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August 22, 2014

Via Email
Original via Mail

Commercial Energy Consumers Association of British Columbia
c/o Owen Bird Law Corporation
P.O. Box 49130, Three Bentall Centre
2900 – 595 Burrard Street
Vancouver, B.C. V7X 1J5

Attention: Mr. Christopher P. Weafer

Dear Mr. Weafer:

Re: FortisBC Energy Utilities (FEU)¹
Common Delivery Rates Methodology Application (the Application)
Response to the Commercial Energy Consumers Association of British
Columbia (CEC) Information Request (IR) No. 1

On July 16, 2014, the FEU filed the Application as referenced above. In accordance with Commission Order G-105-14 setting out the Regulatory Timetable for the review of the Application, the FEU respectfully submit the attached response to CEC IR No. 1.

If further information is required, please contact the undersigned.

Sincerely,

on behalf of the FORTISBC ENERGY UTILITIES

Original signed:

Diane Roy

Attachments

cc: Commission Secretary
Registered Parties (e-mail only)

¹ Comprised of FortisBC Energy Inc. (FEI), FortisBC Energy (Vancouver Island) Inc. (FEVI, and FortisBC Energy (Whistler) Inc. (FEW).

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1 1. **Reference: Exhibit B-1, Page 1**

4. FEI has proposed Performance Based Ratemaking (PBR) for 2014-2018 in its Application for Approval of a Multi-Year Performance Based Ratemaking Plan for 2014-2018 (the PBR Application). A Commission's decision on the PBR Application (the PBR Decision) is currently under consideration. Assuming PBR is approved, the setting of 2015 rates will have to reflect the second year of the PBR Plan. Depending on the timing of the PBR Decision, FEI Amalco may have to apply for 2015 interim rates.
5. FEI Amalco requires the 2015 demand forecast to finalize the rider calculations for 2015. Unless a PBR Decision is received by mid-August 2014, the FEU will be providing these forecasts as part of its Q4 2014 Gas Cost Reports.

- 2
- 3 1.1 When would FEU consider it necessary to apply for interim rates if a decision had
- 4 not yet been reached? Please explain why.

5

6 **Response:**

7 As stated on page 3 of the Application "Approval of the 2015 rates (whether interim or

8 permanent) will be required by mid-November 2014 for the required system changes to be

9 tested and implemented before January 1, 2015."

10 The FEU would need to apply for interim rates by the end of October 2014 to have approval by

11 mid-November 2014.

12

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1 2. **Reference: Exhibit B-1, Page 13**

9 \$150 thousand is required for increased customer service personnel and training in support of
10 the transition to common rates. Additional calls and inquiries from customers are anticipated
2 11 during the course of the transition.

3 2.1 How many additional customer service personnel are expected to be required
4 and for how long?

5
6 **Response:**

7 Six additional temporary customer service personnel within the Billing Operations group are
8 expected to be required to the end of January 2015. Two started in early July 2014 and the
9 remaining four are expected to start in early September 2014. The additional staffing is required
10 to conduct the background work including development, review, auditing, testing and process
11 management in preparation for the move to common rates. Additionally, the temporary staff will
12 be utilized to review, update and develop training material where necessary and assist in the
13 delivery of the training sessions.

14

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1 **2. Reference: Exhibit B-1, Page 13**

13 \$500 thousand is required for customer communications. The FEU have designed a
14 communications plan around ensuring customers are informed about common rates and that
15 customers on Vancouver Island, Sunshine Coast and Whistler understand their new bill. A brief
16 description of the bill changes that will need to be communicated to customers follows.

2

3 3.1 Please provide further details of the communications plan including a breakdown
4 of all costs by media type and region.

5

6 **Response:**

7 Please refer to the response to BCUC IR 1.3.1 for a breakdown of the costs of the
8 communications plan (i.e. by media type).

9 Please note that the FEU have not provided an estimate of communication costs by region.
10 While paid media and bill insert costs may be possible to identify on a regional basis, FEU does
11 not believe that this is relevant. The costs and savings of amalgamation are shared by all
12 customers.

13

14

15 3.2 Has FEU already undertaken any customer communications to advise of the
16 pending Amalgamation in December 2014?

17

18 **Response:**

19 Yes.

20

21

22

23 3.2.1 If so, please provide a description of the communications that have
24 been provided and the crux of the messaging.

25

26 **Response:**

27 Since the FEU amalgamation was approved, the following communications have occurred.

28 • News releases were issued during key points in the approval process
29 (<http://www.fortisbc.com/MediaCentre/NewsReleases/Pages/default.aspx>).

30 • Web content was posted on fortisbc.com/common_rates. All communication that has
31 taken place to date refers to this web page for the most up-to-date information.

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- A July bill insert was sent out with general information about common rates (<http://www.fortisbc.com/About/GasFormsBrochures/BillInserts/Pages/default.aspx>).

- July and August bills included a general statement about common rates.

Today, you may pay a different rate for natural gas than customers living in a different part of BC. Starting in 2015, FortisBC will move to common rates, phased in over three years. By 2018, you'll be charged the same rate, regardless of where you live. Learn more at fortisbc.com/commonrates.

- We have also provided information to our employees who interact with customers and the general public (e.g. customer service, street team).

The communication to date has provided general information and focused on the process to approve amalgamation including regulatory and government approval. A summary of this information is below.

Common rates will be phased in over a three-year period starting in 2015. Under a common rate structure, each customer will be charged the same rate regardless of where they live. Customers on Vancouver Island are expected to see a decrease of approximately 25 per cent transitioned over three years, while customers in the Lower Mainland and the Interior are expected to see an increase of approximately five per cent phased-in over three years as a result of amalgamation.

All customers will also have access to the same programs and services across our service territory (i.e. customer choice and renewable natural gas). The cost of large projects, such as upgrades to natural gas infrastructure and service expansions, will also now be shared among a wider customer base, lessening the cost to each customer over the long-term.

With this approval, FortisBC plans to amalgamate its regulated natural gas utilities FortisBC Energy Inc., FortisBC Energy (Vancouver Island) Inc., FortisBC Energy (Whistler) Inc. and Terasen Gas Holdings Inc. into one legal entity under the name FortisBC Energy Inc.

The content of the communication materials in the future will include more detailed information on the impacts of amalgamation and common rates specific to the region.

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1 **4. Reference: Exhibit B-1, Page 21**

13 **4.1.1.4 FEVI Cost of Gas (Column 9)**

14 FEVI has historically accounted for its line heater and compressor fuel differently than FEI.
 15 Consistent with the 2012 Application, the FEU have adopted FEI's treatment. For 2014, this
 16 results in \$1.306 million of costs being reclassified from cost of gas to O&M. In addition, \$229
 17 thousand of gas control management fees that are allocated from FEI (O&M) to FEVI (cost of
 18 gas) need to be eliminated. These two items total \$1.535 million which does not impact the total
 19 revenue requirement, but does increase the delivery portion of the revenue requirement of FEI
 20 Amalco with a corresponding decrease in the cost of gas for FEI Amalco.⁵

2

3 4.1 Please provide a breakdown of the \$1.306 million in costs that will be reclassified
 4 from cost of gas to O&M.

5

6 **Response:**

7 The \$1.306 million of costs being reclassified from cost of gas to O&M relates to company use
 8 gas comprising the following components:

<u>Description</u>	<u>Forecast Cost</u> <i>(in \$000)</i>
Compressor Fuel	\$ 1,005
FEI Fuel Gas (Huntingdon to Eagle Mtn.)	100
Line Heater Fuel	201
Total	\$ 1,306

9

10

11

12

13 4.2 What was the rationale for including the \$1.306 million in the cost of gas?

14

15 **Response:**

16 It is necessary to adopt a consistent approach for the classification and recovery of company
 17 use gas across the amalgamated utility in order to support the establishment of common rates
 18 for FEI Amalco.

19 The rationale for adopting the current FEI methodology of including company use gas as an
 20 O&M cost and recovering those costs through delivery rates for FEI Amalco is to ensure the
 21 costs associated with company use gas are recovered from the non-bypass Sales and
 22 Transportation customers, those customers who contribute to and benefit from incurring the
 23 company use gas costs.

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Further, the adoption of the FEI approach for the classification and recovery of company use gas supports the roll out of the FEI Transportation Service model to all FEI Amalco service areas.

Please also refer to the responses to CEC IR 1.4.3 and BCUC IRs 1.5.1 and 1.5.2.

4.3 Please provide an explanation as to why these costs are more appropriately classified as O&M than as cost of gas.

Response:

Non-bypass customers, comprising both Sales and Transportation Service customers, are the customers who contribute to and benefit from incurring the company use gas costs. FEVI company use gas primarily relates to the compressor and line heater fuel required to deliver natural gas to both Sales and Transportation Service customers on the FEVI system in a safe and efficient manner.

It is therefore more appropriate for the amalgamated entity to classify company use gas costs as O&M costs, because O&M costs are recovered from all non-bypass customers, including Transportation Service customers, whereas gas costs are recovered only from Sales customers.

4.4 Was this approach disclosed in the Amalgamation and Common Rates application?

Response:

Yes. Regarding company use gas and gas control management fees, page 148 of the 2012 Application stated, "The allocation of costs between delivery and gas costs as they pertain to company use gas, unaccounted for gas and gas control management differs between the stand-alone Vancouver Island and Mainland regions. To align and simplify the treatment of these costs in FEI Amalco, as discussed in Section 9.6.2.4, the company own use, unaccounted for gas and gas control management costs of approximately \$4.0 million have been transferred from cost of gas to the FEI Amalco O&M expense."

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1 The request to classify company use gas and gas control management fees as O&M was
2 consistent with the existing treatment in FEI. However, the request to classify the unaccounted
3 for gas (UAF) as O&M represented a change for both FEI and FEVI.

4 The Commission Decision and Order G-21-14, dated February 26, 2014, approved the
5 amalgamation and adoption of common rates, but denied the FEU request for a new rate base
6 deferral account to capture variances between forecast and actual costs related to company use
7 gas and UAF. The request to classify FEI and FEVI UAF to O&M was dependent on the
8 approval of this deferral account. Therefore, FEI Amalco will continue to maintain the existing
9 FEI methodology for the treatment and recovery of UAF as a component of cost of gas. The
10 treatment and recovery of UAF for FEI Amalco may be a subject for review in the 2016 rate
11 design process.

12
13
14
15 4.4.1 If not, please explain why not.
16

17 **Response:**

18 Please refer to the response to CEC IR 1.4.4.
19

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5. Reference: Exhibit B-1, Pages 27 and 28

10 The allocation of the revenue deficiency by rate schedule is shown in Table 4-9 below¹⁴.

¹⁴ The allocation of the deficiency is determined by the ratio of the margin at FEI rates to total margin for each rate schedule.

Table 4-9: Revenue Deficiency by Rate Schedule

<u>Rate Schedule:</u>	<u>(\$ thousands)</u>	<u>%</u>
RS 1 - Residential	34,370	60.3%
RS 2 - Small Commercial	9,314	16.3%
RS 3 - Large Commercial	5,103	8.9%
RS 23 - Large Commercial	2,276	4.0%
RS 4 - Seasonal	27	0.0%
RS 5 - General Firm	738	1.3%
RS 25 - Firm Service	2,429	4.3%
RS 7 - Interruptible	12	0.0%
RS 27 - Interruptible Service	756	1.3%
RS 6 - N G V Fuel	22	0.0%
RS 22 - Firm Service	731	1.3%
RS 22 - Interruptible Service	1,242	2.2%
Total	57,020	100.0%

5.1 Please provide further clarification as to the calculation of the 'margin at FEU rates' and inputs used.

Response:

The margin at FEI rates is the forecast revenues less the forecast cost of gas per Rate Schedule under the common rates methodology. The percent provided in Table 4-9 reflects the allocated deficiency by rate schedule divided by the total deficiency and is aligned with the margin per rate schedule divided by the total non-bypass sales and transportation margin (adjusted for Rate Schedules 16 and 46 as noted below) as provided in Appendix A, Schedule 5, Column 6. Please note that the allocation percentages are derived separately for Sales and Transportation customers as demonstrated in the response to BCUC IR 1.13.1.

Rate Schedules 16 and 46 are set based on Legislation and are not adjusted with revenue requirement changes and as such the total non-bypass sales margin to derive the allocation percentages must account for this. Therefore, the denominator to determine the allocation percentage for Sales customers must be reduced by \$675 thousand (Appendix A, Schedule 5, Column 6, Line 15) and \$1,205 thousand (Appendix A, Schedule 5, Column 6, Line 16)).

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5.2 Please provide the full working spreadsheet that calculates the percentage revenue deficiency by Rate Schedule.

Response:

Please refer to Attachment 5.2 for the fully functioning spreadsheet. The amounts in column B in Attachment 5.2 can also be found in Appendix A, Schedule 5.

