VENTURA COMPRESSOR STATION MODERNIZATION PROJECT
(A.23-08-019)
SOCALGAS

CPUC – CEQA AND ENERGY PERMITTING

(Data Request 002)
DATE REQUESTED: June 26, 2025
RESPONSE SUBMITTED: December 8, 2025

The following questions pertain to the Supplemental Electric-Driven Compressor Installation Only Alternative (Supplemental EDC Alternative) described by SoCalGas® in the Proponent's Environmental Assessment (PEA) Section 4.3.1 and Section 6.2.2. The Supplemental EDC Alternative would retain the existing compressor station in its current state and install two new electric compressors and associated infrastructure at the existing site.

For the California Public Utilities Commission (CPUC) California Environmental Quality Act review of the proposed Ventura Compressor Modernization Project (A.23-08-019), this Data Request No. 2 is related to the following issue(s):

- Comparison of Alternatives
- Hazards and Public Safety

Supplemental EDC Alternative Project Description

The Supplemental EDC Alternative consists of (1) retaining the three existing natural-gas-engine-driven compressors (GDCs), rated at 1,100 horsepower (HP) each; (2) installing two new electric-driven compressor units (EDCs), rated at approximately 2,500 HP each; (3) erecting a new approximately 6,048 square foot compressor building; (4) erecting a new 4,641-square-foot permanent office building; (5) erecting a new 5,459-square-foot warehouse; and (6) installing a new 8-foot-tall perimeter block wall on the western and southern sides of the property. The Supplemental EDC Alternative will be constructed at the site of the existing Ventura Compressor Station located at 1555 North Olive Street in the City of Ventura.

The Supplemental EDC Alternative is located at a site that is developed for compression and transmission of natural gas, where all infrastructure required to support the operation of this alternative is available to tie into with minimal offsite impacts. Therefore, this alternative would not require new, expanded, or relocated utility lines, such as new gas pipelines, water or sewer lines installed, beyond the confines of the facility boundary. Primary site access is provided by North Olive Street and regional access by U.S. Route 101 and State Route 33. No additional access roads will need to be constructed for this alternative.

Similar to the proposed Ventura Compressor Station Modernization Project (VCM Project), the electrical interconnection to the Southern California Edison (SCE) service is via the existing 16-kilovolt San Nicholas Circuit.

In contrast to the VCM Project, there will be no need to remove or demolish the existing compression equipment and building for the Supplemental EDC Alternative.

2.1 General Information About Supplemental EDC Alternative

CPUC requests additional details and plans identifying the necessary site improvements for the Supplemental Electric-Driven Compressor Installation Only Alternative (Supplemental EDC Alternative) described by SoCalGas in PEA Section 4.3.1.

The conceptual site plan for the Supplemental EDC Alternative provided (November 2023) in response to the PEA completeness review indicates up to three EDCs and an onsite electrical substation. The PEA comparison of alternatives indicates two EDCs would be included.

2.1a Under the Supplemental EDC Alternative, please confirm the number of and specifications for the EDCs included with this alternative, including the design power rating for each of the electric compressors and the design summer and winter daily volume flow rate capacities for the electric units and the station as a whole.

RESPONSE

Under the Supplemental EDC Alternative, the three existing GDCs, rated at 1,100 HP each, would be retained; two new EDCs, rated at approximately 2,500 HP each, would be installed.

Table 2-1 below shows the estimated gas flow for the new electric units and the Supplemental plant as a whole.

TABLE 2-1

Summary of Estimated Supplemental EDC Alternative Gas Flows

Basis of Design Operating Case	Supplemental EDC Alternative: 2 New EDC Units Flow	Supplemental EDC Alternative: Total Flow (2 New EDCs + 3 Existing GDCs)
	(MMscfd)	(MMscfd)
Summer	94[a]	160[b]
Winter	77[a]	120[b]

Notes: EDC = electric-driven compressor unit; MMscfd = million standard cubic feet per day.

[a] Summer and Winter flow estimates for the two new EDCs are based on preliminary capacity estimates of the Neuman & Esser (NEA) compressors and will need to be verified and optimized during the engineering design phase.

[b] As the Supplemental EDC alternative incorporates both new and existing compressors into the design, additional details and engineering will need to be performed by the OEM vendors to confirm the station summer and winter demands throughput. Preliminary vendor analysis indicated that Supplemental EDC alternative would support summer and winter flow demands.

