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DOCKET# 43820
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# Georgia Public Service Commission

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## ORDER ADOPTING STIPULATION

### BACKGROUND

On February 1, 2024, Atlanta Gas Light Company ("AGL" or the "Company") filed with the Georgia Public Service Commission ("Commission"), its Petition for Approval of the 2025-2034 Integrated Capacity and Delivery Plan (the "2025-2034 i-CDP" or the "Plan").

### JURISDICTION AND AUTHORITY

The Commission has jurisdiction over this matter pursuant to inter alia O.C.G.A. §§ 46-2-20 and the Natural Gas Competition and Deregulation Act. More specifically, the Commission has general supervisory authority over natural gas utilities under O.C.G.A. § 46-2-20.

### STATEMENT OF PROCEEDINGS

The Commission, at its December 19, 2019 Administrative Session, voted to approve a motion to resolve the issues of the fully litigated general rate case in (Docket No. 42315) filed by AGL on June 3, 2019. The Commission directed AGL to propose a long-range planning tool by January 31, 2020 to establish a proceeding open to all interested parties where the Commission will examine and approve parameters for capital budgets and related Operation and Maintenance spending associated with multi-year forecasts. In response to such order, AGL filed a proposed process that the Commission Staff ("Staff") fully considered. Thereafter, Staff and AGL worked together to create a governance document that would implement a planning process while preserving the established process and methodologies within the existing Capacity Supply Plan ("CSP") and the Georgia Rate Adjustment Mechanism ("GRAM") filings.

On January 28, 2021, AGL and Staff filed a Joint Stipulation establishing a Long-Range Comprehensive Planning Process that is in compliance with Commission Orders (the "Stipulation

Governance Document"). The Commission approved the Stipulation Governance Document at its February 16, 2021 Administrative Session.

In accordance with the Commission-approved Stipulation Governance Document, AGL filed the Integrated Capacity and Delivery Plan ("i-CDP") on April 28, 2021. The Commission voted to approve the Amended 2022-2031 i-CDP as further modified by the Stipulation and Addendum at the November 18, 2021 Administrative Session.

On February 1, 2024, AGL filed its 2025-2034 i-CDP in this docket, along with pre-filed supporting direct testimony, a Petition for Approval of the Plan, and the other minimum filing requirements established in the Stipulation Governance Document. AGL included within its February 1, 2024 filing a request for an amendment to year 2024 of the 2022-2031 i-CDP to allow for more operational flexibility by shifting dollars between the GRAM – Safety and Compliance and the GRAM – Other budget categories and to continue this operational flexibility of shifting dollars between GRAM budget categories in this 2025-2034 i-CDP and future i-CDPs. On February 8, 2024, the Commission issued its Procedural and Scheduling Order in this Docket setting forth the dates for filing of testimony and briefs, as well as the dates for the hearings in this matter. This proceeding was deemed complex litigation pursuant to O.C.G.A. § 9-11-33(a).

The following parties each filed individual Applications for Leave to Intervene: SouthStar Energy Services LLC d/b/a Georgia Natural Gas; Gas South, LLC; SCANA Energy Marketing, LLC; and Walton Energy d/b/a Walton EMC Natural Gas (collectively, the "Named Marketers").

On May 9, 2024, AGL filed an amendment to the 2025-2034 i-CDP to amend the narrative document of the 2025-2034 i-CDP to correct tables under "Figure 5.10: Bill Impacts" and to update the filing date and file name as "amended." On May 14, 2024, Staff filed direct testimony and exhibits of Tony Wackerly and Janey Chauvet in response to the Company's direct case in this docket, along with the Direct Testimony, Exhibits, and 2024 Affiliate Audit Report of Randy A. Futral.

On May 29, 2024, the Commission issued an order revising the filing date for rebuttal testimony. On June 3, 2024, the Commission again issued an order extending the filing date for rebuttal testimony.

AGL and Staff negotiated a workable compromise that would meet the Commission Staff's and the Company's goals while protecting the public interest. On June 10, 2024, AGL, Staff, and the Intervening Marketers filed a Stipulation and the Joint Testimony of Tony Wackerly, Steven Murphy, and Michael J. Morley in support of the Stipulation. AGL also filed amended Minimum Filing Requirements on June 11, 2024.

The Commission held a hearing in this docket on June 12, 2024. AGL, Staff, and the Named Marketers stipulated to enter into the record the pre-filed direct testimony in support of the Company's direct case and the pre-filed direct testimony of Staff and waived cross examination of the pre-filed direct testimony.