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1 **6. Reference: Exhibit B-1, Page 29**

Table 4-10: FEI Amalco 2014 Variable and Demand Delivery Rates

Line No.	Rate Schedule	Variable Delivery Rates (\$/GJ)			Demand Rates (\$/GJ)		
		FEI Rates	Allocation of Deficiency	Amalgamated 2014 Rates	FEI Rates	Allocation of Deficiency	Amalgamated 2014 Rates
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	Rate 1/1B	3.695	0.464	4.159			
2	Rate 2/2B	3.030	0.339	3.369			
3	Rate 3/3B/23	2.562	0.260	2.822			
4	Rate 4 (off-peak)	0.984	0.160	1.144			
5	Rate 4 (extension)	1.761	0.160	1.921			
6	Rate 5/25	0.727	0.073	0.800	17.663	1.914	19.577
7	Rate 6	3.993	0.362	4.355			
8	Rate 7/27	1.183	0.118	1.301			
9	Rate 22	0.869	0.080	0.949			

The basic charges are unchanged from the existing FEI charges for all rate schedules.

2

3 6.1 Please provide the basic charges for each rate schedule.

4

5 **Response:**

6 Please refer to the table below for the FEI 2014 basic charges (equal to the FEI Amalco 2015
7 basic charges) for each rate schedule referenced in Table 4-10:

Line No.	Rate Schedule	Basic Charge	Per Day/Month
1	Rate 1/1B	\$ 0.3890	<i>per Day</i>
2	Rate 2/2B	\$ 0.8161	<i>per Day</i>
3	Rate 3/3B/23	\$ 4.3538	<i>per Day</i>
4	Rate 4	\$ 14.4230	<i>per Day</i>
5	Rate 6	\$ 2.0041	<i>per Day</i>
6	Rate 5/25	\$ 587.00	<i>per Month</i>
7	Rate 7/27	\$ 880.00	<i>per Month</i>
8	Rate 22	\$ 3,664.00	<i>per Month</i>

8

9

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1 **7. Reference: Exhibit B-1, Page 30**

8 **4.5.2 Allocation of RSDA to Three Year Period**

9 The FEU considered four scenarios to allocate the RSDA balance to the three years – 2015,
10 2016, 2017. The scenarios consider various annual amortization percentages for the RSDA
11 balance. Scenario A considers a straight line amortization approach while Scenarios B, C and
12 D consider alternate amortization approaches. The scenarios and their annual incremental
13 delivery rate impact on the FEI delivery rates are outlined Table 4-11 below.

14
15

Table 4-11: Allocation of RSDA Balance by Year¹⁸

<u>Scenario</u>	<u>Incremental Delivery Rate Impact</u>				<u>Total</u>
	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	
A - 33%, 33%, 33%	-4.16%	0.00%	0.00%	4.16%	0.00%
B - 25%, 50%, 25%	-3.12%	-3.12%	3.12%	3.12%	0.00%
C - 20%, 40%, 40%	-2.49%	-2.49%	0.00%	4.99%	0.00%
D - 40%, 42%, 18%	-4.99%	-0.25%	2.99%	2.24%	0.00%

2 16

3 7.1 Please confirm or otherwise clarify that the year 2018 increase is included to
4 illustrate the effect of the elimination of the RSDA on 2018 rates.

5

6 **Response:**

7 Confirmed. The delivery rate impacts shown are incremental, so that when the credit RSDA
8 Rider disappears in 2018, it causes an increase in delivery rates.

9

10

11

12 7.2 Please provide the working spreadsheet for Table 4-11.

13

14 **Response:**

15 Please refer to Attachment 7.2 for a fully functioning spreadsheet for Table 4-11. The
16 spreadsheet currently shows the output rate impacts for Scenario D. In order to model the other
17 scenarios, the user needs to key the percentages into row 19 columns E, F and G in the RSDA
18 Rider tab.

19

20

21

22 7.3 Why did FEU not model a scenario in which 2016 experienced an increase?

23

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1 **Response:**

2 While there are many scenarios that could be modeled, the FEU modeled scenarios that
3 provided a reasonable balance with the impact of the phase-in approach. In this context,
4 increasing the RSDA credit allocation in 2016 compared to 2015, as has been done in scenarios
5 B through D, serves to mitigate the increasing phase-in of common rates. As the objective is to
6 mitigate the phase-in of common rates, the FEU did not see any purpose in seeking a larger
7 incremental 2016 rate increase for existing FEI customers. Further, to achieve an incremental
8 rate increase in 2016 would require a smaller allocation of the RSDA in 2016 compared to 2015,
9 which would generally result in a greater balance for return to customers in 2017, and as such a
10 larger increase in 2018 when FEI customers experience the full impact of amalgamation as well
11 as the elimination of the RSDA.

12

13

14

15 7.4 Please model and provide the allocation scenario that results in the largest
16 allocation in 2015 (rate decrease) combined with the smoothest rate increases
17 for each of 2016, 2017 and 2018.

18

19 **Response:**

20 The FEU's proposed Scenario D results in the smoothest delivery rate impact to FEI customers
21 over the four years and the largest allocation of the RSDA in 2015. For example for FEI
22 Residential customers, Scenario D results in incremental expected annual bill impacts of
23 approximately 1% in 2015, 1% in 2016 and 2% in each of 2017 and 2018.

24 As discussed in section 4.5.2 of the Application, the allocation of the RSDA was considered in
25 the context of the combined impact of the RSDA and phase-in approach on existing FEI
26 customers.

27

28

29

30

31 7.5 Please model and provide the allocation that results in the smoothest delivery
32 rate impacts over the four years.

33

34 **Response:**

35 The FEU's proposed Scenario D results in the smoothest delivery rate impact to FEI customers
36 over the four years. As discussed in section 4.5.2 of the Application, the allocation of the RSDA

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- 1 was considered in the context of the combined impact of the RSDA and phase-in approach on
- 2 existing FEI customers. The FEU also note that the allocation of a greater proportion of the
- 3 RSDA in the first year of the phase-in helps to offset the one-time increase to the basic charge.
- 4

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1 **8. Reference: Exhibit B-1, Pages 31 and 32**

25 To calculate the RSDA rider by rate schedule, the RSDA balance needs to be allocated to the
26 various rate schedules. This is completed using the same methodology as was used to allocate
27 the revenue deficiency to determine the common rates, except that in this case the allocation is
28 based on the FEI stand-alone margin and not the amalgamated margin. Based on the projected
29 2014 closing balance of the RSDA discussed above, the allocation between years (Scenario D),
30 and utilizing the 2014 demand forecast for FEI, the 2015 RSDA rider is calculated as shown in
31 Table 4-12 below.

1 **Table 4-12: RSDA Rider Calculation**

	RSDA	Allocation	Allocation Amount			Volumes (TJ)	2015 Rider
	Forecast	Percent	2015	2016	2017		
RS 1 - Residential	(53,905)	60.61%	(21,562)	(22,640)	(9,703)	69,511.7	\$ (0.310)
RS 2 - Small Commercial	(14,002)	15.74%	(5,601)	(5,881)	(2,520)	24,246.8	\$ (0.231)
RS 3 - Large Commercial	(7,624)	8.57%	(3,050)	(3,202)	(1,372)	17,253.0	\$ (0.177)
RS 4 - Seasonal	(46)	0.05%	(18)	(19)	(8)	169.1	\$ (0.109)
RS 5 - General Firm	(873)	0.98%	(349)	(367)	(157)	2,315.3	\$ (0.130)
RS 6 - Natural Gas Vehicle	(38)	0.04%	(15)	(16)	(7)	61.4	\$ (0.246)
RS 7 - General Interruptible Sales	(20)	0.02%	(8)	(8)	(4)	86.7	\$ (0.080)
RS 22 - Large Volume Transportation (Non-bypass)	(3,368)	3.79%	(1,347)	(1,414)	(606)	29,010.4	\$ (0.046)
RS 23 - Commercial Transportation	(3,886)	4.37%	(1,554)	(1,632)	(699)	8,721.3	\$ (0.177)
RS 25 - General Firm Transportation (Non-bypass)	(3,888)	4.37%	(1,555)	(1,633)	(700)	12,352.3	\$ (0.130)
RS 27 - General Interruptible Transportation	(1,291)	1.45%	(517)	(542)	(232)	6,476.3	\$ (0.080)
	(88,940)	100.00%	(35,576)	(37,355)	(16,009)	170,204.3	

3
4 8.1 Please provide the revenues, cost of service and number of customers for each
5 rate class in FEU service territory.
6

7 **Response:**

8 The FEU interpret this question to be regarding FEI's service territory, since the CEC requested
9 the same information for FEVI and FEW in CEC IRs 1.8.2 and 1.8.3 and for FEI Amalco in CEC
10 IR 1.8.4.

11
12 For FEI, the delivery revenues equal the delivery cost of service. The requested delivery
13 revenues and average number of customers for each rate schedule for 2014 are provided in the
14 table below. The information in this table can also be found in Schedule 10 and 11 of Appendix
15 B1.

16
17 The FEU note that the total delivery margin shown on Schedule 10 of \$613,452 thousand is
18 overstated by approximately \$215 thousand and should agree to the amount shown in Table 4-1
19 of the Application. This error is isolated to the Appendix B-1 FEI Financial Schedules and will
20 be corrected when FEI files its updated 2014 financial schedules when the PBR Decision is
21 received and 2014 delivery rates are set.

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	<u>Delivery</u> <u>Revenues</u> <u>(\$000s)</u>	<u>Avg</u> <u>Customers</u>
RS 1 - Residential	\$ 364,091	765,842
RS 2 - Small Commercial	94,568	72,614
RS 3 - Large Commercial	51,486	4,577
RS 4 - Seasonal	312	26
RS 5 - General Firm	5,899	216
RS 6 - N G V Fuel	256	14
RS 7 - Interruptible	135	3
RS 16/46 - LNG	1,896	5
RS 22 - Firm Service	8,405	14
RS 22 - Interruptible Service	14,396	25
RS 23 - Large Commercial	26,239	1,560
RS 25 - Firm Service	25,559	487
RS 27 - Interruptible Service	8,725	95
Non-Bypass	601,967	845,478
Bypass and Special Rates	11,485	15
Total	\$ 613,452	845,493

8.2 Please provide the revenues, cost of service and number of customers for each rate class in FEVI territory.

Response:

The requested delivery revenues, delivery cost of service, and average number of customers for each rate schedule for 2014 are provided in the table below. The \$4.839 million difference between the delivery revenues and the delivery cost of service represents the forecast revenue deficiency that draws down the RSDA. The information provided in the table can also be found in Schedule 10 and 11 of Appendix B2.

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	<u>Delivery</u> <u>Revenues</u> <u>(\$000s)</u>	<u>Delivery</u> <u>COS (\$000s)</u>	<u>Avg</u> <u>Customers</u>
RGS	\$ 47,675	\$ 49,944	94,740
AGS	8,377	8,776	1,023
SCS 1	6,172	6,466	4,907
SCS 2	5,440	5,699	1,384
LCS 1	10,302	10,792	1,255
LCS 2	8,356	8,754	433
LCS 3	10,906	11,425	114
ILF	355	372	8
HLF	229	240	5
LCS 13	3,843	4,026	33
Non-Bypass	101,655	106,494	103,902
Bypass and Special Rates	19,626	19,626	4
Total	\$ 121,281	\$ 126,120	103,906

8.3 Please provide the revenues, cost of service and number of customers for each rate class in FEW territory.

Response:

The requested delivery revenues, delivery cost of service, and average number of customers for each rate schedule for 2014 are provided in the table below. The \$262 thousand difference between the delivery revenues and the delivery cost of service represents the forecast revenue deficiency that will be recorded in the Revenue Surplus/Deficiency Account. The information provided in this table can also be found in Schedule 10 and 11 of Appendix B3.

	<u>Delivery</u> <u>Revenues</u> <u>(\$000s)</u>	<u>Delivery</u> <u>COS (\$000s)</u>	<u>Avg</u> <u>Customers</u>
SGS 1/2 RES	\$ 2,625	\$ 2,710	2,329
SGS 1/2 COMM	646	668	195
LGS 1	1,324	1,371	82
LGS 2	1,357	1,405	50
LGS 3	1,693	1,753	24
Total	\$ 7,645	\$ 7,907	2,680

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8.4 Please provide the expected revenues, expected cost of service and expected number of customers in each rate class in Amalco.

Response:

For FEI Amalco, the delivery revenues are set to equal the delivery cost of service. In the table below, the FEU provide the delivery revenues at existing FEI, FEVI and FEW rates, the delivery cost of service for FEI Amalco (which will equal the delivery revenues at FEI Amalco rates), and the average number of customers for each rate schedule for 2014. The difference between the delivery revenues at existing rates and the delivery cost of service equals the revenue deficiency by rate schedule as provided in Table 4-9 of the Application. The information summarized in this table can also be found in Schedules 5 and 6 of Appendix A.

