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April 12, 2005

Advice No. 3490
(U 904 G)

Public Utilities Commission of the State of California

Subject: Tariff Revisions to provide Individually Metered Residential Natural Gas Service Option for Home Refueling of Natural Gas Motor Vehicles

Southern California Gas Company (SoCalGas) hereby submits for filing and approval with the Public Utilities Commission (Commission) revisions to its tariff schedules as shown on Attachment B.

Purpose

This Advice Letter seeks Commission authorization to revise SoCalGas' individually metered residential rate Schedule Nos. GR, GT-R, GR-L and GT-RL, and natural gas vehicle (NGV) rate Schedule Nos. G-NGV and GT-NGV, to allow those residential customers that have invested in a certified NGV home refueling appliance to obtain gas service through their existing residential gas service, and eliminate the need to install a separate meter and take additional service under a NGV rate schedule.

Discussion

NGV refueling appliances have been available for a number of years in the U.S. and Canada. Now, FuelMaker, a vehicle refueling appliance manufacturer, has developed a compressed natural gas (CNG) vehicle home refueling appliance, named Phill, for residential use. The Phill unit received certification by CSA International, formerly the American Gas Association (AGA) on February 4, 2005, for U.S. outdoor and indoor use. FuelMaker has introduced its Phill refueling device in the U.S. in conjunction with the Honda Civic EX. Additionally, FuelMaker is working with building officials to provide field demonstrations in various cities in an effort to gain universal acceptance by local building officials, especially for in-garage installations.

SoCalGas views the NGV home refueling device as another "appliance" used by its customers. SoCalGas, as well as San Diego Gas & Electric (SDG&E), and Pacific Gas & Electric (PG&E) are investigating the feasibility of proposing optional rate schedules for home refueling without a second meter, but in the interim there exists the need to provide service utilizing traditional individually metered residential rate schedules. The proposals

contained herein are consistent with the current ability of both PG&E and SDG&E to provide NGV home refueling service with customary residential rate schedules. However, SoCalGas' current tariffs differ in three respects: 1) SoCalGas' NGV rate schedules contain a Special Condition, shown below, that makes them unavailable in areas with non CARB-compliant gas (principally San Joaquin Valley and Central Coast); 2) SoCalGas' NGV rate schedules require that all NGV service be provided under the NGV rate schedules; and 3) SoCalGas' NGV tariffs require all NGV use to be separately metered (see Special Condition 4 below). As a consequence, SoCalGas' individually metered residential rate schedules will be updated to include a residential version of the before mentioned CARB related Special Condition. In addition, SoCalGas' NGV tariffs will be revised to clarify that these schedules are used for NGV gas service with the exception that NGV home refueling may also be served on the customary individually metered residential service, as an option to the current availability under the NGV rate schedules.

Customers will be notified of the availability of this rate revision through the utility's web site and newsletters, and information provided to NGV home refueling device manufacturers, and NGV passenger vehicle manufacturers.

Requested Tariff Revisions

The following requested revision to the above mentioned individually metered residential rate schedules is necessary to make them available for home refueling of NGVs only in the areas in which natural gas delivered to customers meets California Air Resources Board (CARB) gas quality standards for motor vehicles¹. The following Special Condition will be added to Schedule Nos. GR, GT-R, GRL and GT-RL, and is revised from the CARB Special Condition in Schedule Nos. G-NGV or GT-NGV to be applicable to residential customers:

Due to California Air Resources Board (CARB) fuel specification regulations, the Utility may not be able to provide natural gas for motor vehicle refueling in some areas of its service territory. Therefore customers intending to provide or use natural gas as a motor vehicle fuel must inform and obtain written approval from the Utility prior to such provision or use. The Utility will determine which areas of its service territory can satisfy CARB fuel regulations for the provision of NGV service and whether the Utility can provide natural gas for this purpose.

The following revisions, shown in bold, will be added to Special Condition 4 in both Schedule Nos. G-NGV and GT-NGV:

Service for natural gas vehicles (NGVs) **under the G-NGV or GT-NGV rate schedules** will require separate metering from other gas uses the customer may have. All gas used for NGVs, **with the exception of home refueling, is required to be** under the G-NGV or GT-NGV rate schedules. **Gas used for NGV home refueling may be under the G-NGV or GT-NGV rate schedules or under the applicable individually metered residential rate schedule.**

¹ The CARB CNG fuel specification is located in California Code of Regulations Title 13, Division 3, Chapter 5, Article 3, Section 2292.5.