This matter came before the Commission at the regularly scheduled Energy Committee on June 27, 2024. On July 2, 2024, at its regularly scheduled Administrative Session, the Commission voted to approve AGL's 2025-2034 i-CDP as amended on May 9, 2024 and as modified by the Stipulation.

## FINDINGS OF FACT AND CONCLUSIONS OF LAW

The Commission carefully reviewed the original and amended i-CDP, the supporting Minimum Filing Requirements, the pre-filed direct testimony of AGL, the pre-filed testimony of Staff, the pre-filed testimony of Staff and AGL in support of the Stipulation, and the Stipulation entered into by AGL, Staff, and the Named Marketers, including the Attachments to the Stipulation (the agreed-to budget subcategories, the proposed DOT Rider Tariff, the Requirements Document for the Real Time Web Services, and the proposed Tariff for the System Reinforcement Rider (the "SRR"). Additionally, the Commission questioned the witness panel of Mr. Wackerly, Mr. Murphy, and Mr. Morley during the hearing.

After thorough review and hearing, the Commission finds and concludes that the terms of the Stipulation are supported by the evidence in the record and are a fair and reasonable resolution of the issues in this Docket and further the public interest. Therefore, the Commission approves the Amended 2025-2034 i-CDP as modified by the Stipulation and adopts the Stipulation. The Commission further approves the agreed-to capital budgets in Attachment A to this Stipulation, the proposed DOT Rider Tariff in Attachment B to the Stipulation, the requirements document for the Real Time Web Services in Attachment C to the Stipulation, and the SRR Tariff in Attachment D to the Stipulation.

*******

**WHEREFORE IT IS ORDERED**, that all findings, conclusions, and statements made by the Commission and contained in the foregoing sections of this Order are hereby adopted as findings of fact, conclusions of law, and statements of regulatory policy of this Commission.

**ORDERED FURTHER**, that the Commission adopts the Stipulation, including the Attachments to the Stipulation, as a fair and reasonable resolution of the issues in Docket No. 43820.

**ORDERED FURTHER**, that the Commission hereby approves AGL's 2025-2034 i-CDP as amended on May 9, 2024 and as further modified by the Stipulation approved herein.

**ORDERED FURTHER**, that the Commission hereby approves the agreed-to budget tables, proposed revised DOT Rider Tariff, the Real Time Web Services requirements document, and the updated SRR Tariff, attached to Stipulation and the Pre-filed Testimony of Tony Wackerly, Steven Murphy, and Michael J. Morley.

**ORDERED FURTHER,** that the Commission finds that the SRR Tariff establishes just and reasonable rates for the forecasted revenue requirements associated with the SRR Rider for the initial three years of this Plan and that the DOT Rider Tariff establishes the methodology to determine just and reasonable rates for the forecasted revenue requirements associated with the DOT Rider.

**ORDERED FURTHER**, that a motion for reconsideration, rehearing, or oral argument or any other motion shall not stay the effective date of this Order, unless otherwise ordered by the Commission.

**ORDERED FURTHER**, that jurisdiction over this matter is expressly retained for the purpose of entering such further Order or Orders the Commission may deem just and proper.

The above by action of the Commission during its Administrative Session on the 2nd day of July 2024.

Sallie Tanner
Executive Secretary

7-2-24
Date

Jason Shaw
Chairman

7-2-24
Date

**BEFORE THE GEORGIA PUBLIC SERVICE COMMISSION**
**STATE OF GEORGIA**

| | |
|---|---|
| **IN RE:**<br><br>**ATLANTA GAS LIGHT COMPANY'S 2025-2034 INTEGRATED CAPACITY AND DELIVERY PLAN** | **Docket No. 43820** |

# STIPULATION OF PUBLIC INTEREST ADVOCACY STAFF OF THE GEORGIA PUBLIC SERVICE COMMISSION AND ATLANTA GAS LIGHT COMPANY REGARDING THE 2025-2034 INTEGRATED CAPACITY AND DELIVERY PLAN