	<u>Delivery</u> <u>Revenues</u> <u>(\$000s)</u>	<u>Delivery</u> <u>COS (\$000s)</u>	<u>Avg</u> <u>Customers</u>
RS 1 - Residential	\$ 394,187	\$ 428,556	862,911
RS 2 - Small Commercial	106,816	116,130	81,474
RS 3 - Large Commercial	58,527	63,630	5,209
RS 4 - Seasonal	310	337	26
RS 5 - General Firm	8,474	9,212	272
RS 6 - N G V Fuel	255	277	14
RS 7 - Interruptible	134	146	3
RS 16/46 - LNG	1,880	1,880	5
RS 22 - Firm Service	8,420	9,151	14
RS 22 - Interruptible Service	14,324	15,566	25
RS 23 - Large Commercial	26,243	28,519	1,560
RS 25 - Firm Service	28,010	30,439	511
RS 27 - Interruptible Service	8,722	9,478	95
Non-Bypass	656,302	713,321	952,119
Bypass and Special Rates	28,187	28,187	16
Total	\$ 684,489	\$ 741,508	952,135

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1 **9. Reference: Exhibit B-1, Page 34**

- 2
- 3 2. The current basic charge in FEI (and 2015 basic charge for FEI Amalco) is higher than
- 4 either of the FEVI or FEW basic charges. When Vancouver Island and Whistler
- 5 customers transition to FEI Amalco delivery rates, they will see an increase to this
- 6 component of their bill. To simplify communications, a phase-in approach that excludes
- 7 the basic charge and only considers the decrease in the variable delivery rate is
- 8 desirable. That is, the phase in of a rate increase to the basic charge and a phase in of a
- 9 rate decrease to the variable charge would add unnecessary complexity to the bills of
- 10 FEVI and FEW customers.

- 11
- 12 9.1 Would phasing in the basic charge as well as phasing in the variable charge
- 13 result in smoother transitions to a customer's bill than would phasing in the
- 14 variable charge only? Please explain why or why not

15

16 **Response:**

17 To achieve a smoother transition, the FEU have allocated a greater proportion of the Phase-in

18 Rider in the first year to help offset the one-time impact of the basic charge increase while still

19 providing a reasonable phase in over the term. In this way, the FEU have considered the

20 impact of the basic charge already in their phase in approach. Also, as discussed in section

21 4.6.2 of the Application and in CEC IRs 1.10.1 and 1.10.2, applying the phase-in to the variable

22 charge alone has advantages, including simplifying customer communications.

- 23
- 24 9.2 Please provide the existing basic charges for each rate class currently in FEVI
- 25 and FEU and the increase (or decrease) that will be experienced by each rate
- 26 class by the transition to FEU rates and basic charge.

27

28 **Response:**

29 The FEU interpret the CEC's question to be asking for the basic charges for each rate class

30 currently in FEVI and FEW (not FEVI and FEU). A table for each of FEVI and FEW comparing

31 the existing basic charge to the FEI basic charge is provided below. As shown in the table,

32 some customers will experience a decrease in the basic charge. The quoted sentence in the

33 preamble was intended to refer to communications with residential customers that make up the

34 majority of customers experiencing a change, and who will experience an increase in the basic

35 charge.

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Line No.	Rate Schedule	FEVI	FEI	Change	Per Day/Month
1	RGS	\$ 0.3450	\$ 0.3890	\$ 0.0440	<i>per Day</i>
2	AGS to RS 2	\$ 1.3142	\$ 0.8161	\$ (0.4981)	<i>per Day</i>
3	AGS to RS 3	\$ 1.3142	\$ 4.3538	\$ 3.0396	<i>per Day</i>
4	AGS to RS 5 *	\$ 480.01	\$ 587.00	\$ 106.99	<i>per Month</i>
5	SCS-1	\$ 0.3105	\$ 0.8161	\$ 0.5056	<i>per Day</i>
6	SCS-2	\$ 1.1016	\$ 0.8161	\$ (0.2855)	<i>per Day</i>
7	LCS-1 to RS 2	\$ 2.0041	\$ 0.8161	\$ (1.1880)	<i>per Day</i>
8	LCS-1 to RS 3	\$ 2.0041	\$ 4.3538	\$ 2.3497	<i>per Day</i>
9	LCS-2 to RS 2	\$ 3.2138	\$ 0.8161	\$ (2.3977)	<i>per Day</i>
10	LCS-2 to RS 3	\$ 3.2138	\$ 4.3538	\$ 1.1400	<i>per Day</i>
11	LCS-2 to RS 5 *	\$ 1,173.84	\$ 587.00	\$ (586.84)	<i>per Month</i>
12	LCS-3 to RS 2	\$ 6.6205	\$ 0.8161	\$ (5.8044)	<i>per Day</i>
13	LCS-3 to RS 3	\$ 6.6205	\$ 4.3538	\$ (2.2667)	<i>per Day</i>
14	LCS-3 to RS 5 *	\$ 2,418.14	\$ 587.00	\$ (1,831.14)	<i>per Month</i>
15	HLF to RS 3	\$ 8.2136	\$ 4.3538	\$ (3.8598)	<i>per Day</i>
16	HLF to RS 5 *	\$ 3,000.02	\$ 587.00	\$ (2,413.02)	<i>per Month</i>
17	ILF to RS 3	\$ 8.2136	\$ 4.3538	\$ (3.8598)	<i>per Day</i>
18	ILF to RS 5 *	\$ 3,000.02	\$ 587.00	\$ (2,413.02)	<i>per Month</i>
19	LCS-13 *	\$ 2,418.14	\$ 587.00	\$ (1,831.14)	<i>per Month</i>

* Existing FEVI daily rate converted to monthly rate for comparison

Line No.	Rate Schedule	FEW	FEI	Change	Per Day/Month
1	SGS Res	\$ 0.2464	\$ 0.3890	\$ 0.1426	<i>per Day</i>
2	SGS Com	\$ 0.2464	\$ 0.8161	\$ 0.5697	<i>per Day</i>
3	LGS 1	\$ 0.2464	\$ 0.8161	\$ 0.5697	<i>per Day</i>
4	LGS 2	\$ 0.2464	\$ 4.3538	\$ 4.1074	<i>per Day</i>
5	LGS 3	\$ 0.2464	\$ 4.3538	\$ 4.1074	<i>per Day</i>

9.3 Please provide the full dataset indicating the number of customers in each rate class in FEVI and FEW, the change in basic charge that will be experienced for each rate class.

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1 **Response:**

2 This response also addresses CEC IR 1.9.4.

3 The forecast 2014 average number of customers for each rate schedule in FEVI and FEW, as
 4 well as the change in basic charge, and the calculation of the approximate change in delivery
 5 revenues (forecast average customers multiplied by the change in basic charge) are provided in
 6 the table below. The overall increase in basic charge revenue reduces the calculated deficiency
 7 upon amalgamation, and accordingly reduces the increase in the common variable delivery rate.

<u>Line</u>		<u>Avg</u>	<u>Basic Charge</u>	<u>Per</u>	<u>Revenues</u>
<u>No.</u>	<u>Rate Schedule</u>	<u>Customers</u>	<u>Change</u>	<u>Day/Month</u>	<u>(\$000s)</u>
1	FEVI RGS	94,740	\$ 0.0440	<i>per Day</i>	\$ 1,523
2	FEVI AGS to RS 2	881	\$ (0.4981)	<i>per Day</i>	(160)
3	FEVI AGS to RS 3	126	\$ 3.0396	<i>per Day</i>	140
4	FEVI AGS to RS 5	17	\$ 106.99	<i>per Month</i>	22
5	FEVI SCS 1	4,907	\$ 0.5056	<i>per Day</i>	906
6	FEVI SCS 2	1,384	\$ (0.2855)	<i>per Day</i>	(144)
7	FEVI LCS 1 to RS 2	1,197	\$ (1.1880)	<i>per Day</i>	(520)
8	FEVI LCS 1 to RS 3	58	\$ 2.3497	<i>per Day</i>	50
9	FEVI LCS 2 to RS 2	171	\$ (2.3977)	<i>per Day</i>	(149)
10	FEVI LCS 2 to RS 3	260	\$ 1.1400	<i>per Day</i>	108
11	FEVI LCS 2 to RS 5	3	\$ (586.84)	<i>per Month</i>	(18)
12	FEVI LCS 3 to RS 2	74	\$ (5.8044)	<i>per Day</i>	(156)
13	FEVI LCS 3 to RS 3	29	\$ (2.2667)	<i>per Day</i>	(24)
14	FEVI LCS 3 to RS 5	11	\$ (1,831.14)	<i>per Month</i>	(240)
15	FEVI HLF to RS 3	1	\$ (3.8598)	<i>per Day</i>	(2)
16	FEVI HLF to RS 5	4	\$ (2,413.02)	<i>per Month</i>	(109)
17	FEVI ILF to RS 3	3	\$ (3.8598)	<i>per Day</i>	(4)
18	FEVI ILF to RS 5	5	\$ (2,413.02)	<i>per Month</i>	(145)
19	FEVI LCS 13	33	\$ (1,831.14)	<i>per Month</i>	(725)
20	FEW SGS Res	2,329	\$ 0.1426	<i>per Day</i>	121
21	FEW SGS Com	195	\$ 0.5697	<i>per Day</i>	41
22	FEW LGS 1	82	\$ 0.5697	<i>per Day</i>	17
23	FEW LGS 2	50	\$ 4.1074	<i>per Day</i>	75
24	FEW LGS 3	24	\$ 4.1074	<i>per Day</i>	36
25	Total	106,583			\$ 641

8

9

10

11

12 9.4 Please provide the revenues that will be generated as a result of the increase in
 13 the basic charges for each rate class.

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1

2 **Response:**

3 Please refer to the response to CEC IR 1.9.3.

4

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1 **10. Reference: Exhibit B-1, Pages 34 and 35**

Table 4-13: Phase-in Methods Considered

Option	Advantage	Disadvantage
1) Allocate deficiency by delivery margin for each customer class; divide by volumes for customer class	<ul style="list-style-type: none"> Familiar – usual method used to calculate rate riders applied to the variable rate 	<ul style="list-style-type: none"> Does not consider impact of basic charge changes separately Results in perverse results for some FEVI customer classes
2) Phase in total bill impact for FEVI and FEW customers; offsetting amount allocated to FEI customers	<ul style="list-style-type: none"> Resolves issue around rate increases for some FEVI customers Bill impacts are easier to communicate than revenue deficiencies 	<ul style="list-style-type: none"> More complicated to calculate than Option 1 Does not consider impact of basic charge changes separately Results in varying impacts based on usage Commodity and midstream rates are variable and the 2015 rates are unknown

2

Option	Advantage	Disadvantage
3) Phase in variable delivery rate change only for FEVI and FEW customers; offsetting amount allocated to FEI customers	<ul style="list-style-type: none"> Results in the same percentage change in the variable charge for all customers by rate class regardless of use rate (after year 1) Resolves issue around rate increases for some FEVI customer classes Rate impacts are easier to communicate than revenue deficiencies Easier to communicate same message to all customers in a rate schedule 	<ul style="list-style-type: none"> More complicated to calculate than Option 1

3

1

4 10.1 Why does FEU consider it a disadvantage not to consider the basic charge
5 separately?

6

7 **Response:**

8 As stated on page 34 of the Application, a phase-in approach that excludes the basic charge
9 simplifies communications. Under this approach, the transition to the new basic charge
10 happens at one time in 2015 and it is only the variable delivery rate that would change during
11 the phase-in period. This results in a simpler message to communicate to customers. FEI
12 customers are accustomed to seeing changes only in their variable delivery rate, so minimizing
13 communication around changes to the basic charge is consistent with their experience. For
14 FEVI and FEW customers, it is simpler to communicate that the basic charge is the same one
15 that FEI customers see, and that it is the variable charge only that will differ during the phase-in

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1 period. For example, in 2015 and using the 2014 costs included in this Application, FEVI's
2 residential customers will experience a basic charge of \$0.389/day (the same as FEI), and their
3 delivery rate will be \$6.665/GJ (\$4.159/GJ FEI delivery rate plus a phase-in rider of \$2.506/GJ).
4 Customers can then estimate their annual bills based on this information.

5
6
7
8 10.2 Why does FEU consider it a disadvantage for there to be varying impacts based
9 on usage?

10
11 **Response:**

12 The disadvantage of having varying impacts based on usage is that it complicates
13 communicating with customers. Having an annual variable percentage impact that is the same
14 for all Vancouver Island residential customers regardless of usage means that separate
15 messages do not need to be developed for customers with different use rates. If the FEU can
16 communicate a consistent message to customers, the result should be reduced calls to the call
17 centre, and simplified responses by the call centre staff.

18
19
20
21 10.3 Please confirm that phasing in the total bill impact would result in a smoother
22 transition from a customer's billing perspective than would be phasing in only the
23 variable delivery rate change.