Please refer to Appendix DR2-A, NEA EDC Performance Datasheet, for the preliminary performance datasheets for the Supplemental EDC Alternative showing the design power rating and design summer and winter daily volume flow rates.

2.1b Under the Supplemental EDC Alternative, please confirm the scope of other necessary site improvements, where different from those of the Proposed Project, including but not limited to the square footage and height of the compressor building, the square footage and components of the onsite electrical substation, blowdown stack dimensions, and standby generator enclosure.

RESPONSE

It is anticipated that the Supplemental EDC Alternative will have the same site improvements as the VCM Project. However, most of these improvements being proposed would have to be sized and optimized to account for this alternative as compared to the VCM Project.

Table 2-2 below shows the site improvements included in the Supplemental EDC Alternative in comparison to the VCM Project.

TABLE 2-2

Comparison of Site Improvements

Proposed Site Improvements	VCM Project	Supplemental EDC Alternative
Compressor building	166 ft L × 63 ft W × 52.5 ft H	96 ft L × 63 ft W × 52.5 ft H[b]
Warehouse building	103 ft L × 53 ft W × 27.5 ft H	Required[a]
Office building	91 ft L × 51 ft W × 16.5 ft H	Required[a]
Power Distribution Center (PDC) building	84 ft L × 24 ft W × 20 ft H	72.5 ft L × 17.5 ft W × 20 ft H[b]
Generator enclosure	34 ft L × 13 ft W × 18 ft H	34 ft L× 13 ft W × 18 ft H[b]
Exhaust stacks	64 ft H × 1.5 ft D	Not Required
Blowdown stack	62.5 ft H × 8 ft D	62.5 ft H × 8 ft D
Gas cooler	41 ft L × 34 ft W × 12 ft H	Required[a]
Instrument air compressor skid	33 ft L × 9.5 ft W × 10 ft H	Required[a]
Starting/Utility air compressor skid	40 ft L × 9.5 ft W × 10 ft H	Not Required
Starting/Utility air receiver	27.5 ft H × 6.5 ft OD	Required[a]
Instrument air receiver	26.5 ft H × 6.5 ft OD	Required[a]
Suction gas filter/separator	36 ft L × 26 ft W × 16 ft H	Required[a]
Discharge scrubber	16.5 ft H × 4 ft D	Required[a]
Compressor oil storage drum	15 ft H × 5 ft D	Required[a]
Coolant storage drum	15 ft H × 5 ft D	Required[a]

TABLE 2-2

Comparison of Site Improvements

Proposed Site Improvements	VCM Project	Supplemental EDC Alternative
Oily waste storage drum	15 ft H × 5 ft D	Required[a]
Waste oil storage drum	15 ft H × 5 ft D	Required[a]
Vapor Recovery units	10 ft W × 15 ft L × 10 ft H	Required[a]
Variable Frequency Drive (VFD) building	15 ft W × 25 ft L × 16 ft H	Required[a]

Notes: VCM = Ventura Compressor Station Modernization; EDC = electric-driven compressor unit.

[a] Additional engineering in future phases of design will be required to optimize the dimensions of the site improvements.

[b] These estimates are based on conceptual engineering for the Supplemental EDC Alternative.

For the Supplemental EDC Alternative, the estimated dimensions for the Compressor building, the PDC building, the blowdown stack and the standby generator enclosure is based upon conceptual engineering.

- The new compressor building is estimated to be approximately 6,048 square feet and is estimated to be around 50 feet tall.

- Similar to the VCM Project, the new electrical utility service will not require an onsite substation for the Supplemental EDC Alternative. The Power Distribution Center building is estimated to be approximately 1,300 square feet and all onsite electrical infrastructure associated with tying into the electric utilities such as switchgear and transformers will have the same components as the VCM Project.

- The blowdown stack is estimated to be approximately 62.5 feet tall and 8 feet in diameter. To determine the actual height of the stack, additional engineering (Air dispersion modeling) will be required in the future to determine if the stack height could be reduced.

- The standby generator enclosure is estimated to be the same size as the VCM Project at 34 feet long × 13 feet wide × 18 feet tall.

All estimates provided above are preliminary and will need to be validated during the front-end engineering design phase for this alternative.

2.1c Please provide an updated conceptual site plan for the Supplemental EDC Alternative depicting the components.

RESPONSE

The Supplemental EDC Alternative plot plan includes the installation of two new EDCs and auxiliary equipment to supplement the output from the existing station, which includes three existing GDCs.