**WHEREAS,** on February 23, 2021, the Georgia Public Service Commission ("Commission") approved a Stipulation ("Governance Document") between Atlanta Gas Light Company ("AGL" or the "Company") and the Commission Staff ("Staff") in Docket No. 42315 establishing a comprehensive planning tool, referred to as the Integrated Capacity and Delivery Plan ("i-CDP"), for proposed projects to help ensure that the connectivity of AGL's interstate, intrastate, and distribution systems is optimized. The i-CDP was established to provide a 10-year forecast of interstate, intrastate, and distribution capacity asset requirements with a 3-year detailed plan to be updated and filed for consideration every three years. Each i-CDP filing is to provide to the Commission and other parties the Company's view of what AGL needs for the system to reliably meet its customers' needs and to ensure that interstate, intrastate, and distribution assets align. The i-CDP filings include a 10-year projection of capital budgets and related operations & maintenance spending with a 3-year detailed proposal for parameters for capital budgets and related operations & maintenance spending; and

**WHEREAS,** on April 28, 2021, AGL filed its initial 2022 – 2031 i-CDP, pre-filed supporting direct testimony, a Petition for Approval of the Plan, and the other minimum filing requirements that Staff and AGL had agreed were to be included within the initial i-CDP; and

**WHEREAS,** on November 18, 2021, in Docket No. 43820, the Commission approved AGL's 2022 – 2031 i-CDP as modified by the Commission-approved Stipulation and Addendum to the Stipulation, which were agreed to by Staff, AGL, and certain Marketers; and

**WHEREAS,** on February 1, 2024, AGL filed its 2025 – 2034 i-CDP in this docket, along with pre-filed supporting direct testimony, a Petition for Approval of the Plan, and the other minimum filing requirements established by this Commission's Order on February 23, 2021, in Docket No. 42315; and

**WHEREAS**, AGL included within its February 1, 2024 filing a request for an amendment to year 2024 of the 2022-2031 i-CDP to allow for more operational flexibility by shifting dollars between the GRAM – Safety and Compliance and the GRAM – Other budget categories; and

**WHEREAS**, on May 9, 2024, AGL filed an amendment to the 2025-2034 i-CDP to amend the narrative document of the 2025-2034 i-CDP to correct tables under "Figure 5.10: Bill Impacts" and to update the filing date and file name as amended; and

**WHEREAS,** on May 14, 2024, Staff filed testimony in response to the Company's direct case in this docket; and

**WHEREAS**, after extensive negotiations, Staff, AGL, and the undersigned Marketers (collectively, the "Parties") have entered into this Stipulation to resolve the disputed issues between the Parties, which, if approved, will result in an amended 2025-2034 i-CDP ("2025-2034 i-CDP as modified by the Stipulation"); and

**WHEREAS,** an Order adopting the Stipulation and the resulting 2025-2034 i-CDP as modified by the Stipulation will become the roadmap enabling AGL to begin execution of the Comprehensive Plan established by this Stipulation; and

**WHEREAS,** Staff and AGL desire to resolve the issues addressed in this Stipulation in the manner set forth within this Stipulation; and

**THEREFORE,** the Parties agree as follows:

## 1. General Provisions

1. Staff and AGL reaffirm their commitment to the terms and provisions of the Governance Document this Commission previously approved; nothing in this Stipulation is to be interpreted or applied in a manner to negate, contradict, or alter the Governance Document unless expressly provided otherwise herein for purposes of this Stipulation.

2. Staff and AGL agree that this Stipulation and the resulting i-CDP as modified by the Stipulation comply with the terms, conditions and requirements of the Governance Document, except as expressly modified herein for purposes of this Stipulation, and all other applicable laws and regulations and each Party commits to the other to use best efforts to implement this Stipulation as written.

3. The capital budget forecasts included within the i-CDP as modified by the Stipulation are appropriate estimates of customers' needs for planning purposes during the initial three-year Planning Period of the 2025-2034 i-CDP as modified by the Stipulation.

4. The Parties agree that the capital projects included in the 2025-2034 i-CDP as modified by the Stipulation should be deemed reasonable and prudent to undertake.

5. Without either Staff or the Company waiving their respective arguments in any future proceeding, and for purposes of this Stipulation, the Parties agree the capital budgets within the i-CDP as modified by the Stipulation will be the maximum capital budgets that AGL can include in rate base for 2025 - 2027, subject to the flexibilities established herein.

6. Without either Staff or the Company waiving their respective arguments in any future proceeding, and for purposes of this Stipulation, the Company agrees not to exceed approved capital budgets established herein without an amendment approved by the Commission after demonstrating unforeseen or extraordinary circumstances, such as newly enacted laws or regulations.

7. The Parties agree that AGL is authorized to implement the 2025-2034 i-CDP as modified by this Stipulation following the Commission's approval of this Stipulation.