24
25 **Response:**

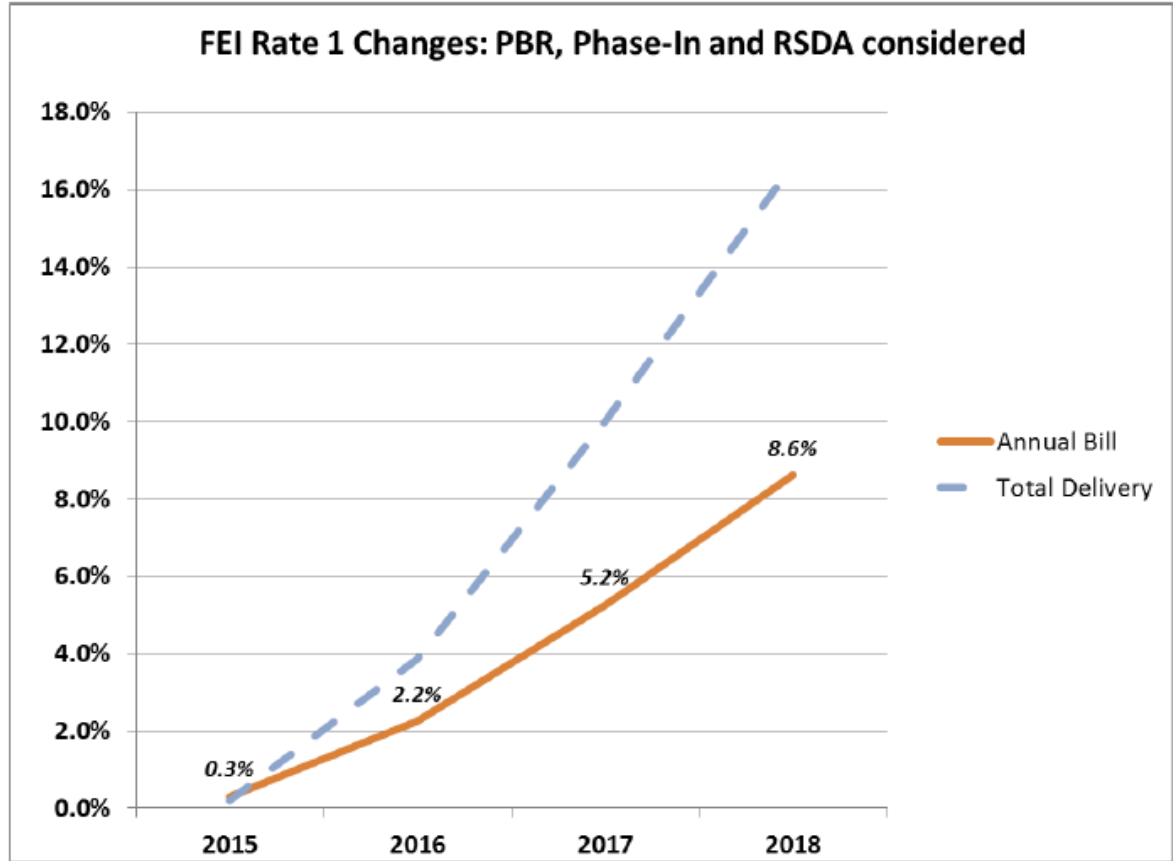
26 The smoothness of the phase-in is related to how much of the decrease is provided to
27 customers in each year, not to whether the decrease is based on an annual bill or a delivery
28 rate. As the commodity rates vary throughout the year, basing a calculation on the annual bill
29 impacts may not have the intended result. As stated in Table 4-13, the annual bill impacts are
30 not possible to quantify until the January 1, 2015 commodity and midstream rates are known. A
31 decision is required on the phase-in methodology in advance of that time.

32 Please also refer to the response to CEC IR 1.9.1.

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11. Reference: Exhibit B-1, Page 40

Figure 4-2: Existing FEI Residential Customers - Delivery Rate and Annual Bill Impacts²⁸

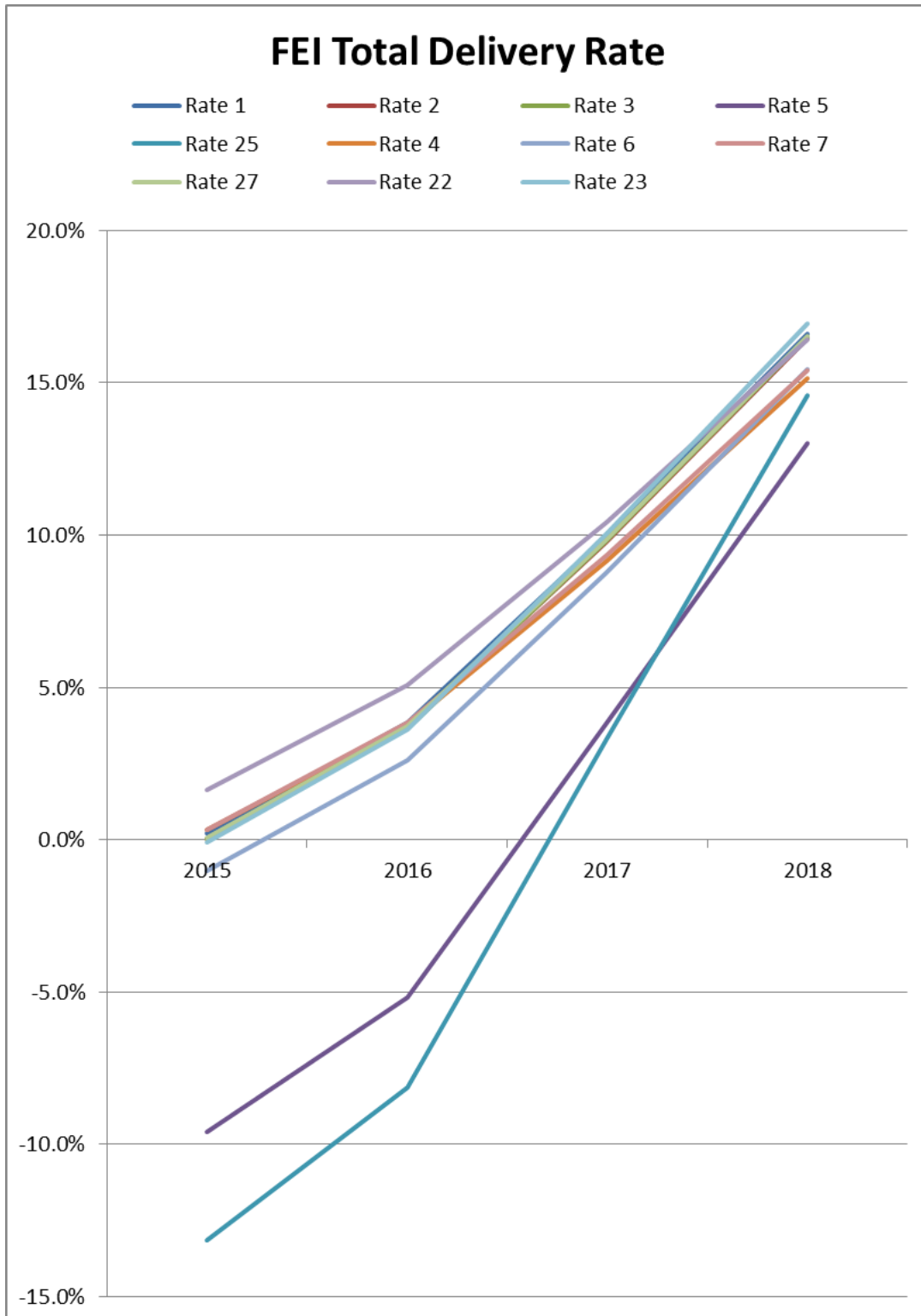


11.1 Please provide a copy of Figure 4-2, for each FEU Commercial Rate schedule, and the Industrial Rate schedules.

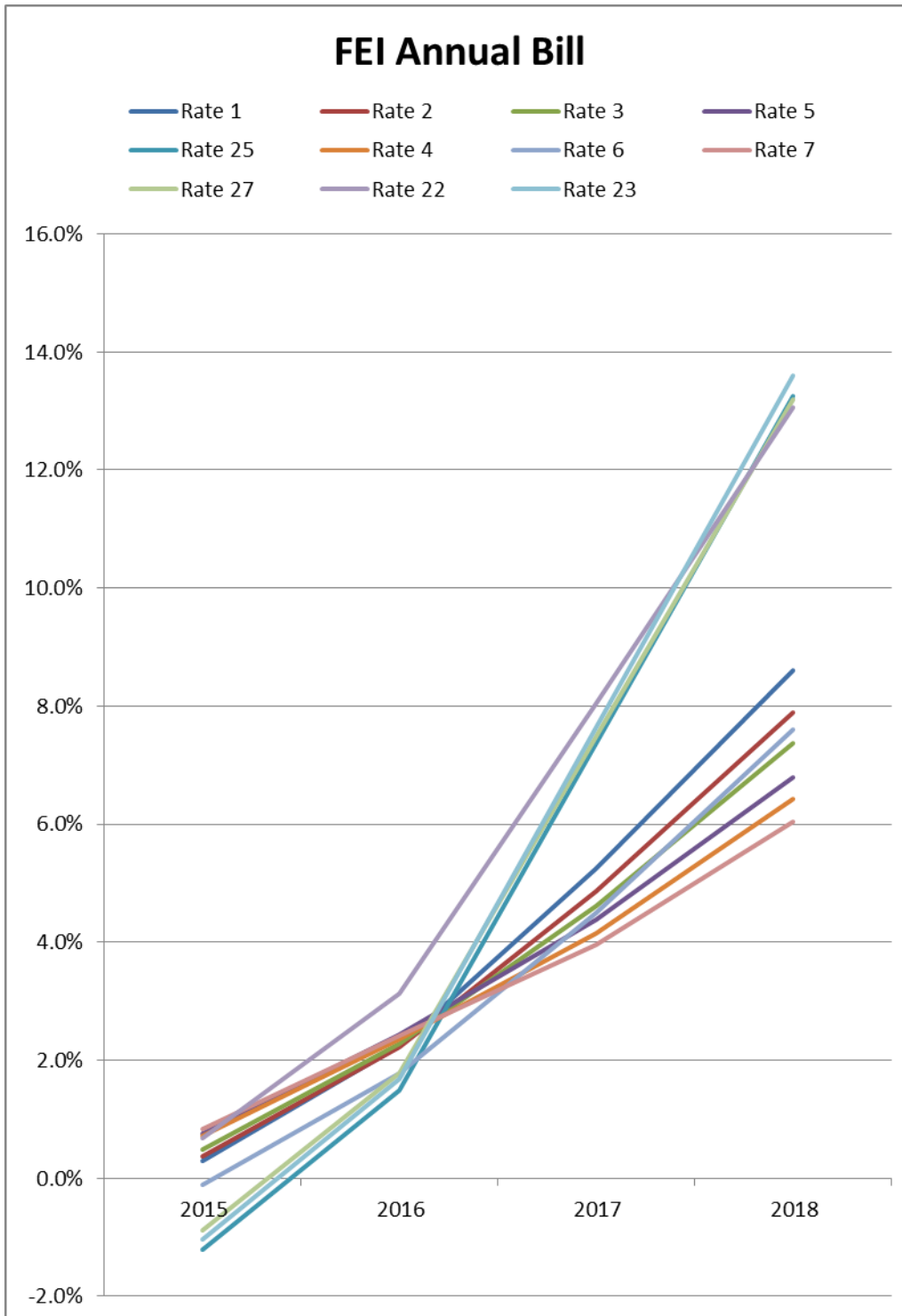
Response:

Providing separate graphs for each rate schedule would result in 24 separate Figure 4-2 graphs being produced, each with two graphed lines. Instead, the FEU provide the following six graphs, which provide the same information (the total delivery rate impacts and the annual bill impacts) for each FEI Amalco rate schedule for the existing FEI, FEVI and FEW service areas.

