>Annual Withdrawal Storage Units</u>
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>					
	Annual, \$000	\$2,372	\$2,760	\$2,815	\$2,872	\$2,929
19	<u>Revenue Recovered Through Backbone Rates, \$000</u>					
20	Responsibility for Moss Landing 1&2, \$000	\$1,623	\$1,800	\$1,836	\$1,873	\$1,910
21	Backbone Annual AFT Surcharge Rate, \$ per Dth	\$0.0024	\$0.0024	\$0.0024	\$0.0024	\$0.0024
22	Backbone Seasonal SFT & As-Available AA Surcharge Rate, \$ per Dth	\$0.0029	\$0.0029	\$0.0029	\$0.0029	\$0.0029
23	<u>Revenue Recovered Through Backbone-Level End-Use G-NT and G-EG Rates, \$000</u>					
24	Responsibility for Moss Landing 1&2, \$000	\$541	\$600	\$612	\$624	\$637
25	Responsibility for NCGC, \$000	\$104	\$130	\$133	\$135	\$138
26	Total Revenue Responsibility	\$645	\$730	\$745	\$759	\$775
27	Surcharge Rate, \$ per Dth	\$0.0053	\$0.0065	\$0.0067	\$0.0068	\$0.0069
28	Surcharge Rate, \$ per Therm	\$0.00053	\$0.00065	\$0.00067	\$0.00068	\$0.00069
29	<u>Total Revenue Responsibility From Surcharges (a)</u>					
30	Annual, \$000	\$2,268	\$2,530	\$2,581	\$2,632	\$2,685
31	<u>PG&E Shareholder Revenue Responsibility</u>					
32	Moss Landing 1&2	\$0	\$100	\$102	\$104	\$106
33	NCGC	\$104	\$130	\$133	\$135	\$138
34	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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Appendix B
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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 bumertip, 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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Appendix B
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Table B-2
2011 Rate Detail By End-Use Customer Class,
Including Illustrative Components, (\$/dth)

	<u>Core (a)</u>					<u>Noncore Transportation</u>						
	<u>Res</u>	<u>Small</u>	<u>Large</u>	<u>Uncomp.</u>	<u>Comp.</u>	<u>Industrial</u>			<u>Natural Gas Vehicle</u>		<u>Electric Gen</u>	
		<u>Comm</u>	<u>Comm</u>	<u>NGV</u>	<u>NGV</u>	<u>Dist</u>	<u>Trans</u>	<u>BB</u>	<u>Dist</u>	<u>Trans</u>	<u>D/T</u>	<u>BB</u>
<u>End-Use Transportation:</u>												
Local Transmission & Rate Adders	0.415	0.415	0.415	0.415	0.415	0.200	0.200	0.007	0.200	0.200	0.200	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
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
CPUC Fee	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.000	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
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	0.062
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	0.002
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	0.064
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
Total Rate	6.296	4.163	2.294	1.354	14.185	1.639	0.651	0.395	1.486	0.519	0.267	0.064
<u>Procurement Charges for Core Bundled Customers:</u>												
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							

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

Notes:

- a) Class average rates reflect load shape for bundled core.
- b) Distribution rates represent the annual class average.
- c) Customer access and customer charges represent the class average volumetric equivalent of the monthly charge.
- d) 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.
- e) 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
<u>Redwood Path - Core (1)</u>						
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
<u>Baja Path - Core (1)</u>						
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
<u>Redwood Path - Noncore</u>						
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
<u>Baja Path - Noncore</u>						
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
<u>Silverado and Mission Paths</u>						
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:

- a) 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.
- b) 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.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 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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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
<u>Redwood Path - Core (1)</u>						
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
<u>Baja Path - Core (1)</u>						
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
<u>Redwood Path - Noncore</u>						
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
<u>Baja Path - Noncore</u>						
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
<u>Silverado and Mission Paths</u>						
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:

- a) 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.
- b) 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.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 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-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:

- a) 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.
- b) 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.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 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-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
<u>Redwood Path - Core (1)</u>						
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
<u>Baja Path - Core (1)</u>						
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
<u>Redwood Path - Noncore</u>						
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
<u>Baja Path - Noncore</u>						
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
<u>Silverado and Mission Paths</u>						
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:

- a) 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.
- b) 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.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 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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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
<u>Redwood Path - Core (1)</u>						
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
<u>Baja Path - Core (1)</u>						
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
<u>Redwood Path - Noncore</u>						
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
<u>Baja Path - Noncore</u>						
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
<u>Silverado and Mission Paths</u>						
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:

- a) 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.
- b) 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.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 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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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:

- a) 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.
- b) 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.
- c) Customers delivering gas to storage pay the applicable backbone transmission on-system rate from Redwood, Baja and Silverado.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 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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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
<u>Redwood Path</u>							
Reservation Charge	(\$/dth/mo)	10.4795		10.1478	10.1226	10.1418	10.0061
Usage Charge	(\$/dth)	0.0082		0.0102	0.0101	0.0100	0.0100
Total	(\$/dth @ Full Contract)	0.3527		0.3438	0.3429	0.3434	0.3390
<u>Baja Path - Core (1)</u>							
Reservation Charge	(\$/dth/mo)	11.0784		8.5860	8.9554	9.5878	9.9411
Usage Charge	(\$/dth)	0.0183		0.0131	0.0129	0.0131	0.0134
Total	(\$/dth @ Full Contract)	0.3825		0.2954	0.3073	0.3283	0.3402
<u>Baja Path - Noncore</u>							
Reservation Charge	(\$/dth/mo)	11.0784		11.0407	11.1945	11.5713	11.7924
Usage Charge	(\$/dth)	0.0183		0.0109	0.0108	0.0110	0.0113
Total	(\$/dth @ Full Contract)	0.3825		0.3738	0.3789	0.3914	0.3990
<u>Silverado and Mission Paths</u>							
Reservation Charge	(\$/dth/mo)	5.3794		5.6354	5.6484	5.8218	5.8572
Usage Charge	(\$/dth)	0.0071		0.0072	0.0071	0.0071	0.0071
Total	(\$/dth @ Full Contract)	0.1840		0.1925	0.1928	0.1985	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:

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

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

- 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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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	(\$/dth/mo)	10.4795		10.1478	10.1226	9.8732	9.8079
Usage Charge	(\$/dth)	0.0082		0.0102	0.0101	0.0098	0.0099
Total	(\$/dth @ Full Contract)	0.3527		0.3438	0.3429	0.3344	0.3323
Baja Path - Core (1)							
Reservation Charge	(\$/dth/mo)	11.0784		8.5860	8.9554	9.0538	9.3235
Usage Charge	(\$/dth)	0.0183		0.0131	0.0129	0.0125	0.0128
Total	(\$/dth @ Full Contract)	0.3825		0.2954	0.3073	0.3102	0.3193
Baja Path - Noncore							
Reservation Charge	(\$/dth/mo)	11.0784		11.0407	11.1945	11.1240	11.2370
Usage Charge	(\$/dth)	0.0183		0.0109	0.0108	0.0107	0.0109
Total	(\$/dth @ Full Contract)	0.3825		0.3738	0.3789	0.3764	0.3803
Silverado and Mission Paths							
Reservation Charge	(\$/dth/mo)	5.3794		5.6354	5.6484	5.5863	5.6309
Usage Charge	(\$/dth)	0.0071		0.0072	0.0071	0.0069	0.0070
Total	(\$/dth @ Full Contract)	0.1840		0.1925	0.1928	0.1906	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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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	6.6053	6.6211	6.6836	6.6281
Usage Charge	(\$/dth)	0.1528	0.1267	0.1252	0.1237	0.1211
Total	(\$/dth @ Full Contract)	0.3528	0.3438	0.3429	0.3434	0.3390
Baja Path - Core (1)						
Reservation Charge	(\$/dth/mo)	8.4044	6.2543	6.4431	6.8365	7.0337
Usage Charge	(\$/dth)	0.1063	0.0898	0.0955	0.1035	0.1090
Total	(\$/dth @ Full Contract)	0.3826	0.2954	0.3073	0.3283	0.3402
Baja Path - Noncore						
Reservation Charge	(\$/dth/mo)	8.4044	7.1864	7.3223	7.6256	7.8114
Usage Charge	(\$/dth)	0.1063	0.1376	0.1381	0.1407	0.1421
Total	(\$/dth @ Full Contract)	0.3826	0.3738	0.3789	0.3914	0.3990
Silverado and Mission Paths						
Reservation Charge	(\$/dth/mo)	3.7008	3.8479	3.8513	3.9761	4.0029
Usage Charge	(\$/dth)	0.0622	0.0660	0.0662	0.0678	0.0681
Total	(\$/dth @ Full Contract)	0.1839	0.1925	0.1928	0.1985	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:

- 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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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	(\$/dth/mo)	6.0840		6.6053	6.6211	6.5065	6.6643
Usage Charge	(\$/dth)	0.1528		0.1267	0.1252	0.1205	0.1217
Total	(\$/dth @ Full Contract)	0.3528		0.3438	0.3429	0.3344	0.3408
Baja Path - Core (1)							
Reservation Charge	(\$/dth/mo)	8.4044		6.2543	6.4431	6.4558	6.9595
Usage Charge	(\$/dth)	0.1063		0.0898	0.0955	0.0979	0.1079
Total	(\$/dth @ Full Contract)	0.3826		0.2954	0.3073	0.3102	0.3367
Baja Path - Noncore							
Reservation Charge	(\$/dth/mo)	8.4044		7.1864	7.3223	7.3308	7.7293
Usage Charge	(\$/dth)	0.1063		0.1376	0.1381	0.1354	0.1407
Total	(\$/dth @ Full Contract)	0.3826		0.3738	0.3789	0.3764	0.3948
Silverado and Mission Paths							
Reservation Charge	(\$/dth/mo)	3.7008		3.8479	3.8513	3.8152	4.0025
Usage Charge	(\$/dth)	0.0622		0.0660	0.0662	0.0651	0.0681
Total	(\$/dth @ Full Contract)	0.1839		0.1925	0.1928	0.1906	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:

- 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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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		6.6053	6.6211	6.5065	6.4968
Usage Charge	(\$/dth)	0.1528		0.1267	0.1252	0.1205	0.1187
Total	(\$/dth @ Full Contract)	0.3528		0.3438	0.3429	0.3344	0.3323
Baja Path - Core (1)							
Reservation Charge	(\$/dth/mo)	8.4044		6.2543	6.4431	6.4558	6.5967
Usage Charge	(\$/dth)	0.1063		0.0898	0.0955	0.0979	0.1024
Total	(\$/dth @ Full Contract)	0.3826		0.2954	0.3073	0.3102	0.3193
Baja Path - Noncore							
Reservation Charge	(\$/dth/mo)	8.4044		7.1864	7.3223	7.3308	7.4434
Usage Charge	(\$/dth)	0.1063		0.1376	0.1381	0.1354	0.1356
Total	(\$/dth @ Full Contract)	0.3826		0.3738	0.3789	0.3764	0.3803
Silverado and Mission Paths							
Reservation Charge	(\$/dth/mo)	3.7008		3.8479	3.8513	3.8152	3.8483
Usage Charge	(\$/dth)	0.0622		0.0660	0.0662	0.0651	0.0656
Total	(\$/dth @ Full Contract)	0.1839		0.1925	0.1928	0.1906	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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Table B-7
As-Available Backbone Transportation
On-System Transportation Service
(Topock Adder Projects In-Service 2012)

		<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<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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Table B-7a
As-Available Backbone Transportation
On-System Transportation Service
(Topock Adder Projects In-Service 2013)

		<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<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:

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

		<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<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:

- 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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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:

- a) 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.
- b) 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.
- c) California gas and storage to off-system are assumed to flow on Redwood path and are priced at the Redwood path rate.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 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 2001 through 2014 rates.
- f) 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)

		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	8.3839
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:

- a) 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.
- b) 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.
- c) California gas and storage to off-system are assumed to flow on Redwood path and are priced at the Redwood path rate.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 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 2001 through 2014 rates.
- f) Dollar difference are due to rounding.