Please refer to Appendix DR2-B for Supplemental EDC Alternative Drawing 152084-3902-D-SKT, which provides an updated conceptual site plan. This supersedes the old drawing 33900-1910-D-SKT, which was provided in response to the PEA completeness review.

2.1d Please describe the scope and identify the location of any offsite electrical system upgrades that would be needed by the electric utility or SoCalGas to provide reliable electric service to the Supplemental EDC Alternative.

RESPONSE

SCE prepared an Engineering Analysis Report on May 19, 2025, (referenced SCE Engineering Analysis Report for Ventura Compressor Station, May 19, 2025) for the VCM Project, which includes two new EDCs and two new GDCs. The SCE analysis determined that 5.515 megavolt-amperes is available from the 16-kilovolt San Nicholas Circuit out of the Casitas Substation. The electrical demand for the Supplemental EDC Alternative is lower than 5.515 megavolt-amperes. Based upon preliminary engineering, no onsite electrical substation is required for this 16-kilovolt interconnect for the Supplemental EDC Alternative, similar to the VCM Project.

The SCE Engineering Analysis Report for the VCM Project can be found in Appendix DR2-C, Engineering Analysis Report – Ventura Compressor Station.

2.1.e Please identify the necessary backup generator technology and the generator engine power rating that would be needed for site standby power under the Supplemental EDC Alternative.

RESPONSE

At this time, the proposed backup generator technology for the Supplemental EDC alternative is a gas-engine-driven generator identical to the equipment selected for the VCM Project. The backup generator would be rated at 560 kilowatts and would be driven by a gas engine rated at 840 HP. The backup generator would provide emergency power to run the three gas driven compressors and the necessary ancillary equipment during a power outage.

A preliminary datasheet from the generator vendor, which is part of the VCM Project, is provided in Appendix DR2-D, Standby Generator Engine Datasheet.

2.2 Effects of Operating the Supplemental EDC Alternative

The CPUC requests additional details on the anticipated operations of the Supplemental EDC Alternative to refine the PEA comparison of alternatives.

2.2a Please describe foreseeable changes in operations of the existing compressor engines that would be retained under the Supplemental EDC Alternative. This should provide quantification of foreseeable changes in baseline annual-total hours of operation relative

to the foreseeable annual hours of operation for these engines after the potential installation of EDCs at the site.

RESPONSE

The Supplemental EDC Alternative involves retaining the three existing natural GDCs (each rated at approximately 1,100 HP) and installing two new EDCs (each rated at approximately 2,500 HP), along with the necessary supporting infrastructure.

The annual operating hours of the existing GDCs under the Supplemental EDC Alternative will vary depending on several factors, as follows:

- North Coastal system demand
- Utility power availability
- La Goleta Storage Field utilization and injection requirements, which are influenced by the field's starting inventory (in billion cubic feet [Bcf]) and summer withdrawals utilization
- Planned and unplanned EDC units' outages

SoCalGas has committed to prioritize the operation of the EDCs on a first-on and last-off basis unless these units are not available for operation when needed for safe and reliable operations.

To maintain consistency with the PEA, SoCalGas used 2021 and 2022 operational data utilized in the PEA Section 5.8.4 as baseline data for this analysis. The analysis assumes the gas inventory level at La Goleta Storage Field is zero on the first day (April 1) of the summer/injection operating season. Like the VCM Project, the objective of the Supplemental EDC Alternative is to meet the system operational requirements by providing sufficient gas supply to the North Coastal System with adequate pressures year-round to reliably serve demand in the North Coastal System and replenish the La Goleta Storage Field by filling it to its maximum inventory capacity of 21.5 Bcf in preparation for the winter operating season. This scenario assumes the new compressor station will operate at full capacity, injecting gas into the storage field while simultaneously supporting local demand every day in the summer operating season until the La Goleta Storage Field has been filled. At that point, the proposed compressor station would lower the throughput to support the local demand.

Applying SoCalGas's operational priority for EDCs, with La Goleta Storage Field starting inventory at 0 Bcf and using 2021 and 2022 actual system suction and discharge pressure, the analysis shows that the electric units can meet coastal demands and La Goleta's Storage Field injection needs during this period, resulting in minimal operating hours for the GDCs. The GDCs anticipated total operating hours for 2021 and 2022 were 451 hours and 640 hours, respectively. Table 2-3 summarizes the operating hours and energy consumption.