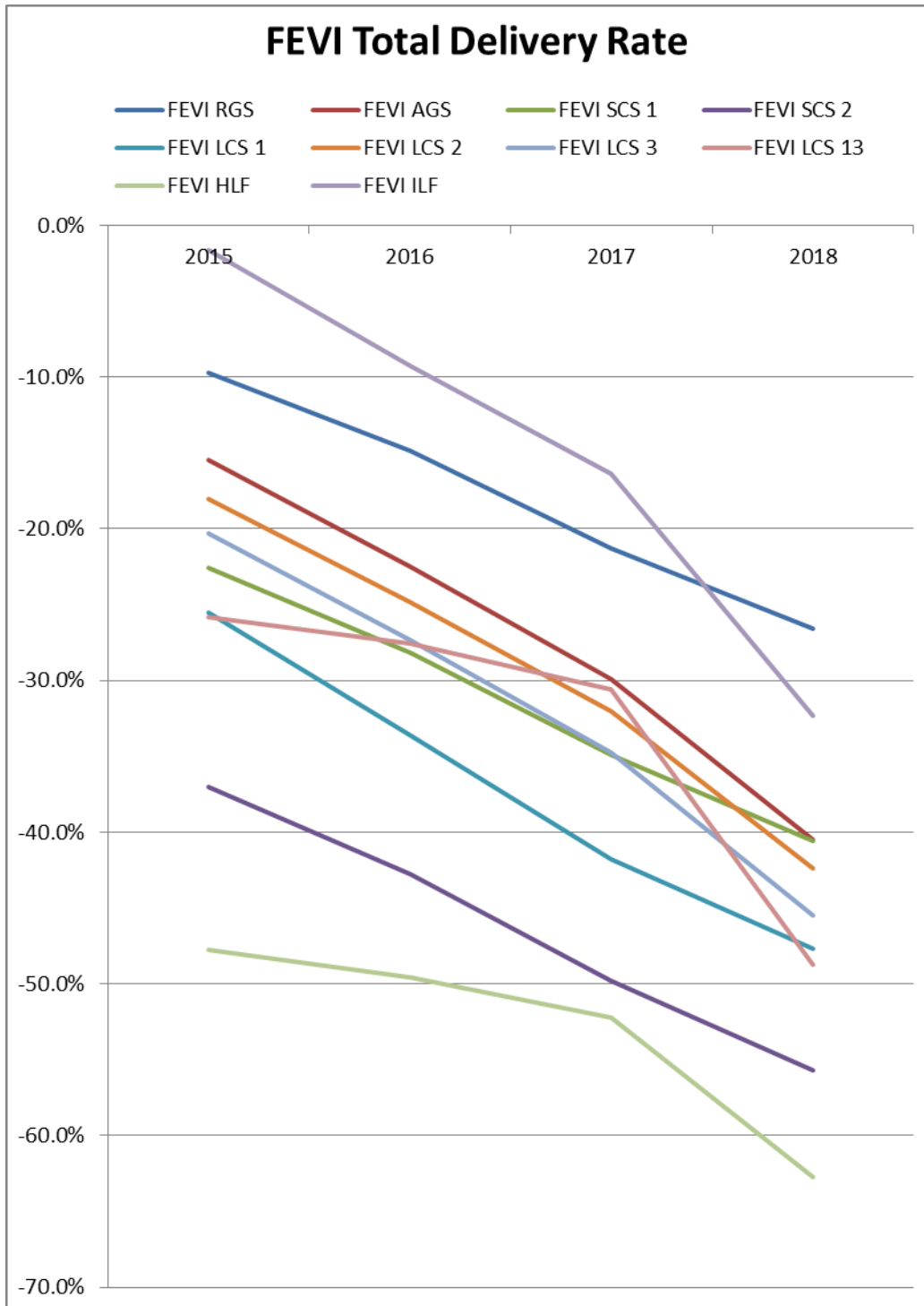
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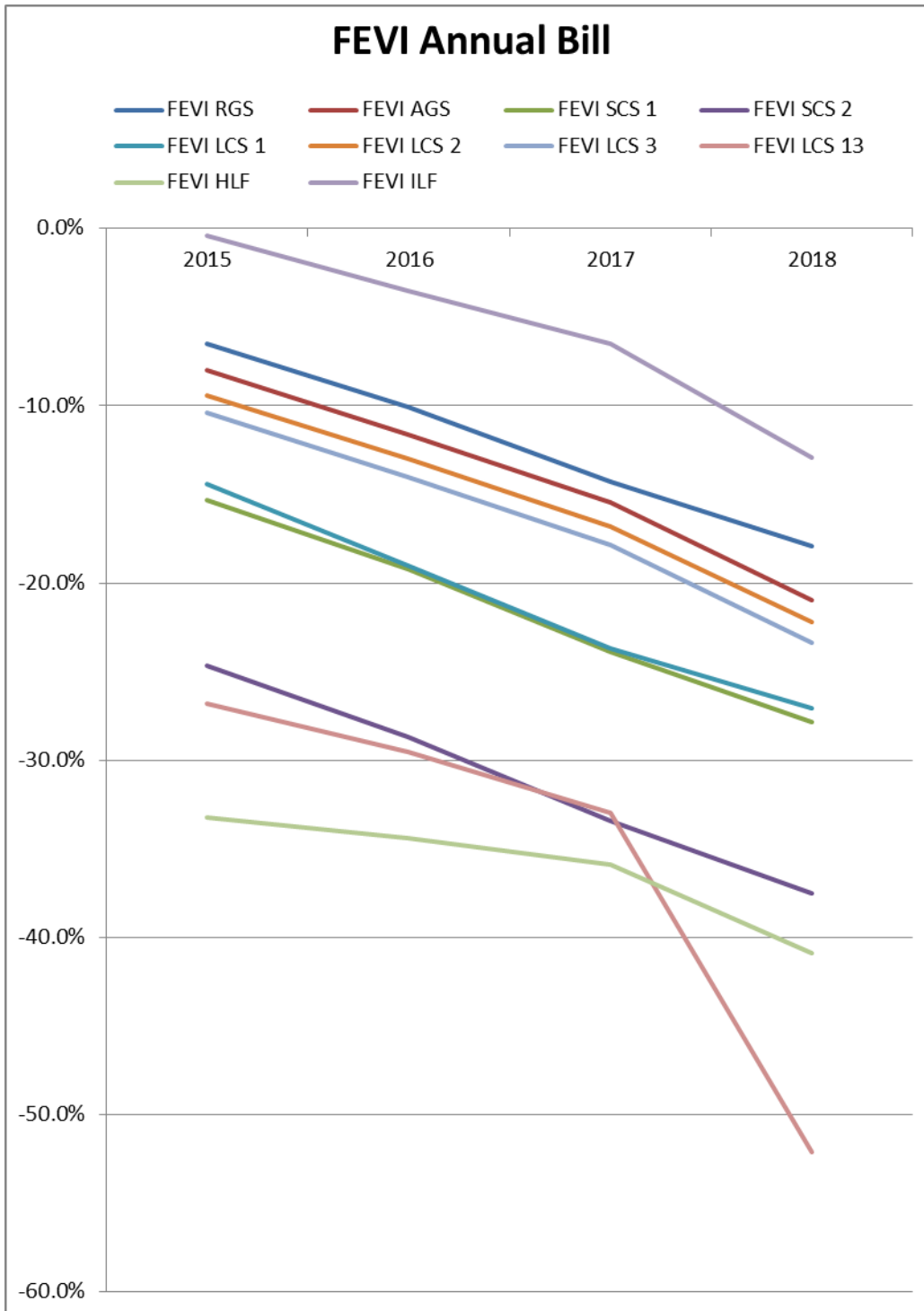
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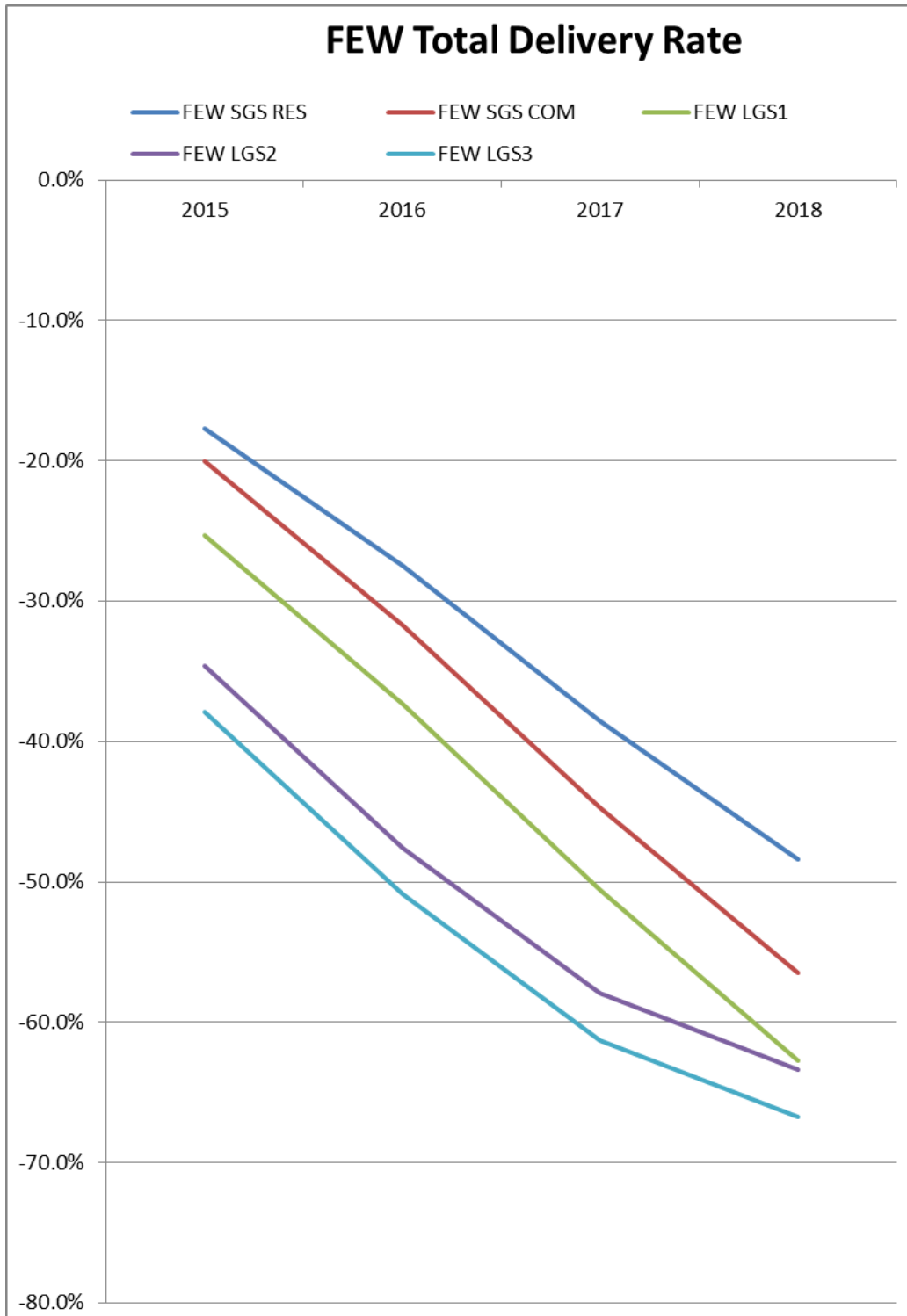
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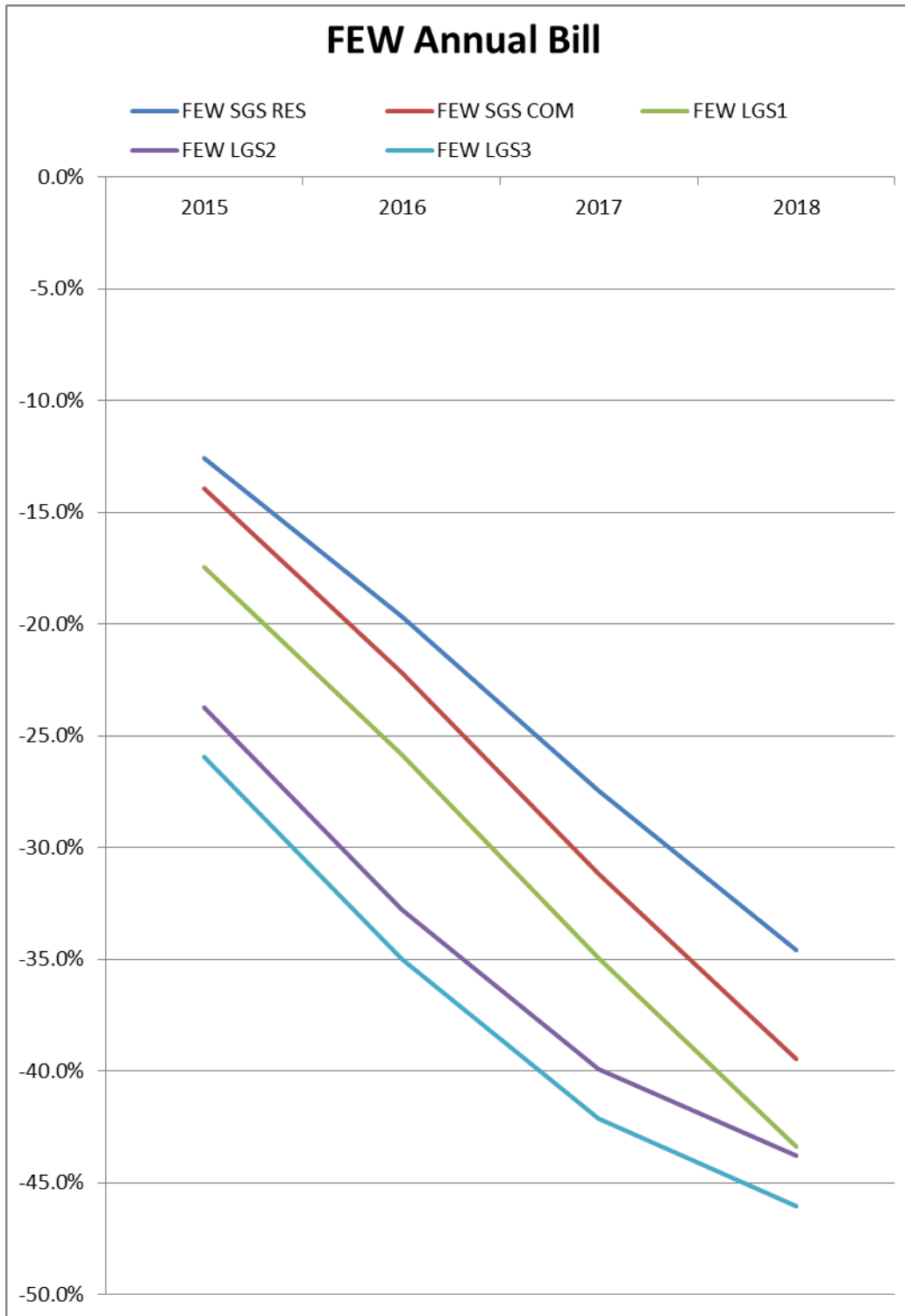
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1 **12. Reference: Exhibit A-3, BCUC 1.13.3**

2 13.1 Please provide the series of tables which follow the data through the entire process from the
3 mapping and amalgamated volumes through to the estimated annual bill impacts for Rate
4 Schedule 1 – Residential in Table 4-18. Each of FEVI RGS, FEW SGS RES, and FEI would be shown
5 separately.

