

**APPLICATION OF SOUTHERN CALIFORNIA GAS COMPANY FOR AUTHORITY TO RECOVER
VENTURA COMPRESSOR MODERNIZATION PROJECT REVENUE REQUIREMENT IN
CUSTOMER RATES AND FOR APPROVAL OF RELATED COST ALLOCATION AND RATE
DESIGN PROPOSALS (A.23-08-019)
(DATA REQUEST CAUSE-SCG-07)**

Date Requested: May 24, 2024, Submitted: June 10, 2024

QUESTION 1:

SoCalGas response to Data Request CAUSE-SCG-06, Q.9 states that “90 MMcfd is the published design capacity for the station.” The CPCN Application at page 4 states that for the existing compressors at the Ventura Compressor Station “a 25% capacity reduction was taken in 2017.”

- a. With the 25% capacity reduction taken in 2017, is the current compressor capacity at the Ventura Compressor Station 67.5 MMcfd? If not, please state the compressor capacity at the Ventura Compressor Station after accounting for the 25% reduction in capacity referenced in the CPCN Application.
- b. Is the design capacity of each of the existing compressors at the Ventura Compressor Station 30 MMcfd? If not, please state the design throughput capacity for each of the existing compressors at the Ventura Compressor station.

RESPONSE 1:

- a. To clarify, the 25% capacity reduction refers to injection capacity at La Goleta Storage Field. The La Goleta Storage field’s available injection capacity (less diminished California Production supply) is 80 MMcfd and was reduced by 20 MMcfd - - i.e. 25% reduction. See Application Section III.C.2. - The Inability of the Existing Infrastructure to Support System Reliability starting on page 31.

The Ventura Compressor Station design capacity remains at 90 MMcfd.

- b. Yes. The design capacity of each existing compressor at the Ventura Compressor Station is 30 MMcfd.

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QUESTION 2:

Page 26 of the CPCN Application states the Proposed Project will include “two new 1,900 HP gas compressors” and two new electric compressors “which will each have a maximum 2,500 HP.”

- a. What is the design throughput capacity for each of the proposed 1,900 HP gas compressors?
- b. What is the design throughput capacity for each of the proposed 2,500 HP electric compressors?

RESPONSE 2:

- a. For each of the proposed 1,900 HP gas compressors the design throughput capacity is 40 MMcfd for the summer operating season and 30 MMcfd for the winter operating season.
- b. For each of the proposed 2,500 HP (nominal) electric compressors the design throughput capacity is 40 MMcfd for the summer operating season and 30 MMcfd for the winter operating season. SoCalGas has not yet selected the specific electric compressors it will install, but the maximum horsepower will be 2,500.

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QUESTION 3:

SoCalGas response to Data Request CAUSE-SCG-09(a) provides annual throughput deliveries at Kettleman Station through August 2023.

- a. Please update this response to include monthly throughput deliveries through the most recent month available.
- b. How does SoCalGas determine the quantity of gas it requests from PG&E at the Kettleman Station Interconnect?
- c. What is the frequency by which SoCalGas requests deliveries from PG&E at the Kettleman Station Interconnect (e.g., daily, weekly, monthly).
- d. How far in advance does SoCalGas request deliveries PG&E at the Kettleman Station Interconnect?
- e. Please identify all instances in the past three years where PG&E denied or reduced a request for gas deliveries at the Kettleman Station Interconnect.
 - i. Where PG&E reduced gas deliveries from the requested amount, please identify the total amount requested and the amount by which the request was reduced.

RESPONSE 3:

SoCalGas objects to the question as vague and ambiguous, specifically with respect to the reference to CAUSE-SCG-09(a). Without waiving that objection, SoCalGas interprets the request as referring to CAUSE-SCG-01, Q9(a) and will respond accordingly.

- a. Monthly deliveries from PG&E Kettleman Station for September 2023 through April 2024.

Date	Name	MCF	BTU	MMBTU
Sep-23	KETTLEMAN LINE 306	594,646	1.025	609,306
Oct-23	KETTLEMAN LINE 306	691,458	1.028	710,959
Nov-23	KETTLEMAN LINE 306	888,911	1.023	909,643
Dec-23	KETTLEMAN LINE 306	1,062,785	1.027	1,091,678
Jan-24	KETTLEMAN LINE 306	1,187,838	1.031	1,224,999
Feb-24	KETTLEMAN LINE 306	993,171	1.03	1,023,098
Mar-24	KETTLEMAN LINE 306	996,961	1.02	1,016,665
Apr-24	KETTLEMAN LINE 306	874,360	1.029	899,400
Total		7,290,130		7,485,748

- b. The quantity of gas SoCalGas takes from PG&E at the Kettleman Station Interconnect depends on operational conditions. These conditions include, but are not limited to, high demand

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conditions, infrastructure maintenance and remediation activities, and operational constraints elsewhere on the SoCalGas transmission and/or distribution system.