8. Consistent with the Governance Document, the Parties agree that costs incurred by AGL in accordance with the approved 2025-2034 i-CDP as modified by the Stipulation may be recovered by AGL and shall not be disallowed in the absence of fraud, concealment, failure to disclose a material fact, imprudence, or criminal misconduct on the part of AGL; provided, however, that the Commission may disallow and make appropriate adjustments for any costs that were not incurred in accordance with such i-CDP if such costs were not prudently and reasonably incurred to provide utility services.

9. This Stipulation is not intended to and shall not prejudge the appropriateness of a different resolution and a Party may take a different position regarding a resolution of Annual GRAM Filings after AGL's 2027 Annual GRAM.

10. This Stipulation does not prevent the forecasts of customers' needs from being updated by an Order of the Commission in a subsequent Capacity Supply Plan.

## 2. Capital Budget and Accounting Treatment for Possible Cost Deferral

1. The Parties agree that the following 2025-2027 Capital Budgets (including overheads, AFUDC and SRR Projects, but excluding ECON-1 Projects and the DOT Rider Projects), are approved and are appropriate to meet the forecasted customers' needs and provide safe and reliable natural gas service. For the purposes of the initial three-year period of the 2025-2034 i-CDP as modified by the Stipulation, the Company agrees not to exceed such capital budgets (hereafter "ceiling") without filing an amendment approved by the Commission after demonstrating unforeseen or extraordinary circumstances, such as newly enacted laws or regulations.

The annual capital budget totals are as follows, with the annual subcategory budgets set forth in Attachment A to this Stipulation:[1]

| 2025 | 2026 | 2027 |
|---|---|---|
| $602.9 mm | $623.7 mm | $643.3 mm |

2. The annual budget totals listed above include all categories of investment listed in the Company's filed i-CDP other than the ECON-1 and DOT riders. The Parties agree that AGL is authorized to reallocate capital between GRAM -Safety and Compliance and GRAM -Other Budget Categories, but is not authorized to reallocate into or away from the budgets for SRR, Cherokee LNG Expansion or Valdosta Satellite LNG Project. The Parties further agree that AGL is authorized to carry forward any budgeted amount that remains unspent in one year to the budgeted amount in the following year, but shall not carry over beyond 2027. Irrespective of when

[1] This budget table includes the reductions for the DOT Rider included in Section 3, paragraph 1 of the Stipulation.

capital is invested, revenue requirements will be recovered from customers based on actual cost of service as discussed further in paragraph 5 of this section. The Company may not, however, exceed its capital budget in any one year other than by the incremental addition of unspent budgeted capital amounts from the prior year or by an amendment for unforeseen or extraordinary events to the capital budgets approved by the Commission. The Parties agree that the Company has the authority where necessary and appropriate to reprioritize projects, shift budgeted funds among authorized projects, and address new or reassessed risks, costs, and priorities.

3. The Parties agree that for each of calendar years 2024, 2025, 2026 and 2027, the Company is authorized without further action to reallocate capital across the GRAM—Safety and Compliance and GRAM—Other Budget Categories.

4. The Parties agree that the System Reinforcement Rider ("SRR") shall operate as contemplated in the Company's filed 2025-2034 i-CDP and that such amounts covered by the SRR are included within the capital budgets for each of these years unless the Company obtains an amendment from the Commission.

5. The Company filed forecasts in this docket that project a revenue deficiency, based on the capital budgets for the first three years of this i-CDP planning period and assumptions that the Company believes to be reasonable regarding the likely O&M needs for each year. The Company states that this revenue deficiency, adjusted for the reduced capital budget reflected in Section 1 above, would be greater in 2025 than the revenue deficiencies projected for the years 2026 and 2027. The Company and Staff agree that in addition to filing the information necessary to set traditional one-year GRAM rates, the Company will, after consultation with Staff, include within its 2025 Annual GRAM filing a rate alternative whereby the Company recovers its full revenue requirements over the three-year period (2025-2027) while also lowering the projected