6 12.1 Please provide the same series of tables as requested for the Commercial rate
7 schedules RS 2 and RS 3.

8 **Response:**

9 Although the details are specific to Rate Schedule 1, the response to BCUC IR 1.13.1 provides
10 a thorough example of the process to achieve common rates and the calculation of the rate
11 change that is applicable to all Rate Schedules. The extrapolation of this response to show the
12 more complicated Rate Schedule 2 and Rate Schedule 3 detailed calculations requires
13 considerable effort (there are 18 different mapping combinations that need to be considered)
14 that does not provide any further insight into the methodology used to calculate common rates.
15 When the 2015 common delivery rates are implemented, the Commission will review the FEU's
16 calculations of the rates, consistent with the normal practice. Therefore, the FEU have not
17 provided the same series of tables; but has instead provided additional details on the calculation
18 of the annual bill impacts for Commercial Rate Schedule 2 and Rate Schedule 3 (as provided in
19 Table E in the response to BCUC IR 1.13.1), included as Attachment 12.1.

Attachment 5.2

REFER TO LIVE SPREADSHEET MODEL

Provided in electronic format only

(accessible by opening the Attachments Tab in Adobe)

Attachment 7.2

REFER TO LIVE SPREADSHEET MODEL

Provided in electronic format only

(accessible by opening the Attachments Tab in Adobe)

Table A: Calculation of FEI Rate 2 Annual Bill Impacts

Line		Volume		2014 Rate		Annual \$	Annual Bill				Reference	
							2015	2016	2017	2018		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
1	<u>FEI Rate 2</u>											
2	Basic daily charge	365.25	days x	\$ 0.816	=	\$ 298						
3												
4	Delivery	333.9	GJ x	\$ 3.030		\$ 1,012						
5	Cost of Gas	333.9	GJ x	\$ 5.943		\$ 1,984						
6												
7	Total	333.9		\$ 9.866		\$ 3,294	\$ 3,294	\$ 3,294	\$ 3,294	\$ 3,294		
8												
9												
10	<u>Common Rate 2</u>											
11	Basic daily charge	365.25	days x	\$ 0.816	=	\$ 298	\$ 298	\$ 298	\$ 298	\$ 298		
12												
13	Delivery charge											
14	Common Rate 2						\$ 3.369	\$ 3.369	\$ 3.369	\$ 3.369		
15	Phase-In Rider						(0.192)	(0.129)	(0.069)	-	Table 4-16	
16	RSDA Rider						(0.231)	(0.243)	(0.104)	-	Table 4-12	
17	Total						\$ 2.946	\$ 2.998	\$ 3.196	\$ 3.369	Sum of Lines 14 to 16	
18	Annual Demand						333.9	333.9	333.9	333.9		
19	Total Delivery charge	333.9	GJ x	\$ 3.369	=	\$ 1,125	\$ 984	\$ 1,001	\$ 1,067	\$ 1,125	Line 17 x Line 18	
20												
21	Cost of gas	333.9	GJ x	\$ 5.943	=	\$ 1,984	\$ 1,984	\$ 1,984	\$ 1,984	\$ 1,984	Line 5	
22												
23	Total					\$ 3,407	\$ 3,266	\$ 3,283	\$ 3,350	\$ 3,407	Line 11 + Line 19 + Line 21	
24												
25	Cumulative Annual bill percentage change					3.44%	-0.85%	-0.33%	1.68%	3.44%	(Line 23 - Line 7) / Line 7	
26	Annual bill percentage change (Table 4-18)						-0.85%	0.52%	2.01%	1.75%	Line 25 - Previous Year Line 25	

Table B: Calculation of FEVI SCS 1 Annual Bill Impacts

Line						Annual Bill				Reference		
	(1)	Volume (2)	(3)	2014 Rate (4)	(5)	Annual \$ (6)	(7)	2015 (8)	2016 (9)	2017 (10)	2018 (11)	(12)
1	<u>FEVI SCS 1</u>											
2	Basic daily charge	365.25	days x	\$ 0.311	=	\$ 114						
3												
4	Delivery charge	104.8	GJ x	\$ 16.940		\$ 1,775						
5												
6												
7	Total	104.8		\$ 18.024		\$ 1,889		\$ 1,889	\$ 1,889	\$ 1,889	\$ 1,889	
8												
9												
10	<u>Common Rate 2</u>											
11	Basic daily charge	365.25	days x	\$ 0.816	=	\$ 298		\$ 298	\$ 298	\$ 298	\$ 298	
12												
13	Delivery charge											
14	Common Rate 2							\$ 3.369	\$ 3.369	\$ 3.369	\$ 3.369	
15	Phase-In Rider							2.839	1.893	0.946	-	Table 4-15
16	RSDA Rider							-	-	-	-	
17	Total							\$ 6.208	\$ 5.262	\$ 4.315	\$ 3.369	Sum of Lines 14 to 16
18	Annual Demand							104.8	104.8	104.8	104.8	
19	Total Delivery charge	104.8	GJ x	\$ 3.369	=	\$ 353		\$ 651	\$ 551	\$ 452	\$ 353	Line 17 x Line 18
20												
21	Cost of gas	104.8	GJ x	\$ 5.989	=	\$ 628		\$ 628	\$ 628	\$ 628	\$ 628	
22												
23	Total					\$ 1,279		\$ 1,576	\$ 1,477	\$ 1,378	\$ 1,279	Line 11 + Line 19 + Line 21
24												
25	Cumulative Annual bill percentage change					-32.30%		-16.55%	-21.80%	-27.05%	-32.30%	(Line 23 - Line 7) / Line 7
26	Annual bill percentage change (Table 4-18)							-16.55%	-5.25%	-5.25%	-5.25%	Line 25 - Previous Year Line 25

Table C: Calculation of FEVI SCS2 Annual Bill Impacts

Line		Volume		2014 Rate		Annual \$	Annual Bill				Reference	
							2015	2016	2017	2018		
(1)		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	<u>FEVI SCS 2</u>											
2	Basic daily charge	365.25	days x	\$ 1.102	=	\$ 403						
3												
4	Delivery charge	338.4	GJ x	\$ 16.455		\$ 5,568						
5												
6												
7	Total	338.4		\$ 17.644		\$ 5,971		\$ 5,971	\$ 5,971	\$ 5,971	\$ 5,971	
8												
9												
10	<u>Common Rate 2</u>											
11	Basic daily charge	365.25	days x	\$ 0.816	=	\$ 298		\$ 298	\$ 298	\$ 298	\$ 298	
12												
13	Delivery charge											
14	Common Rate 2							\$ 3.369	\$ 3.369	\$ 3.369	\$ 3.369	
15	Phase-In Rider							2.839	1.893	0.946	-	Table 4-15
16	RSDA Rider							-	-	-	-	
17	Total							\$ 6.208	\$ 5.262	\$ 4.315	\$ 3.369	Sum of Lines 14 to 16
18	Annual Demand							338.4	338.4	338.4	338.4	
19	Total Delivery charge	338.4	GJ x	\$ 3.369	=	\$ 1,140		\$ 2,101	\$ 1,781	\$ 1,460	\$ 1,140	Line 17 x Line 18
20												
21	Cost of gas	338.4	GJ x	\$ 5.989	=	\$ 2,027		\$ 2,027	\$ 2,027	\$ 2,027	\$ 2,027	
22												
23	Total					\$ 3,465		\$ 4,426	\$ 4,105	\$ 3,785	\$ 3,465	Line 11 + Line 19 + Line 21
24												
25	Cumulative Annual bill percentage change					-41.97%		-25.88%	-31.24%	-36.61%	-41.97%	(Line 23 - Line 7) / Line 7
26	Annual bill percentage change (Table 4-18)							-25.88%	-5.36%	-5.36%	-5.36%	Line 25 - Previous Year Line 25

Table D: Calculation of FEVI LCS1 Annual Bill Impacts

Line							Annual Bill				Reference	
		Volume		2014 Rate		Annual \$	2015	2016	2017	2018		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	<u>FEVI LCS 1</u>											
2	Basic daily charge	365.25	days x	\$ 2.004	=	\$ 732						
3												
4	Delivery charge	917.0	GJ x	\$ 13.353		\$ 12,245						
5												
6												
7	Total	917.0		\$ 14.151		\$ 12,977		\$ 12,977	\$ 12,977	\$ 12,977	\$ 12,977	
8												
9												
10	<u>Common Rate 2</u>											
11	Basic daily charge	365.25	days x	\$ 0.816	=	\$ 298		\$ 298	\$ 298	\$ 298	\$ 298	
12												
13	Delivery charge											
14	Common Rate 2							\$ 3.369	\$ 3.369	\$ 3.369	\$ 3.369	
15	Phase-In Rider							2.839	1.893	0.946	-	Table 4-15
16	RSDA Rider							-	-	-	-	
17	Total							\$ 6.208	\$ 5.262	\$ 4.315	\$ 3.369	Sum of Lines 14 to 16
18	Annual Demand							917.0	917.0	917.0	917.0	
19	Total Delivery charge	917.0	GJ x	\$ 3.369	=	\$ 3,089		\$ 5,693	\$ 4,825	\$ 3,957	\$ 3,089	Line 17 x Line 18
20												
21	Cost of gas	917.0	GJ x	\$ 5.989	=	\$ 5,492		\$ 5,492	\$ 5,492	\$ 5,492	\$ 5,492	
22												
23	Total					\$ 8,879		\$ 11,483	\$ 10,615	\$ 9,747	\$ 8,879	Line 11 + Line 19 + Line 21
24												
25	Cumulative Annual bill percentage change					-31.58%		-11.51%	-18.20%	-24.89%	-31.58%	(Line 23 - Line 7) / Line 7
26	Annual bill percentage change (Table 4-18)							-11.51%	-6.69%	-6.69%	-6.69%	Line 25 - Previous Year Line 25

Table E: Calculation of FEVI LCS2 Annual Bill Impacts

Line		Volume		2014 Rate		Annual \$	Annual Bill				Reference	
							2015	2016	2017	2018		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
1	<u>FEVI LCS 2</u>											
2	Basic daily charge	365.25	days x	\$ 3.214	=	\$ 1,174						
3												
4	Delivery charge	1,209.9	GJ x	\$ 12.311		\$ 14,895						
5												
6												
7	Total	1,209.9		\$ 13.281		\$ 16,069	\$ 16,069	\$ 16,069	\$ 16,069	\$ 16,069		
8												
9												
10	<u>Common Rate 2</u>											
11	Basic daily charge	365.25	days x	\$ 0.816	=	\$ 298	\$ 298	\$ 298	\$ 298	\$ 298		
12												
13	Delivery charge											
14	Common Rate 2						\$ 3.369	\$ 3.369	\$ 3.369	\$ 3.369		
15	Phase-In Rider						2.839	1.893	0.946	-	Table 4-15	
16	RSDA Rider						-	-	-	-		
17	Total						\$ 6.208	\$ 5.262	\$ 4.315	\$ 3.369	Sum of Lines 14 to 16	
18	Annual Demand						1,209.9	1,209.9	1,209.9	1,209.9		
19	Total Delivery charge	1,209.9	GJ x	\$ 3.369	=	\$ 4,076	\$ 7,511	\$ 6,366	\$ 5,221	\$ 4,076	Line 17 x Line 18	
20												
21	Cost of gas	1,209.9	GJ x	\$ 5.989	=	\$ 7,246	\$ 7,246	\$ 7,246	\$ 7,246	\$ 7,246		
22												
23	Total					\$ 11,620	\$ 15,055	\$ 13,910	\$ 12,765	\$ 11,620	Line 11 + Line 19 + Line 21	
24												
25	Cumulative Annual bill percentage change					-27.69%	-6.31%	-13.43%	-20.56%	-27.69%	(Line 23 - Line 7) / Line 7	
26	Annual bill percentage change (Table 4-18)						-6.31%	-7.13%	-7.13%	-7.13%	Line 25 - Previous Year Line 25	

Table F: Calculation of FEVI LCS3 Annual Bill Impacts

Line		Volume		2014 Rate		Annual \$	Annual Bill				Reference	
							2015	2016	2017	2018		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
1	<u>FEVI LCS 3</u>											
2	Basic daily charge	365.25	days x	\$ 6.621	=	\$ 2,418						
3												
4	Delivery charge	1,669.1	GJ x	\$ 12.015		\$ 20,054						
5												
6												
7	Total	1,669.1		\$ 13.464		\$ 22,473	\$ 22,473	\$ 22,473	\$ 22,473	\$ 22,473		
8												
9												
10	<u>Common Rate 2</u>											
11	Basic daily charge	365.25	days x	\$ 0.816	=	\$ 298	\$ 298	\$ 298	\$ 298	\$ 298		
12												
13	Delivery charge											
14	Common Rate 2						\$ 3.369	\$ 3.369	\$ 3.369	\$ 3.369		
15	Phase-In Rider						2.839	1.893	0.946	-	Table 4-15	
16	RSDA Rider						-	-	-	-		
17	Total						\$ 6.208	\$ 5.262	\$ 4.315	\$ 3.369	Sum of Lines 14 to 16	
18	Annual Demand						1,669.1	1,669.1	1,669.1	1,669.1		
19	Total Delivery charge	1,669.1	GJ x	\$ 3.369	=	\$ 5,623	\$ 10,362	\$ 8,783	\$ 7,203	\$ 5,623	Line 17 x Line 18	
20												
21	Cost of gas	1,669.1	GJ x	\$ 5.989	=	\$ 9,996	\$ 9,996	\$ 9,996	\$ 9,996	\$ 9,996		
22												
23	Total					\$ 15,917	\$ 20,656	\$ 19,077	\$ 17,497	\$ 15,917	Line 11 + Line 19 + Line 21	
24												
25	Cumulative Annual bill percentage change					-29.17%	-8.08%	-15.11%	-22.14%	-29.17%	(Line 23 - Line 7) / Line 7	
26	Annual bill percentage change (Table 4-18)						-8.08%	-7.03%	-7.03%	-7.03%	Line 25 - Previous Year Line 25	