Absent these requested revisions, residential customers who wish to obtain NGV home refueling service would be required to install a separate meter at their own expense, and to take the additional service under an NGV rate schedule.

Protest

Anyone may protest this Advice Letter to the Commission. The protest must state the grounds upon which it is based, including such items as financial and service impact, and should be submitted expeditiously. The protest must be made in writing and received within 20 days of the date of this Advice Letter. There is no restriction on who may file a protest. The address for mailing or delivering a protest to the Commission is:

Energy Division - IMC Branch
California Public Utilities Commission
505 Van Ness Avenue, 4th Floor
San Francisco, CA 94102

Copies of the protest should also be sent via e-mail to the attention of both Jerry Royer (jjr@cpuc.ca.gov) and Honesto Gatchalian (inj@cpuc.ca.gov) of the Energy Division. A copy of the protest shall also be sent via both e-mail and facsimile to the address shown below on the same date it is mailed or delivered to the Commission.

Attn: Sid Newsom
Tariff Manager - GT14D6
555 West Fifth Street
Los Angeles, CA 90013-1011
Facsimile No. (213) 244-4957
E-Mail: snewsom@semprautilities.com

Effective Date

Because this filing will not increase any rate or charge, cause the withdrawal of service, or conflict with any other schedule or rule, SoCalGas believes that approval of this advice letter does not require a resolution to be issued by the Commission and respectfully requests that the tariff sheets filed herein be made effective for service on and after May 22, 2005, which is not less than forty (40) days regular statutory notice.

Notice

In accordance with Section III.G of General Order No. 96-A, a copy of this advice letter is being sent to the parties listed on Attachment A.

J. STEVE RAHON
Director
Tariffs and Regulatory Accounts

Attachments

ATTACHMENT A

Advice No. 3490

(See Attached Service List)

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ATTACHMENT B
Advice No. 3490

Cal. P.U.C. Sheet No.	Title of Sheet	Cancelling Cal. P.U.C. Sheet No.
Revised 39144-G	Schedule No. GR, RESIDENTIAL SERVICE, Sheet 5	Original 36638-G
Revised 39145-G	Schedule No. GT-R, CORE AGGREGATION TRANSPORTATION, FOR RESIDENTIAL SERVICE, Sheet 4	Revised 36798-G
Revised 39146-G	Schedule No. GRL, RESIDENTIAL SERVICE, INCOME-QUALIFIED, Sheet 5	Revised 31503-G
Revised 39147-G	Schedule No. GT-RL, CORE AGGREGATION TRANSPORTATION, RESIDENTIAL SERVICE, INCOME-QUALIFIED, Sheet 5	Revised 36803-G
Revised 39148-G	Schedule No. G-NGV, NATURAL GAS SERVICE FOR MOTOR VEHICLES, Sheet 3	Revised 36697-G
Revised 39149-G	Schedule No. GT-NGV, TRANSPORTATION OF CUSTOMER-OWNED GAS FOR MOTOR VEHICLE SERVICE, Sheet 3	Revised 30002-G
Revised 39150-G Revised 39151-G	TABLE OF CONTENTS TABLE OF CONTENTS	Revised 38985-G Revised 38986-G
Revised 39152-G	TABLE OF CONTENTS	Revised 38999-G

Schedule No. GR

Sheet 5

RESIDENTIAL SERVICE
 (Includes GR, GR-C, GT-R, GRL and GT-RL Rates)

(Continued)

SPECIAL CONDITIONS (Continued)