TABLE 2-3

Anticipated Baseline Operating Hours

Year	La Goleta Storage Field Starting Inventory (Bcf)	Annual Fuel Consumption (MMscf)	Annual Electricity Consumption (kWh)	Anticipated Operating Hours				
				Unit 1 EDC	Unit 2 EDC	Unit 1 GDC	Unit 2 GDC	Unit 3 GDC

2021	0	21.7	15,803,921	6,922	5,131	424	27	0
2022	0	22.5	15,966,040	6,750	5,121	595	45	0

Notes: Bcf = billion cubic feet; MMscf = million standard cubic feet; kWh = kilowatt hours; EDC = electric-driven compressor unit; GDC = gas-engine-driven compressor.
Operating hours reflect La Goleta inventory starting at 0 Bcf, with unit operations based on actual pressure conditions.

The GDCs' actual operating hours and annual fuel consumption for 2021 and 2022 are presented in Table 2-4 below.

TABLE 2-4

Actual Historical Operating Hours

Year	Annual Fuel Consumption (MMscf)	Actual GDCs Operating Hours		
		Unit 1	Unit 2	Unit 3
2021	84	2,982	3,463	3,311
2022	95	3,650	3,297	4,136

Notes: MMscf = million standard cubic feet; GDC = gas-engine-driven compressor.

Although the baseline data shows the foreseeable anticipated operations of the GDCs in Table 2-3 are minimal GDC usage, SoCalGas would like to emphasize that the results presented in Table 2-3 do not fully represent the potential system conditions the compressor station is required to support. Additionally, the baseline data does not account for potential system upsets and upstream/downstream outages or constraints that could be imposed on the compressor station in order to maintain system integrity and reliability. For example, the operational scenario presented in Table 2-5 below shows the impact of restricting suction and discharge pressures to the summer project basis of design conditions (450 pounds per square inch gauge [psig] inlet, 1000 psig outlet) and how it can significantly increase GDCs operating hours. Table 2-5 shows the anticipated GDCs operating hours (most conservative condition) required to meet North Coastal demand and La Goleta Storage Field injection needs during the 214-day summer injection season (April 1–October 31).

TABLE 2-5

Anticipated Operating Hours Under System Pressure Constraints

Year	La Goleta Storage Field Starting Inventory (Bcf)	Annual Fuel Consumption (MMscf)	Annual Electricity Consumption (kWh)	Anticipated Operating Hours				
				Unit 1 EDC	Unit 2 EDC	Unit 1 GDC	Unit 2 GDC	Unit 3 GDC
2021	0	113.6	20,097,247	6,779	5,219	5,162	5,162	5,162
2022	0	113.1	19,688,280	6,750	5,191	5,162	5,162	5,162

Notes: Bcf = billion cubic feet; MMscf = million standard cubic feet; kWh = kilowatt hours; EDC = electric-driven compressor unit; GDC = gas-engine-driven compressor.
Operating hours reflect La Goleta Storage Field inventory starting at 0 Bcf, with unit operations limited to summer design basis pressure conditions.

2.2b Please quantify the foreseeable changes under the Supplemental EDC Alternative for criteria pollutant emissions rates and toxic air pollutant scores relative to 2021–2022 operations (PEA Table 5.3-4a and Table 5.3-4b), greenhouse gas emissions (PEA Table 5.8-3), and noise levels.

RESPONSE

Criteria Pollutant Emissions, Toxic Air Pollutant Score and Greenhouse Gas Emissions (GHG)

Emissions estimates for the Supplemental EDC Alternative are included in the attached Yorke Engineering letter report in Appendix DR2-E. In summary, the report:

- *Response 2.2b* estimates projected and potential criteria pollutant emissions for the Supplemental EDC Alternative, for comparison to the historical actual Baseline from PEA Table 5.3-4;
- *Response 2.2b* estimates projected and potential health risk for the Supplemental EDC Alternative, for comparison to the historical actual Baseline from PEA Table 5.3-7;
- *Response 2.2b* estimates projected GHG emissions for the Supplemental EDC Alternative, for comparison to the historical actual Baseline from PEA Table 5.8-3; and
- *Response 2.2c* estimates foreseeable changes in consumption of electricity at the site related to the power supply for the EDCs, for comparison to the historical actual Baseline from PEA Table 5.6-5.