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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
<u>SFV Rate Design</u>							
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
<u>MFV Rate Design</u>							
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
<u>As-Available Service</u>							
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:

- a) 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.
- b) 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.
- c) California gas and storage to off-system are assumed to flow on Redwood path and are priced at the Redwood path rate.
- d) Rates include Moss Landing Units 1 and 2 local transmission bill credit surcharges of \$0.0024 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 2001 through 2014 rates.
- f) 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

		<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
SFV Rate Design							
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:

- a) 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.
- b) 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.
- c) G-XF charges are based on the embedded cost of Line 401 and a 95 percent load factor.
- d) 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.
- e) Dollar difference are due to rounding.

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Table B-10
Storage Services

		<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<u>Core Firm Storage (G-CFS)</u>							
Reservation Charge	(\$/dth/mo)	0.1092		0.1226	0.1262	0.1299	0.1325
<u>Standard Firm Storage (G-SFS)</u>							
Reservation Charge	(\$/dth/mo)	0.1350		0.2455	0.2470	0.2511	0.2531
<u>Negotiated Firm Storage (G-NFS)</u>							
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
<u>Negotiated As-Available Storage (G-NAS) - Maximum Rate</u>							
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
<u>Market Center Services (Parking and Lending Services)</u>							
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:

- a) Rates for storage services are based on the costs of storage injection, inventory and withdrawal.
- b) 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.
- c) 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.
- d) Negotiated As-Available Storage Injection and Withdrawal rates are recovered through a volumetric charge only.
- e) 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.
- f) Negotiated Firm and As-available services are negotiable above a price floor representing PG&E's marginal costs of providing the service.
- g) 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.
- h) Gas Storage shrinkage will be applied in-kind on storage injections.
- i) Dollar difference are due to rounding.

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

	<u>GA IV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
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

		<u>GAIV</u> <u>2010</u>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<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	\$45.6	\$19.3	\$154.9	\$130.4	\$67.5	\$49.3	\$35.8	
Seed Allocation	11%	5%	37%	31%	16%	-	-	
2012 RRQ								
Adopted RRQ	\$47.8	\$20.9	\$162.5	\$139.3	\$72.8	\$50.7	\$36.0	
Seed Allocation	11%	5%	37%	31%	16%	-	-	
2013 RRQ								
Adopted RRQ	\$50.4	\$22.6	\$166.4	\$145.8	\$79.9	\$52.2	\$36.6	
Seed Allocation	11%	5%	36%	31%	17%	-	-	
	Revenue Sharing Parameters							
Customers	50%	50%	50%	75%	75%	75%	75%	
Shareholders	50%	50%	50%	25%	25%	25%	25%	

Seed Scenarios

	Estimated NonCore	Projected Seed
	Storage Over Collection	
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

	Backbone (excluding G-XF)			Local Transmission		Storage		Total
2011 Revenue Requirement								
Adopted cost of service RRQ	\$45.6	\$19.3	\$154.9	\$130.4	\$67.5	\$49.3	\$35.8	\$502.6
Revenue sharing seed (enter as negative value)	(\$3.3)	(\$1.4)	(\$11.1)	(\$9.4)	(\$4.8)	\$0.0	\$0.0	(\$30.0)
RRQ for rate setting	\$42.3	\$17.9	\$143.8	\$121.0	\$62.6	\$49.3	\$35.8	\$472.6
Less: Balancing Account Protected Revenue	(\$42.3)	\$0.0	\$0.0	(\$121.0)	\$0.0	(\$49.3)	\$0.0	(\$212.6)
At risk RRQ	\$0.0	\$17.9	\$143.8	\$0.0	\$62.6	\$0.0	\$35.8	\$260.1
2011 Revenue Scenario								
<i>(Variance)</i>								
Billed Revenues	\$42.3	\$17.9	\$143.8	\$121.0	\$62.6	\$49.3	\$75.8	\$512.6
Less: Balancing Account Protected Revenue	(\$42.3)	\$0.0	\$0.0	(\$121.0)	\$0.0	(\$49.3)	\$0.0	(\$212.6)
Less: At risk RRQ	\$0.0	(\$17.9)	(\$143.8)	\$0.0	(\$62.6)	\$0.0	(\$35.8)	(\$260.1)
Over (+) / Under (-) Collected	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$40.0	\$40.0
(Customer Revenue Sharing %)		50%	50%		75%		75%	
Customer Portion of Over (+) / Under (-) Collection		\$0.0	\$0.0		\$0.0		\$30.0	\$30.0
Less: Seeded Amount								(\$30.0)
CORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								\$0.0
NONCORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								\$0.0