10. Procurement Option for Core Aggregation Transportation Customers: Residential core aggregation transportation customers receiving service through an ESP under the GT-R rate with consumption over 50,000 therms in the last 12 months and who transferred from procuring their gas commodity from an ESP to Utility Procurement Service shall be subject to the terms and conditions applicable to the Cross-Over Rate, as defined in Schedule No. G-CP.
11. Transportation-Only Service Option: The GT-R and GT-RL rates are available to core customers with a minimum usage of 250,000 therms annually, either through an individual meter or from a group of end-use meters, where each end-use meter is classified as core usage and located within the Utility's service territory. Core customers who do not meet the above minimum may opt to aggregate their loads with other core customers and receive core aggregation service as set forth in Rule No. 32. Customers electing this service option must make arrangements for the purchase and delivery of gas supplies to the SoCalGas system to be transported by the Utility.
12. Gas Transportation Rules: Transportation service under this schedule is subject to the terms and conditions established in Rule No. 30, Transportation of Customer-Owned Gas, and Rule No. 32, Core Aggregation Transportation.
13. Gas Imbalance Service: Transportation Imbalance Service shall be provided to the customer's ESP under Schedule No. G-IMB.
14. Customer Responsible for Billing under Core Aggregation Transportation: The customer is ultimately responsible for the payment of billing charges assessed to the customer's aggregator for services rendered under this schedule. See Rule No. 32 for further details.
15. Approval Required for NGV Refueling: Due to California Air Resources Board (CARB) fuel specification regulations, the Utility may not be able to provide natural gas for motor vehicle refueling in some areas of its service territory. Therefore customers intending to provide or use natural gas as a motor vehicle fuel must inform and obtain written approval from the Utility prior to such provision or use. The Utility will determine which areas of its service territory can satisfy CARB fuel regulations for the provision of NGV service and whether the Utility can provide natural gas for this purpose.

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(TO BE INSERTED BY UTILITY)
 ADVICE LETTER NO. 3490
 DECISION NO.
 5H11

ISSUED BY
Lee Schavrien
 Vice President
 Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)
 DATE FILED Apr 12, 2005
 EFFECTIVE Jul 1, 2005
 RESOLUTION NO. _____

Schedule No. G-NGV
NATURAL GAS SERVICE FOR MOTOR VEHICLES

Sheet 3

(Continued)

RATES (Continued)

Commodity Charges (Continued)

Utility-Funded Fueling Station (Continued)

Compression of natural gas to the pressure required for its use as motor vehicle fuel will be performed by the Utility from a Utility-funded fueling station.

For billing purposes, the number of therms, compressed at a Utility-funded or a customer/Utility-funded station, will be compiled from a Summary of Transactions recorded by the dispensing unit for the customer during the month.

Co-funded fueling stations, customer/Utility-funded, will be billed at the above listed G-NGU, or the G-NGUC as applicable, and G-NGC rates based on the percentage level of co-funding. The agreement and associated rate will be filed with the Commission by separate contract.

Any applicable taxes, franchise or other fees will be billed separately on the customer's bill.

Minimum Charge

The minimum monthly charge shall consist of the monthly customer charge.

The number of therms to be billed shall be determined in accordance with Rule No. 2.

SPECIAL CONDITIONS

1. Definitions of the principal terms used in this schedule are contained in Rule No. 1.
2. As a condition precedent to service under this schedule, an executed Master Services Contract (Form No. 6597) and Schedule A, Intrastate Transmission Service (Form No. 6597-1) is required for priority 2A customers. All contracts, rates, and conditions are subject to revision and modification as a result of Commission order.
3. The contract term for service under this schedule shall be for a minimum of one year. After the initial one-year term, the contract will continue on a year-to-year basis until terminated by either party upon 15-days written notice.
4. Service for natural gas vehicles (NGVs) under the G-NGV or GT-NGV rate schedules will require separate metering from other gas uses the customer may have. All gas used for NGVs, with the exception of home refueling, is required to be under the G-NGV or GT-NGV rate schedules. Gas used for NGV home refueling may be under the G-NGV or GT-NGV rate schedules or under the applicable individually metered residential rate schedule.

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(TO BE INSERTED BY UTILITY)

ADVICE LETTER NO. 3490
DECISION NO.

3H13

ISSUED BY

Lee Schavrien
Vice President
Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)

DATE FILED Apr 12, 2005
EFFECTIVE Jul 1, 2005

RESOLUTION NO. _____

Schedule No. GT-R

Sheet 4

CORE AGGREGATION TRANSPORTATION
FOR RESIDENTIAL SERVICE

(Continued)

SPECIAL CONDITIONS (Continued)