Table G: Calculation of FEVI AGS Annual Bill Impacts

Line		Volume		2014 Rate		Annual \$	Annual Bill				Reference	
							2015	2016	2017	2018		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
1	<u>FEVI AGS</u>											
2	Basic daily charge	365.25	days x	\$ 1.314	=	\$ 480						
3												
4	Delivery charge	755.2	GJ x	\$ 12.373		\$ 9,344						
5												
6												
7	Total	755.2		\$ 13.009		\$ 9,824	\$ 9,824	\$ 9,824	\$ 9,824	\$ 9,824		
8												
9												
10	<u>Common Rate 2</u>											
11	Basic daily charge	365.25	days x	\$ 0.816	=	\$ 298	\$ 298	\$ 298	\$ 298	\$ 298		
12												
13	Delivery charge											
14	Common Rate 2						\$ 3.369	\$ 3.369	\$ 3.369	\$ 3.369		
15	Phase-In Rider						2.839	1.893	0.946	-	Table 4-15	
16	RSDA Rider						-	-	-	-		
17	Total						\$ 6.208	\$ 5.262	\$ 4.315	\$ 3.369	Sum of Lines 14 to 16	
18	Annual Demand						755.2	755.2	755.2	755.2		
19	Total Delivery charge	755.2	GJ x	\$ 3.369	=	\$ 2,544	\$ 4,688	\$ 3,974	\$ 3,259	\$ 2,544	Line 17 x Line 18	
20												
21	Cost of gas	755.2	GJ x	\$ 5.989	=	\$ 4,523	\$ 4,523	\$ 4,523	\$ 4,523	\$ 4,523		
22												
23	Total					\$ 7,365	\$ 9,509	\$ 8,795	\$ 8,080	\$ 7,365	Line 11 + Line 19 + Line 21	
24												
25	Cumulative Annual bill percentage change					-25.03%	-3.20%	-10.48%	-17.75%	-25.03%	(Line 23 - Line 7) / Line 7	
26	Annual bill percentage change (Table 4-18)						-3.20%	-7.28%	-7.28%	-7.28%	Line 25 - Previous Year Line 25	

Table H: Calculation of FEW SGS Commercial Annual Bill Impacts

Line		Annual Bill										Reference
		Volume		2014 Rate		Annual \$		2015	2016	2017	2018	
(1)		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	<u>FEW SGS Com</u>											
2	Basic daily charge	365.25	days x	\$ 0.246	=	\$ 90						
3												
4	Delivery	282.1	GJ x	\$ 12.080		\$ 3,408						
5	Cost of Gas	282.1	GJ x	\$ 5.754		\$ 1,623						
6												
7	Total	282.1		\$ 18.153		\$ 5,121		\$ 5,121	\$ 5,121	\$ 5,121	\$ 5,121	
8												
9												
10	<u>Common Rate 2</u>											
11	Basic daily charge	365.25	days x	\$ 0.816	=	\$ 298		\$ 298	\$ 298	\$ 298	\$ 298	
12												
13	Delivery charge											
14	Common Rate 2							\$ 3.369	\$ 3.369	\$ 3.369	\$ 3.369	
15	Phase-In Rider							5.227	3.484	1.742	-	Table 4-15
16	RSDA Rider							-	-	-	-	
17	Total							\$ 8.596	\$ 6.853	\$ 5.111	\$ 3.369	Sum of Lines 14 to 16
18	Annual Demand							282.1	282.1	282.1	282.1	
19	Total Delivery charge	282.1	GJ x	\$ 3.369	=	\$ 950		\$ 2,425	\$ 1,933	\$ 1,442	\$ 950	Line 17 x Line 18
20												
21	Cost of gas	282.1	GJ x	\$ 5.754	=	\$ 1,623		\$ 1,623	\$ 1,623	\$ 1,623	\$ 1,623	Line 5
22												
23	Total					\$ 2,872		\$ 4,346	\$ 3,855	\$ 3,363	\$ 2,872	Line 11 + Line 19 + Line 21
24												
25	Cumulative Annual bill percentage change					-43.92%		-15.13%	-24.73%	-34.32%	-43.92%	(Line 23 - Line 7) / Line 7
26	Annual bill percentage change (Table 4-18)							-15.13%	-9.60%	-9.60%	-9.60%	Line 25 - Previous Year Line 25

Table I: Calculation of FEW LGS 1 Annual Bill Impacts

Line						Annual Bill				Reference		
	Volume		2014 Rate		Annual \$	2015	2016	2017	2018			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
1	FEW LGS 1											
2	Basic daily charge	365.25	days x	\$	0.246	=	\$	90				
3												
4	Delivery	1404.9	GJ x	\$	12.080		\$	16,971				
5	Cost of Gas	1404.9	GJ x	\$	5.754		\$	8,084				
6												
7	Total	1404.9		\$	17.898		\$	25,145	\$	25,145	\$	25,145
8												
9												
10	Common Rate 2											
11	Basic daily charge	365.25	days x	\$	0.816	=	\$	298	\$	298	\$	298
12												
13	Delivery charge											
14	Common Rate 2						\$	3.369	\$	3.369	\$	3.369
15	Phase-In Rider							5.227		3.484		1.742
16	RSDA Rider							-		-		-
17	Total						\$	8.596	\$	6.853	\$	5.111
18	Annual Demand							1,404.9		1,404.9		1,404.9
19	Total Delivery charge	1404.9	GJ x	\$	3.369	=	\$	4,733	\$	12,076	\$	9,628
20												
21	Cost of gas	1404.9	GJ x	\$	5.754	=	\$	8,084	\$	8,084	\$	8,084
22												
23	Total						\$	13,115	\$	20,458	\$	18,010
24												
25	Cumulative Annual bill percentage change							-47.84%		-18.64%		-28.37%
26	Annual bill percentage change (Table 4-18)									-38.11%		-47.84%
			</									

Table J: Calculation of FEI Rate 3 Annual Bill Impacts

Line		Volume		2014 Rate		Annual \$		Annual Bill				Reference	
								2015	2016	2017	2018		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)		
1	<u>FEI Rate 3</u>												
2	Basic daily charge	365.25	days x	\$ 4.354	=	\$ 1,590							
3													
4	Delivery	3,769.5	GJ x	\$ 2.562		\$ 9,657							
5	Cost of Gas	3,769.5	GJ x	\$ 5.943		\$ 22,402							
6													
7	Total	3,769.5		\$ 8.927		\$ 33,650	\$ 33,650	\$ 33,650	\$ 33,650	\$ 33,650			
8													
9													
10	<u>Common Rate 3</u>												
11	Basic daily charge	365.25	days x	\$ 4.354	=	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590			
12													
13	Delivery charge												
14	Common Rate 3						\$ 2.822	\$ 2.822	\$ 2.822	\$ 2.822			
15	Phase-In Rider						(0.147)	(0.099)	(0.053)	-	Table 4-16		
16	RSDA Rider						(0.177)	(0.186)	(0.080)	-	Table 4-12		
17	Total						\$ 2.498	\$ 2.537	\$ 2.689	\$ 2.822	Sum of Lines 14 to 16		
18	Annual Demand						3,769.5	3,769.5	3,769.5	3,769.5			
19	Total Delivery charge	3,769.5	GJ x	\$ 2.822	=	\$ 10,638	\$ 9,415	\$ 9,564	\$ 10,137	\$ 10,638	Line 17 x Line 18		
20													
21	Cost of gas	3,769.5	GJ x	\$ 5.943	=	\$ 22,402	\$ 22,402	\$ 22,402	\$ 22,402	\$ 22,402	Line 5		
22													
23	Total					\$ 34,630	\$ 33,408	\$ 33,556	\$ 34,129	\$ 34,630	Line 11 + Line 19 + Line 21		
24													
25	Cumulative Annual bill percentage change					2.91%	-0.72%	-0.28%	1.42%	2.91%	(Line 23 - Line 7) / Line 7		
26	Annual bill percentage change (Table 4-18)						-0.72%	0.44%	1.70%	1.49%	Line 25 - Previous Year Line 25		

Table K: Calculation of FEVI AGS (Rate 3) Annual Bill Impacts

Line						Annual Bill				Reference		
	(1)	Volume (2)	(3)	2014 Rate (4)	(5)	Annual \$ (6)	(7)	2015 (8)	2016 (9)	2017 (10)	2018 (11)	(12)
1	FEVI AGS											
2	Basic daily charge	365.25	days x	\$ 1.314	=	\$ 480						
3												
4	Delivery	3,274.3	GJ x	\$ 12.373		\$ 40,513						
5												
6												
7	Total	3,274.3		\$ 12.520		\$ 40,993		\$ 40,993	\$ 40,993	\$ 40,993	\$ 40,993	
8												
9												
10	Common Rate 3											
11	Basic daily charge	365.25	days x	\$ 4.354	=	\$ 1,590		\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590	
12												
13	Delivery charge											
14	Common Rate 3							\$ 2.822	\$ 2.822	\$ 2.822	\$ 2.822	
15	Phase-In Rider							1.579	0.877	0.351	-	Table 4-15
16	RSDA Rider							-	-	-	-	
17	Total							\$ 4.401	\$ 3.699	\$ 3.173	\$ 2.822	Sum of Lines 14 to 16
18	Annual Demand							3,274.3	3,274.3	3,274.3	3,274.3	
19	Total Delivery charge	3,274.3	GJ x	\$ 2.822	=	\$ 9,240		\$ 14,410	\$ 12,112	\$ 10,389	\$ 9,240	Line 17 x Line 18
20												
21	Cost of gas	3,274.3	GJ x	\$ 5.989	=	\$ 19,609		\$ 19,609	\$ 19,609	\$ 19,609	\$ 19,609	Line 5
22												
23	Total					\$ 30,440		\$ 35,610	\$ 33,312	\$ 31,589	\$ 30,440	Line 11 + Line 19 + Line 21
24												
25	Cumulative Annual bill percentage change					-25.74%		-13.13%	-18.74%	-22.94%	-25.74%	(Line 23 - Line 7) / Line 7
26	Annual bill percentage change (Table 4-18)							-13.13%	-5.61%	-4.20%	-2.80%	Line 25 - Previous Year Line 25

Table L: Calculation of FEVI LCS 1 (Rate 3) Annual Bill Impacts

Line						Annual Bill				Reference		
	(1)	Volume (2)	(3)	2014 Rate (4)	(5)	Annual \$ (6)	(7)	2015 (8)	2016 (9)	2017 (10)	2018 (11)	(12)
1	<u>FEVI LCS 1</u>											
2	Basic daily charge	365.25	days x	\$ 2.004	=	\$ 732						
3												
4	Delivery	3,148.1	GJ x	\$ 13.353		\$ 42,037						
5												
6												
7	Total	3,148.1		\$ 13.586		\$ 42,769		\$ 42,769	\$ 42,769	\$ 42,769	\$ 42,769	
8												
9												
10	<u>Common Rate 3</u>											
11	Basic daily charge	365.25	days x	\$ 4.354	=	\$ 1,590		\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590	
12												
13	Delivery charge											
14	Common Rate 3							\$ 2.822	\$ 2.822	\$ 2.822	\$ 2.822	
15	Phase-In Rider							1.579	0.877	0.351	-	Table 4-15
16	RSDA Rider							-	-	-	-	
17	Total							\$ 4.401	\$ 3.699	\$ 3.173	\$ 2.822	Sum of Lines 14 to 16
18	Annual Demand							3,148.1	3,148.1	3,148.1	3,148.1	
19	Total Delivery charge	3,148.1	GJ x	\$ 2.822	=	\$ 8,884		\$ 13,855	\$ 11,645	\$ 9,989	\$ 8,884	Line 17 x Line 18
20												
21	Cost of gas	3,148.1	GJ x	\$ 5.989	=	\$ 18,854		\$ 18,854	\$ 18,854	\$ 18,854	\$ 18,854	Line 5
22												
23	Total					\$ 29,328		\$ 34,299	\$ 32,089	\$ 30,433	\$ 29,328	Line 11 + Line 19 + Line 21
24												
25	Cumulative Annual bill percentage change					-31.43%		-19.80%	-24.97%	-28.84%	-31.43%	(Line 23 - Line 7) / Line 7
26	Annual bill percentage change (Table 4-18)							-19.80%	-5.17%	-3.87%	-2.58%	Line 25 - Previous Year Line 25