	Backbone (excluding G-XF)			Local Transmission		Storage		Total
2012 Revenue Requirement								
Adopted cost of service RRQ	\$47.8	\$20.9	\$162.5	\$139.3	\$72.8	\$50.7	\$36.0	\$530.0
Revenue sharing seed (enter as negative value)	(\$3.2)	(\$1.4)	(\$11.0)	(\$9.4)	(\$4.9)	\$0.0	\$0.0	(\$30.0)
RRQ for rate setting	\$44.6	\$19.5	\$151.5	\$129.9	\$67.9	\$50.7	\$36.0	\$500.0
Less: Balancing Account Protected Revenue	(\$44.6)	\$0.0	\$0.0	(\$129.9)	\$0.0	(\$50.7)	\$0.0	(\$225.2)
At risk RRQ	\$0.0	\$19.5	\$151.5	\$0.0	\$67.9	\$0.0	\$36.0	\$274.8
2012 Revenue Scenario								
<i>(Variance)</i>								
Billed Revenues	\$44.6	\$19.5	\$157.5	\$129.9	\$70.9	\$50.7	\$86.0	\$559.0
Less: Balancing Account Protected Revenue	(\$44.6)	\$0.0	\$0.0	(\$129.9)	\$0.0	(\$50.7)	\$0.0	(\$225.2)
Less: At risk RRQ	\$0.0	(\$19.5)	(\$151.5)	\$0.0	(\$67.9)	\$0.0	(\$36.0)	(\$274.8)
Over (+) / Under (-) Collected	\$0.0	\$0.0	\$6.0	\$0.0	\$3.0	\$0.0	\$50.0	\$59.0
(Customer Revenue Sharing %)		50%	50%		75%		75%	
Customer Portion of Over (+) / Under (-) Collection		\$0.0	\$3.0		\$2.3		\$37.5	\$42.8
Less: Seeded Amount								(\$30.0)
CORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								\$6.4
NONCORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								\$6.4

	Backbone (excluding G-XF)			Local Transmission		Storage		Total
2013 Revenue Requirement								
Adopted cost of service RRQ	\$50.4	\$22.6	\$166.4	\$145.8	\$79.9	\$52.2	\$36.6	\$553.8
Revenue sharing seed (enter as negative value)	(\$3.3)	(\$1.5)	(\$10.7)	(\$9.4)	(\$5.2)	\$0.0	\$0.0	(\$30.0)
RRQ for rate setting	\$47.1	\$21.1	\$155.6	\$136.4	\$74.7	\$52.2	\$36.6	\$523.8
Less: Balancing Account Protected Revenue	(\$47.1)	\$0.0	\$0.0	(\$136.4)	\$0.0	(\$52.2)	\$0.0	(\$235.7)
At risk RRQ	\$0.0	\$21.1	\$155.6	\$0.0	\$74.7	\$0.0	\$36.6	\$288.0
2013 Revenue Scenario								
<i>(Variance)</i>								
Billed Revenues	\$47.1	\$21.1	\$149.6	\$136.4	\$71.7	\$52.2	\$66.6	\$544.8
Less: Balancing Account Protected Revenue	(\$47.1)	\$0.0	\$0.0	(\$136.4)	\$0.0	(\$52.2)	\$0.0	(\$235.7)
Less: At risk RRQ	\$0.0	(\$21.1)	(\$155.6)	\$0.0	(\$74.7)	\$0.0	(\$36.6)	(\$288.0)
Over (+) / Under (-) Collected	\$0.0	\$0.0	(\$6.0)	\$0.0	(\$3.0)	\$0.0	\$30.0	\$21.0
(Customer Revenue Sharing %)		50%	50%		75%		75%	
Customer Portion of Over (+) / Under (-) Collection		\$0.0	(\$3.0)		(\$2.3)		\$22.5	\$17.3
Less: Seeded Amount								(\$30.0)
CORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								(\$6.4)
NONCORE: Revenue to be Shared (+) / Collected (-) through customer charge next period								(\$6.4)