4. Seasonal Changes: Bills reflecting Baseline allowances will be prepared in the May and November billing periods using the applicable daily allowance from each respective seasonal period.
5. Customers may make service arrangements through an ESP, as defined in Rule No. 1, and as provided for in Rule No. 32.
6. As a condition precedent to service under this schedule, a Direct Access Service Request (DASR) submitted by an ESP pursuant to D.98-02-108 is required.
7. If the customer and the ESP have met all of the requirements set forth in Rule No. 32, service will be effective in accordance with the schedule established in Rule No 32.
8. All provisions of Rule No. 32, Core Transportation Service, shall apply to customers receiving service under this schedule.
9. All terms and conditions of Rule No. 30 shall apply to the transportation of customer-owned gas under this schedule.
10. Transportation Imbalance Service shall be provided to the customer's ESP under Schedule No. G-IMB.
11. Customers with multiple facilities (under the same customer name) who comply with provisions for becoming an ESP may participate in the Program, but must designate a single account under which charges for imbalance services are to be billed.
12. In the event the ESP defaults on any payments to SoCalGas, the ESP's customers shall be responsible for SoCalGas' billings, excluding any ESP Procurement Management Charges, as defined in Rule No. 1, regardless of any billing arrangements the customer has with the ESP or any third parties.
13. Due to California Air Resources Board (CARB) fuel specification regulations, the Utility may not be able to provide natural gas for motor vehicle refueling in some areas of its service territory. Therefore customers intending to provide or use natural gas as a motor vehicle fuel must inform and obtain written approval from the Utility prior to such provision or use. The Utility will determine which areas of its service territory can satisfy CARB fuel regulations for the provision of NGV service and whether the Utility can provide natural gas for this purpose.

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(TO BE INSERTED BY UTILITY)
 ADVICE LETTER NO. 3490
 DECISION NO.

ISSUED BY
Lee Schavrien
 Vice President
 Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)
 DATE FILED Apr 12, 2005
 EFFECTIVE Jul 1, 2005
 RESOLUTION NO. _____

Schedule No. GRL
RESIDENTIAL SERVICE, INCOME-QUALIFIED

Sheet 5

(Continued)

SPECIAL CONDITIONS (Continued)

6. (Continued)

Upon completion and acceptance of the self-certification or self-recertification applications by the Utility (Form Nos. 6491-A or 64-91-B), customers shall be billed on this rate commencing with their next regularly scheduled bill.

Customers are only eligible to receive this rate at one residential location at any one time.

Random Post-Enrollment Verification: Resolution E-3586 authorized the Utility to undertake random post-enrollment verification of customers receiving the CARE rate. If selected for random post-enrollment verification, customers must provide proof of income to the Utility. The Utility will verify the eligibility of each customer so selected.

Further, questionable applications will also be subject to post-enrollment verification. A customer either suspected or found to have provided incorrect information will be required to submit proof of income eligibility. Customer refusal or failure to provide proof of eligibility, upon request, will be removed immediately from the CARE rate.

Customers who are found to be ineligible or fail to timely notify the Utility that they are no longer qualify for the rate discount may be subject to corrective rebilling under the appropriate rate schedule.

It is the customer's responsibility to notify the Utility of any change in eligibility status.

Self-Recertification: Customers will be required to self-recertify their eligibility every two years.

7. This schedule is effective for service on and after November 1, 1989.

8. The minimum term for service hereunder is one month, except when a customer has ended service under the Core Aggregation Transportation program and elects to return to Utility procurement service, in which event the minimum term is one year, and then month-to-month thereafter, unless the customer executes an authorization form with another aggregator within the 90-day interim period pursuant to Rule No. 32, Section B.4.b.

9. The Utility will file core procurement rate changes on the last business day of each month to become effective on the first calendar day of the following month.

10. Due to California Air Resources Board (CARB) fuel specification regulations, the Utility may not be able to provide natural gas for motor vehicle refueling in some areas of its service territory. Therefore customers intending to provide or use natural gas as a motor vehicle fuel must inform and obtain written approval from the Utility prior to such provision or use. The Utility will determine which areas of its service territory can satisfy CARB fuel regulations for the provision of NGV service and whether the Utility can provide natural gas for this purpose.

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Lee Schavrien
 Vice President
 Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)
 DATE FILED Apr 12, 2005
 EFFECTIVE Jul 1, 2005
 RESOLUTION NO. _____

Schedule No. GT-RL

Sheet 5

CORE AGGREGATION TRANSPORTATION
RESIDENTIAL SERVICE, INCOME-QUALIFIED

(Continued)

SPECIAL CONDITIONS (Continued)

5. (continued)

It is the customer's responsibility to notify SoCalGas of any change in eligibility status.

Self-Recertification: Customers will be required to self-recertify their eligibility every two years

6. Customers may make service arrangements through an ESP, as defined in Rule No. 1, and as provided for in Rule No. 32.

7. As a condition precedent to service under this schedule, a Direct Access Service Request (DASR) submitted by an ESP pursuant to D.98-02-108 is required.