- c. Please refer to Response 3b. When SoCalGas purchased Line 306, PG&E and SoCalGas established a new Delivery Point at the interconnect of Line 306 and the PG&E Transmission System at Kettleman Station for ongoing deliveries under the terms of the SoCalGas – PG&E Master Exchange Agreement (MEA). Under the MEA ongoing deliveries to Line 306 are at the sole discretion of PG&E. Since commencing operations, ongoing deliveries to Line 306 under the MEA have only been curtailed by PG&E once, as described in Response 3.e below.
- d. Please refer to Response 3.c
- e. SoCalGas requested firm off system service for deliveries to Line 306 at Kettleman Station. PG&E declined due to concerns about meeting its on-system peak day requirements. See Data Request CAUSE-SCG-01 Question 9 aii. One instance was found, affecting ongoing deliveries under the MEA. On 5-3-2022, PG&E informed SCG that service would not be available for a 12-hour period on 5-18-2022. The event started at approximately 7:35 and ended at approximately 21:45, on 5-18-2022.

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QUESTION 4:

In data request CAUSE-SCG-03 Q.6, CAUSE asked SoCalGas to explain the discrepancy between the 30 MMcfd of supply at the Kettleman Station Interconnect stated in Page 2-8 of the PEA with the 40 MMcfd of supply stated in response to data request CAUSE-SCG-01, Q.9. In response, SoCalGas stated that “CAUSE-SCG-01 Q.9(b) asks about the maximum quantity of gas per year that can be supplied, which includes the winter operating season. The paragraph referenced in the PEA discusses the capacity during the summer injection season, when customer demand is less.”

- a. Please explain how customer demand impacts the ability of SoCalGas to receive only up to 30 MMcfd from the Kettleman Station Interconnect in summer but up to 40 MMcfd per year.
- b. What is the maximum quantity of gas SoCalGas can receive from PG&E at the Kettleman Station Interconnect in the winter season?

RESPONSE 4:

- a. Please refer to the PEA page 2-3, the CPCN page 18 footnote 13, and the response to CAUSE-SCG-01 Q.9(b)-(c), regarding the limitations of supply from PG&E on the North Coastal System.
- b. Up to 40 MMcfd. As stated in both responses to CAUSE-SCG-01 Q.9(b) and CAUSE-SCG-03-Q.6, “This does not imply that 40 MMcfd or any other level of supply at Morro Bay could be received on any given day,” and as stated in the PEA page 2-8, “...this supply is not guaranteed.”

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QUESTION 5:

Page 57 of the CPCN Application states that “SoCalGas’s most recent system-level long-term gas demand forecast, as reported in the 2022 California Gas Report (CGR), includes forecasts through 2035. Long-term gas demand forecasts beyond 2035 are not available.” On May 8, 2023, the California Energy Commission (CEC) adopted the Gradual Transformation Additional Achievable Fuel Substitution (AAFS) Scenario, which forecasts gas demand through 2050. More information on this gas demand forecast is available at <https://www.energy.ca.gov/filebrowser/download/6271?fid=6271#block-symsoft-page-title>. Please provide a projection of demand on the North Coastal System using the CEC’s Gradual Transformation AAFS Scenario.

RESPONSE 5:

SoCalGas objects to the question as vague and ambiguous, specifically with respect to the reference to May 8, 2023. Without waiving that objection, SoCalGas interprets the request as referring to May 8, 2024 and will respond accordingly.

SoCalGas objects to the request for the May 8, 2024 AAFS Scenario, as it is non-existent; SoCalGas has not performed that analysis.

SoCalGas assumes that CAUSE is referencing the Gradual Transformation Additional Achievable Fuel Substitution (AAFS) Scenario that was adopted by the California Energy Commission (CEC) on May 8, 2024. SoCalGas has not prepared a demand forecast using the CEC’s Gradual Transformation AAFS forecast.

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QUESTION 6:

SoCalGas response to Data Request CAUSE-SCG-06, Q.14(c) states that “[b]lowdowns events are planned events and are documented.” SoCalGas response to Data Request CAUSE-SCG-02, Q.13, Attachment 1 categorizes each blowdown event as either planned or not planned.

- a. Please explain the discrepancy between these responses.
- b. Please provide a revised answer to Data Request CAUSE-SCG-06, Q.14(c) as necessary for accuracy.

RESPONSE 6:

- a. All blowdown events, whether planned or unplanned, are known; however, most blowdown events are planned. SoCalGas’s response to 14(c) has been clarified below to include an explanation of the rarer unplanned events as well.
- b. Revised answer for CAUSE-SCG-06, Q.14(c) below:

Original Redlined Response:

None. Blowdowns events are typically planned events ~~and are documented.~~ except in the event of an abnormal operating condition (AOC), such as a station emergency shutdown (ESD) where the station ESD system is activated and the station will relieve the gas pressure. AOCs are considered unplanned blowdown events, which are rare in nature. ~~For~~ All blowdown events, (planned or unplanned), are known to SoCalGas when they take place. SoCalGas completes all required documentation ~~is completed~~ and ~~submitted~~ to reporting groups within SoCalGas within 60 days of the event.