Table M: Calculation of FEVI LCS 2 (Rate 3) Annual Bill Impacts

Line						Annual Bill				Reference		
	(1)	Volume (2)	(3)	2014 Rate (4)	(5)	Annual \$ (6)	(7)	2015 (8)	2016 (9)	2017 (10)	2018 (11)	(12)
1	<u>FEVI LCS 2</u>											
2	Basic daily charge	365.25	days x	\$ 3.214	=	\$ 1,174						
3												
4	Delivery	3,934.4	GJ x	\$ 12.311		\$ 48,436						
5												
6												
7	Total	3,934.4		\$ 12.609		\$ 49,610		\$ 49,610	\$ 49,610	\$ 49,610	\$ 49,610	
8												
9												
10	<u>Common Rate 3</u>											
11	Basic daily charge	365.25	days x	\$ 4.354	=	\$ 1,590		\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590	
12												
13	Delivery charge											
14	Common Rate 3							\$ 2.822	\$ 2.822	\$ 2.822	\$ 2.822	
15	Phase-In Rider							1.579	0.877	0.351	-	Table 4-15
16	RSDA Rider							-	-	-	-	
17	Total							\$ 4.401	\$ 3.699	\$ 3.173	\$ 2.822	Sum of Lines 14 to 16
18	Annual Demand							3,934.4	3,934.4	3,934.4	3,934.4	
19	Total Delivery charge	3,934.4	GJ x	\$ 2.822	=	\$ 11,103		\$ 17,315	\$ 14,554	\$ 12,483	\$ 11,103	Line 17 x Line 18
20												
21	Cost of gas	3,934.4	GJ x	\$ 5.989	=	\$ 23,563		\$ 23,563	\$ 23,563	\$ 23,563	\$ 23,563	Line 5
22												
23	Total					\$ 36,256		\$ 42,468	\$ 39,707	\$ 37,636	\$ 36,256	Line 11 + Line 19 + Line 21
24												
25	Cumulative Annual bill percentage change					-26.92%		-14.40%	-19.96%	-24.14%	-26.92%	(Line 23 - Line 7) / Line 7
26	Annual bill percentage change (Table 4-18)							-14.40%	-5.57%	-4.17%	-2.78%	Line 25 - Previous Year Line 25

Table N: Calculation of FEVI LCS 3 (Rate 3) Annual Bill Impacts

Line		Volume		2014 Rate		Annual \$	Annual Bill				Reference	
							2015	2016	2017	2018		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
1	<u>FEVI LCS 3</u>											
2	Basic daily charge	365.25	days x	\$ 6.621	=	\$ 2,418						
3												
4	Delivery	20,380.4	GJ x	\$ 12.015		\$ 244,871						
5												
6												
7	Total	20,380.4		\$ 12.134		\$ 247,289	\$ 247,289	\$ 247,289	\$ 247,289	\$ 247,289		
8												
9												
10	<u>Common Rate 3</u>											
11	Basic daily charge	365.25	days x	\$ 4.354	=	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590		
12												
13	Delivery charge											
14	Common Rate 3						\$ 2.822	\$ 2.822	\$ 2.822	\$ 2.822		
15	Phase-In Rider						1.579	0.877	0.351	-	Table 4-15	
16	RSDA Rider						-	-	-	-		
17	Total						\$ 4.401	\$ 3.699	\$ 3.173	\$ 2.822	Sum of Lines 14 to 16	
18	Annual Demand						20,380.4	20,380.4	20,380.4	20,380.4		
19	Total Delivery charge	20,380.4	GJ x	\$ 2.822	=	\$ 57,513	\$ 89,693	\$ 75,391	\$ 64,665	\$ 57,513	Line 17 x Line 18	
20												
21	Cost of gas	20,380.4	GJ x	\$ 5.989	=	\$ 122,056	\$ 122,056	\$ 122,056	\$ 122,056	\$ 122,056	Line 5	
22												
23	Total					\$ 181,160	\$ 213,340	\$ 199,038	\$ 188,311	\$ 181,160	Line 11 + Line 19 + Line 21	
24												
25	Cumulative Annual bill percentage change					-26.74%	-13.73%	-19.51%	-23.85%	-26.74%	(Line 23 - Line 7) / Line 7	
26	Annual bill percentage change (Table 4-18)						-13.73%	-5.78%	-4.34%	-2.89%	Line 25 - Previous Year Line 25	

Table O: Calculation of FEVI HLF Annual Bill Impacts

Line		Volume		2014 Rate		Annual \$		Annual Bill				Reference	
								2015	2016	2017	2018		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)		
1	<u>FEVI HLF</u>												
2	Basic daily charge	365.25	days x	\$ 8.214	=	\$ 3,000							
3													
4	Delivery	2,798.9	GJ x	\$ 8.697		\$ 24,342							
5	Demand Charge	77.7	GJ month	\$ 47.180		\$ 43,966							
6													
7	Total	2,798.9		\$ 25.477		\$ 71,309	\$ 71,309	\$ 71,309	\$ 71,309	\$ 71,309	\$ 71,309		
8													
9													
10	<u>Common Rate 3</u>												
11	Basic daily charge	365.25	days x	\$ 4.354	=	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590		
12													
13	Delivery charge												
14	Common Rate 3						\$ 2.822	\$ 2.822	\$ 2.822	\$ 2.822			
15	Phase-In Rider						1.579	0.877	0.351	-		Table 4-15	
16	RSDA Rider						-	-	-	-			
17	Total						\$ 4.401	\$ 3.699	\$ 3.173	\$ 2.822		Sum of Lines 14 to 16	
18	Annual Demand						2,798.9	2,798.9	2,798.9	2,798.9			
19	Total Delivery charge	2,798.9	GJ x	\$ 2.822	=	\$ 7,898	\$ 12,318	\$ 10,354	\$ 8,881	\$ 7,898		Line 17 x Line 18	
20													
21	Cost of gas	2,798.9	GJ x	\$ 5.989	=	\$ 16,762	\$ 16,762	\$ 16,762	\$ 16,762	\$ 16,762		Line 5	
22													
23	Total					\$ 26,251	\$ 30,670	\$ 28,706	\$ 27,233	\$ 26,251		Line 11 + Line 19 + Line 21	
24													
25	Cumulative Annual bill percentage change					-63.19%	-56.99%	-59.74%	-61.81%	-63.19%		(Line 23 - Line 7) / Line 7	
26	Annual bill percentage change (Table 4-18)						-56.99%	-2.75%	-2.07%	-1.38%		Line 25 - Previous Year Line 25	

Table P: Calculation of FEVI ILF Annual Bill Impacts

Line		Volume		2014 Rate		Annual \$		Annual Bill				Reference	
								2015	2016	2017	2018		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)		
1	<u>FEVI ILF</u>												
2	Basic daily charge	365.25	days x	\$ 8.214	=	\$ 3,000							
3													
4	Delivery	3,388.7	GJ x	\$ 10.097		\$ 34,216							
5													
6													
7	Total	3,388.7		\$ 10.982		\$ 37,216	\$ 37,216	\$ 37,216	\$ 37,216	\$ 37,216	\$ 37,216		
8													
9													
10	<u>Common Rate 3</u>												
11	Basic daily charge	365.25	days x	\$ 4.354	=	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590		
12													
13	Delivery charge												
14	Common Rate 3						\$ 2.822	\$ 2.822	\$ 2.822	\$ 2.822	\$ 2.822		
15	Phase-In Rider						1.579	0.877	0.351	-	-	Table 4-15	
16	RSDA Rider						-	-	-	-	-		
17	Total						\$ 4.401	\$ 3.699	\$ 3.173	\$ 2.822	\$ 2.822	Sum of Lines 14 to 16	
18	Annual Demand						3,388.7	3,388.7	3,388.7	3,388.7	3,388.7		
19	Total Delivery charge	3,388.7	GJ x	\$ 2.822	=	\$ 9,563	\$ 14,914	\$ 12,535	\$ 10,752	\$ 9,563	\$ 9,563	Line 17 x Line 18	
20													
21	Cost of gas	3,388.7	GJ x	\$ 5.989	=	\$ 20,295	\$ 20,295	\$ 20,295	\$ 20,295	\$ 20,295	\$ 20,295	Line 5	
22													
23	Total					\$ 31,448	\$ 36,798	\$ 34,420	\$ 32,637	\$ 31,448	\$ 31,448	Line 11 + Line 19 + Line 21	
24													
25	Cumulative Annual bill percentage change					-15.50%	-1.12%	-7.51%	-12.30%	-15.50%	-15.50%	(Line 23 - Line 7) / Line 7	
26	Annual bill percentage change (Table 4-18)						-1.12%	-6.39%	-4.79%	-3.19%	-3.19%	Line 25 - Previous Year Line 25	

Table Q: Calculation of FEW LGS 2 Annual Bill Impacts

Line		Volume		2014 Rate		Annual \$		Annual Bill				Reference	
								2015	2016	2017	2018		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)		
1	<u>FEW LGS 2</u>												
2	Basic daily charge	365.25	days x	\$ 0.246	=	\$ 90							
3													
4	Delivery	2368.0	GJ x	\$ 12.080		\$ 28,605							
5	Cost of Gas	2368.0	GJ x	\$ 5.754		\$ 13,625							
6													
7	Total	2368.0		\$ 17.872		\$ 42,321	\$ 42,321	\$ 42,321	\$ 42,321	\$ 42,321			
8													
9													
10	<u>Common Rate 3</u>												
11	Basic daily charge	365.25	days x	\$ 4.354	=	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590			
12													
13	Delivery charge												
14	Common Rate 3						\$ 2.822	\$ 2.822	\$ 2.822	\$ 2.822			
15	Phase-In Rider						4.166	2.315	0.926	-		Table 4-15	
16	RSDA Rider						-	-	-	-			
17	Total						\$ 6.988	\$ 5.137	\$ 3.748	\$ 2.822		Sum of Lines 14 to 16	
18	Annual Demand						2,368.0	2,368.0	2,368.0	2,368.0			
19	Total Delivery charge	2368.0	GJ x	\$ 2.822	=	\$ 6,682	\$ 16,548	\$ 12,163	\$ 8,875	\$ 6,682		Line 17 x Line 18	
20													
21	Cost of gas	2368.0	GJ x	\$ 5.754	=	\$ 13,625	\$ 13,625	\$ 13,625	\$ 13,625	\$ 13,625		Line 5	
22													
23	Total					\$ 21,898	\$ 31,764	\$ 27,379	\$ 24,091	\$ 21,898		Line 11 + Line 19 + Line 21	
24													
25	Cumulative Annual bill percentage change					-48.26%	-24.95%	-35.31%	-43.08%	-48.26%		(Line 23 - Line 7) / Line 7	
26	Annual bill percentage change (Table 4-18)						-24.95%	-10.36%	-7.77%	-5.18%		Line 25 - Previous Year Line 25	

Table R: Calculation of FEW LGS 3 Annual Bill Impacts

Line		Volume	(3)	2014 Rate	(5)	Annual \$	(7)	Annual Bill				Reference	
	(1)	(2)		(4)		(6)		2015	2016	2017	2018		(12)
1	<u>FEW LGS 3</u>												
2	Basic daily charge	365.25	days x	\$ 0.246	=	\$ 90							
3													
4	Delivery	6,162.5	GJ x	\$ 12.080		\$ 74,443							
5	Cost of Gas	6,162.5	GJ x	\$ 5.754		\$ 35,459							
6													
7	Total	6,162.5		\$ 17.849		\$ 109,992		\$ 109,992	\$ 109,992	\$ 109,992	\$ 109,992		
8													
9													
10	<u>Common Rate 3</u>												
11	Basic daily charge	365.25	days x	\$ 4.354	=	\$ 1,590		\$ 1,590	\$ 1,590	\$ 1,590	\$ 1,590		
12													
13	Delivery charge												
14	Common Rate 3							\$ 2.822	\$ 2.822	\$ 2.822	\$ 2.822		
15	Phase-In Rider							4.166	2.315	0.926	-	Table 4-15	
16	RSDA Rider							-	-	-	-		
17	Total							\$ 6.988	\$ 5.137	\$ 3.748	\$ 2.822	Sum of Lines 14 to 16	
18	Annual Demand							6,162.5	6,162.5	6,162.5	6,162.5		
19	Total Delivery charge	6,162.5	GJ x	\$ 2.822	=	\$ 17,391		\$ 43,064	\$ 31,654	\$ 23,096	\$ 17,391	Line 17 x Line 18	
20													
21	Cost of gas	6,162.5	GJ x	\$ 5.754	=	\$ 35,459		\$ 35,459	\$ 35,459	\$ 35,459	\$ 35,459	Line 5	
22													
23	Total					\$ 54,440		\$ 80,113	\$ 68,703	\$ 60,145	\$ 54,440	Line 11 + Line 19 + Line 21	
24													
25	Cumulative Annual bill percentage change					-50.51%		-27.16%	-37.54%	-45.32%	-50.51%	(Line 23 - Line 7) / Line 7	
26	Annual bill percentage change (Table 4-18)							-27.16%	-10.37%	-7.78%	-5.19%	Line 25 - Previous Year Line 25	