8. If the customer and the ESP have met all of the requirements set forth in Rule No. 32, service will be effective in accordance with the schedule established in Rule No 32.

9. All provisions of Rule No. 32, Core Transportation Service, shall apply to customers receiving service under this schedule.

10. All terms and conditions of Rule No. 30 shall apply to the transportation of customer-owned gas under this schedule.

11. Transportation Imbalance Service shall be provided to the customer's ESP under Schedule No. G-IMB.

12. Customers with multiple facilities (under the same customer name) who comply with provisions for becoming an ESP may participate in the Program, but must designate a single account under which charges for imbalance services are to be billed.

13. In the event the ESP defaults on any payments to SoCalGas, the ESP's customers shall be responsible for SoCalGas' billings, excluding any ESP Procurement Management Charges, as defined in Rule No. 1, regardless of any billing arrangements the customer has with the ESP or any third parties.

14. SoCalGas shall continue to read customer meters, send customers legally required notices and bill inserts pursuant to Public Utilities Code 454(a), and provide customers with all other regular SoCalGas services. This includes direct billing, unless the customer specifies in the electronic Service Request DASR effective with the implementation of D.98-02-108, that SoCalGas bill the ESP for all charges.

15. Due to California Air Resources Board (CARB) fuel specification regulations, the Utility may not be able to provide natural gas for motor vehicle refueling in some areas of its service territory. Therefore customers intending to provide or use natural gas as a motor vehicle fuel must inform and obtain written approval from the Utility prior to such provision or use. The Utility will determine which areas of its service territory can satisfy CARB fuel regulations for the provision of NGV service and whether the Utility can provide natural gas for this purpose.

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(TO BE INSERTED BY UTILITY)

ADVICE LETTER NO. 3490
 DECISION NO.

5H14

ISSUED BY

Lee Schavrien
 Vice President
 Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)

DATE FILED Apr 12, 2005
 EFFECTIVE Jul 1, 2005
 RESOLUTION NO. _____

TRANSPORTATION OF CUSTOMER-OWNED GAS FOR MOTOR VEHICLE SERVICE

(Continued)

SPECIAL CONDITIONS (Continued)

4. Service for natural gas vehicles (NGVs) under the G-NGV or GT-NGV rate schedules will require separate metering from other gas uses the customer may have. All gas used for NGVs, with the exception of home refueling, is required to be under the G-NGV or GT-NGV rate schedules. Gas used for NGV home refueling may be under the G-NGV or GT-NGV rate schedules or under the applicable individually metered residential rate schedule.
5. All terms and conditions of Rule No. 30 and Schedule No. G-IMB shall apply to the transportation of customer-owned gas under this schedule.
6. Customers having existing gas exchange arrangements with SoCalGas must exchange the maximum amount of gas allowable under those arrangements prior to the delivery of customer-owned natural gas to SoCalGas for transportation, unless otherwise agreed to by SoCalGas.
7. In the event of curtailment, customers under this schedule will be curtailed in accordance with Rule No. 23, Continuity of Service and Interruption of Delivery.
8. In the event customers make any material change, either in the amount or character of gas appliances or equipment, written notice thereof must be made to SoCalGas in accordance with Rule No. 29, Change of Consumer's Apparatus or Equipment.
9. As a condition of transportation service under this schedule, the customer shall be required to take assignment of the interstate capacity reserved by SoCalGas on the customer's behalf in accordance with the provisions of Rule No. 36. The customer shall be required to execute the necessary contracts with the applicable interstate pipelines and shall ultimately be held financially responsible to SoCalGas for all applicable pipeline demand charges, at the full as-billed rate, associated with the customer's reserved capacity. In the event the customer does not qualify for and take full assignment of the interstate pipeline capacity reserved by SoCalGas on the customer's behalf, the customer shall not qualify for transportation service and shall be served under the applicable SoCalGas sales service schedule.
10. Due to California Air Resources Board (ARB) fuel specification regulations, SoCalGas may not be able to provide natural gas for motor vehicle refueling in some areas of its service territory without some additional location-specific equipment requirements. Therefore customers intending to provide or use natural gas as a motor vehicle fuel must inform SoCalGas of such intentions prior to such provision or use. SoCalGas and the customer will determine what location-specific equipment requirements if any are needed to satisfy ARB fuel regulations for the provision of NGV service.
11. Customers may make service arrangements through an ESP, as defined in Rule No. 1, and as provided for in Rule No. 32.

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