impact on customer rates in 2025. Staff will review the alternate proposal during the 2025 Annual GRAM proceeding and reserves the right to recommend modifications to the proposed rate alternative or to oppose the proposed rate alternative if Staff believes that the proposed rate alternative is not in the public interest. A rate alternative that recovers AGL's full revenue requirements over the three-year period (2025-2027) while also lowering the projected impact on customer rates in 2025, if validated by Staff or is otherwise determined by an order of the Commission in the 2025 Annual GRAM Filing, inherently would result in under recovering the Company's full revenue requirements in 2025 and would result in customers paying higher rates associated with recovering the unrecovered 2025 revenue requirements in subsequent years. Staff and the Company agree that if a 3-year rate plan is adopted in lieu of traditional one-year GRAM rates, any actual under-recovered 2025 revenue requirements would then be recovered in 2026 and 2027 in addition to the actual revenue requirements for 2026 and 2027 as determined by each year's GRAM filing. Any remaining under-recovered 2025 revenue requirements as calculated by the 2025 GRAM model would be included in rate base and adjusted accordingly based on actual revenue requirements unrecovered in 2025 and would be recovered in 2026 and 2027 in a manner similar to the cost stabilization balance. This would ensure rates paid by customers will be based on the actual 2025 unrecovered revenue requirements should they differ from the Staff validated or Commission ordered 2025 Annual GRAM Filing.

6. The Parties agree to delay the 2025 GRAM Filing until July 15, 2024. Between July 1, 2024 to July 12, 2024, the Parties will meet to discuss the Company's preliminary traditional base rate calculation that the Company intends to file in the 2025 GRAM. Consistent with paragraph 5 of this section, the Company will consult with Staff on a rate alternative to be filed with the traditional base rate calculation wherein the Company recovers its full revenue

requirements over the three-year period (2025-2027) while also lowering the projected impact on customer rates in 2025. Staff has not confirmed the Company's projected revenue requirements or rate impacts and will review them, and potentially recommend modifications, in the GRAM proceeding. Staff reserves the right to propose modifications to the alternative three-year recovery plan (except in regard to the agreement herein regarding how under recovered 2025 revenue will be handled) or to propose adoption of a traditional one-year recovery plan.

7. The SRR rate to be effective January 1, 2025 through December 31, 2027 and to be charged for the revenue requirements associated with the projects to be included within the SRR (as a ratemaking proceeding within the i-CDP process) are:

(a) An annual SRR customer charge of $13.80 per customer, or a monthly rate of $1.15 per customer for rate classes R-1, G-10, AG-1 and S-51;

(b) An annual SRR customer charge of 41.40 per customer, or a monthly rate of $3.45 per customer for rate class G-11; and

(c) An annual SRR customer charge of $345 per customer, or a monthly rate of $28.75 per customer for rate class G-12.

The revised Tariff for the SRR is included herein as Attachment D.

## 3. Department of Transportation ("DOT") Rider

1. The Parties acknowledge that the Company cannot accurately forecast capital expenditures required to comply with municipal, county, and Georgia DOT directions. The Parties agree to establish a DOT Rider to separately recover the revenue requirements associated with required compliance with DOT directives. The DOT Rider is provided as Attachment B to this Stipulation. The Company agrees to reduce the proposed GRAM capital budgets by $2.4 million in 2025, $2.4 million in 2026, and $2.3 million in 2027 to adjust the GRAM capital budgets for

DOT-related removal costs for line retirements; and the Company agrees to reduce the proposed GRAM capital budgets by $4.2 million in 2025, $4.4 million in 2026, and $4.4 million in 2027 to adjust the GRAM capital budgets for DOT-related overheads and AFUDC that will be recovered through the DOT Rider.

2. The Parties agree the Company will recover the actual revenue requirement of public project relocations through the DOT Rider calculated in the same manner as would be calculated had these amounts been included in GRAM and similar in operation as the ECON-1 Rider. Capital expenditures related to such work shall be incremental to the figures shown in Section 1 and shall not be subject to any capital expenditure budget ceiling agreed to by the Company in Section 1. The amount of the DOT Rider will be incremental to the customer impacts, and the DOT Rider will not roll-into base rates unless ordered by the Commission in the future. The DOT Rider will go into effect January 1, 2025.

3. The Parties agree the DOT Rider will not be subject to any cap, as the Company has no advance knowledge of these projects, and the projects are often not forecasted and are outside of the Company's control.

4. The Parties agree the initial year of the DOT Rider shall be designed to recover revenue requirements associated with an estimated $50.9 million spend to comply with DOT directives for the first Plan year (2025). For the second and every subsequent year of this and future i-CDP proceedings, the Parties agree, the over- or under-recovered end of the year balance will become the starting point for the DOT Rider in the following year. Further, the Parties agree, in the second and every subsequent year following the initiation of the DOT Rider, the Company will file annual adjustments to the DOT Rider rate designed to minimize annual over or under recoveries, according to the tariff for the DOT Rider in Attachment B of this Stipulation.