Refer to Appendix DR2-E, Response to the California Public Utilities Commission Data Request No. 2, DR 2.2b and 2.2c, on the Proponent's Environmental Assessment for the Ventura Compressor Station Modernization Project (VCM Project) (A.23-08-019).

Noise

Should a new EDC building be built and operate on the existing Ventura Compressor Station site as part of the Supplemental EDC Alternative, unmitigated aggregate noise emission from residual existing and proposed onsite electromechanical systems would not be expected to cause exceedances of applicable local City of Ventura exterior noise thresholds or cause a substantial increase in existing outdoor ambient sound levels.

Existing facility operations noise emission under conditions representing maximum operating capacity (i.e., "full load") were measured in 2021 to be 58 A-weighted decibels average sound level (dBA L_{eq}) (northern facility boundary) and 55 dBA L_{eq} (southern facility boundary). Aggregate noise levels of the proposed Supplemental EDC Alternative were predicted to be below the measured existing facility operations noise levels and less than 60 dBA L_{eq} at all modeled offsite receptors. Thus, facility operations noise generated from the Supplemental EDC Alternative would be exempt, under Section 10.650.170.D of the City Municipal Code, from the typical exterior noise thresholds established in Section 10.650.130.B.

Refer to Appendix DR2-F, Ventura Compressor Station Modernization Project Supplemental Electric-Driven Compressor Installation Only Alternative – Noise Technical Memorandum, for additional details.

2.2c Please quantify foreseeable changes in consumption of electricity at the site and indirectly generated greenhouse gas emissions related to the power supply for the EDCs in the Supplemental EDC Alternative.

RESPONSE

Indirectly generated greenhouse gas emissions for the Supplemental EDC Alternative, the Baseline, and the VCM Project (projected emissions) are detailed in Response 2.2b, above.

Table 2-6 compares electricity consumption associated with the Supplemental EDC Alternative to the Baseline from PEA Table 5.6-3 and the VCM Project (projected emissions) from PEA Table 5.6-5.

Table 2-6: Electricity Consumption: Comparison of Supplemental EDC Alternative Projected[1] Consumption to Baseline from PEA Table 5.6-3 and VCM Project Projected[1] Consumption

Equipment	Rating (kW)	Annual Electricity Consumption (MWh/yr)
Baseline[2,3] (VCS 2021-2022 Operations | Historical Actual Consumption)		
Plant Electricity Consumption	62.7	549
Supplemental EDC Alternative[2] Projected[1] Consumption		
New Unit 1 EDC	1,963.2	7,942
New Unit 2 EDC	1,963.2	7,942
Plant Electricity Consumption	576.1	5,047
Total	4,502.5	20,932
VCM Project[2,4] Projected[1] Consumption		
New Unit 1 EDC	1,963.2	7,451
New Unit 2 EDC	1,963.2	7,451
Plant Electricity Consumption	736.8	6,454
Total	4,663.2	21,356

Notes:

1. Electricity consumption estimates are based on the projected level of operation in the future.
2. Values are from Attachment 1 Table 1.7. Supplemental EDC Alternative projected consumption divides the projected total value by two for consistency with the VCM Project. Additionally, it is not anticipated that one EDC will preferentially be operated over the other.
3. Baseline electricity consumption is from PEA Table 5.6-3.
4. VCM Project projected consumption is from PEA Table 5.6-5 (Case 1).

Refer to Appendix DR2-E, Response to the California Public Utilities Commission Data Request No. 2, DR 2.2b and 2.2c, on the Proponent's Environmental Assessment for the Ventura Compressor Station Modernization Project (VCM Project) (A.23-08-019).

2.2d Please quantify if the potential explosion site (PES) scenarios would change and provide risk quantification due to the changes in operating hours of the natural gas engines for the Supplemental EDC Alternative.

RESPONSE

The PESs in the compressor station for the Supplemental EDC Alternative will include (1) those already identified for the existing compression equipment, and (2) those identified in the proposed electric compression section of the Supplemental EDC Alternative. Locations within the facility that are confined or include congestion are referred to as potential explosion sites or PESs. The number of and the properties of the selected PESs are not impacted by changes in operating hours of the GDCs.

The PESs have been quantified (identified, labeled, and assigned modeling parameters) as a part of the QRA report for the Supplemental EDC Alternative presented in Appendix DR2-G, Risk Analysis of the SEDC Alternative to the Ventura Compressor Station Modernization Project.

2.2e Please provide risk quantification for the foreseeable changes in hazard impacts for the full Project Site under the Supplemental EDC Alternative. This should amend or update the Quantitative Risk Analysis (QRA) to cover the Supplemental EDC Alternative, including figures depicting Location-Specific Individual Risk contours and explosion overpressure injury risk.

RESPONSE

Section 2 of the attached report (Appendix DR2-G) provides an assessment of the risks related to the various hazards associated with natural gas that were quantified for the Supplemental EDC Alternative.

An independent report has been developed to include the QRA results for the Supplemental EDC Alternative, which includes figures depicting the Location-Specific Individual Risk contours and explosion overpressure injury risk.

Please refer to Appendix DR2-G, Risk Analysis of the SEDC Alternative to the Ventura Compressor Station Modernization Project.

2.3 Additional Emission Controls for the Supplemental EDC Alternative

The CPUC requests additional information on emission control options for the engines that would be retained under the Supplemental EDC Alternative.

Please evaluate and describe the feasibility of modifying the three 1,100 horsepower existing compressor engines that would be retained under the Supplemental EDC Alternative to include retrofit air pollution control devices. This should describe the existing engines, controls, and performance relative to existing permitted emission limits. For rich-burn natural gas engines, a retrofit option for reducing nitrogen oxides (NOx) appears to be

demonstrated as "best available control technology" at the SoCalGas Aliso Canyon gas storage facility (South Coast Air Quality Management District, Application No. 571478).[1]

RESPONSE

The existing engines at the Ventura Compressor Station are operating in full compliance with Ventura County Air Pollution Control District Rule 74.9 for Stationary Internal Combustion Engines and reliably meet the permitted emission limits.

SoCalGas would like to clarify that the existing three 1,100 hp Cooper Superior gas compressor engines at the Ventura Compressor Station (existing facility) are lean-burn natural gas engines. The 'best available control technology' demonstrated at Aliso Canyon gas storage facility under the South Coast Air Quality Management District, Application No. 571478 is only applicable to rich-burn natural gas engines. The emissions control technology for rich-burn and lean-burn natural gas engines are different. SoCalGas has consulted with Cooper Machinery Services, the Original Equipment Manufacturer (OEM), and confirmed that the existing engines are already equipped with most current emission control technology offered by OEM that includes pre-combustion chamber NOx reduction systems and oxidation catalysts. Additionally, SoCalGas explored the feasibility of deploying a Selective Catalytic Reduction (SCR) system on the three existing Cooper Superior gas compressors. Based on preliminary analysis, it was determined that an SCR application could be a viable option to further reduce NOx emissions; however, further engineering and alignment with the OEM would need to be explored since there is limited experience of this technology on Cooper Superior units. Furthermore, the existing compressor engines may need to undergo mechanical upgrades in order to meet the winter design case requirement. If required, these upgrades will be defined and executed by the OEM, if this alternative is selected.

2.4 Risk Contour Mapping for Comparison of Alternatives.

The CPUC requests additional data to facilitate mapping potential impacts related to hazards and public safety.

Please provide grid data in electronic format from "CANARY" for mapping each of these development scenarios: the existing compressor station (No Project Alternative), the Proposed Project, and the Supplemental EDC Alternative:

- **Annual Fatality Location-Specific Risk for Outdoor Persons (high flow case, described in Risk Assessment prepared by Quest Consultants, July 2024)**
- **Annual Fatality Location-Specific Risk for Outdoor Persons ("combined" flow modes, described in Risk Assessment prepared by Quest Consultants, July 2024)**
- **1.0 psi Overpressure Injury Risk Contours (described in SoCalGas Response to Second PEA Completeness Review, July 2024)**

[1] Available at https://www.aqmd.gov/docs/default-source/bact/bact-guidelines/bact-guidelines-2021-test/part-b---socalgas_571478-ic-enginestatnonemergelecgen.pdf.

RESPONSE

SoCalGas is providing the QRA results in the form of Location-Specific Individual Risk contours for the high flow and combined flow cases as well as 1.0 psi overpressure injury risk contours in the following formats.

- Adobe Acrobat (pdf) images of contours overlaid on aerial images.
- KMZ files that can be imported into Google Earth or GIS programs.
- Flat text files, comma delimited, which will include:
  - The grid cell numbers in X and Y directions
  - The grid cell coordinates (in meters) for the QRA computational grid
  - The risk values in each grid cell

SoCalGas will provide instructions for using the computational grid.

Please refer to Appendix DR2-H for the QRA data.