## 4. Valdosta Satellite LNG Recovery

The Parties agree that the Company shall track the capital costs of the Valdosta Satellite LNG Project ("VSL Project") in the same manner as the Cherokee LNG Expansion Project using the LNG Tracker as described in the Governance Document. When the VSL Project is completed, it shall be recovered in the GRAM once the facilities are placed into service. The VSL Project capital investment is included within the capital budgets set in the 2025-2034 i-CDP as modified by the Stipulation. The Parties agree that AGL shall file quarterly VSL Project reporting in the same detail as the Cherokee LNG Expansion Project for information maintained by and available to the Company, but all financial tables in the written reporting shall be provided in an electronic Excel spreadsheet with formulas intact for review. Further, the Parties agree this will also apply to the Cherokee LNG Expansion Project. Unless otherwise agreed to, reporting shall comply with the LNG Tracker provisions of the Governance Document.

## 5. Shifting Budget Dollars

As set forth in Section 2, Paragraph 2 of this Stipulation, the Parties agree that beginning in calendar year 2024, the Company is authorized, without further action, including the need to file an amendment to Plan, to reallocate capital across the GRAM—Safety and Compliance and GRAM—Other Budget Categories. Likewise, the Parties agree the Company is authorized to carry forward unspent budgeted capital amounts into subsequent years in the three-year planning period. as set forth in Section 2, Paragraph 2 of this Stipulation.

## 6. Allowance for Funds Used During Construction ("AFUDC") Treatment

1. The Company will include ASC-allocated CWIP in the same calculation of AFUDC for AGL-owned assets. This calculation uses an AFUDC rate based on the ratio of total

AFUDC recognized on AGL's books over the historic GRAM test year to the 13-month average CWIP balances over the same period. This calculation is included in WP 2-3 CWIP of the annual GRAM model.

2. The Parties agree the AFUDC treatment discussed above is consistent with the current GRAM calculation of AFUDC for AGL-owned assets.

## 7. Reporting

The Parties agree the Company will provide an annual capital budget report on April 30 that provides budget to actual variances with narratives by budget category for the prior calendar year. The content and format of the report will be similar to Figure 5.7: 2022-2024 i-CDP Filing vs. Actuals/Plan. The first report would be filed on April 30, 2026, for calendar year 2025.

## 8. Audit Authority and Review

Staff has the authority to audit AGL's books and records to verify the LNG Tracker and the SRR Quarterly Reporting, and any of the GRAM capital and O&M projects. Staff will also be authorized to provide oversight to the LNG Tank Expansion Project. AGL will provide data requested by Staff in performance of its audit and oversight responsibilities.

If Staff or Staff's representatives should have to incur travel expenses to Staff's offices, AGL's offices, or to AGL's work sites, AGL shall pay such Commission-approved expenses as necessary costs of providing service, and the Commission will authorize AGL to recover the full amount of all such costs paid by AGL in the subsequent year's GRAM filing. O.C.G.A. § 46-2-33 (as such provision of law is currently codified or as such provision may be hereinafter modified, amended, restated or re-codified) shall apply to any and all cost incurred by the Georgia Public Service Commission to obtain reasonably necessary specialized testimony and assistance and

charged to AGL as necessary costs of providing service. In addition, the Parties have agreed to provide up to $35,000 annually (in addition to the audit, travel, specialized testimony, and assistance costs, if any) for Staff's ongoing development and training, as needed, and as approved by the Commission. The Commission will authorize AGL to recover in the subsequent year's Annual GRAM Filing the full amount of all costs paid by AGL for Staff auditing, travel, consultants, development, and training purposes or otherwise paid in accordance with O.C.G.A. § 46-2-33 (as such provision of law is currently codified or as such provision may be hereinafter modified, amended, restated or re-codified).

## 9. Marketer Real Time Web Services

The Parties agree that the Company shall create and maintain a web service that will allow for a real-time scheduling of appointments, estimated at a cost between $2-4 million. The Company engaged the Marketers in 2024 to gather high level requirements to provide this rough order of magnitude estimate. The Company will continue to communicate with Marketers on this initiative. The detailed requirements of what AGL will deliver as part of the Marketer Real Time Web Services are included in Attachment C to this Stipulation. Full implementation of this functionality will require software changes to each Marketers' information software system to fully take advantage of the AGL system changes. AGL will begin the process to develop the Services in 2025, with a planned delivery and implementation in 2027. These webservice tools will primarily be used by Marketers to schedule appointment orders like turn-ons and reconnects, so the Parties agree that the cost of service related to this activity be offset through AGL's turn on and reconnect fees. Inasmuch as O&M costs will be ongoing and there will be periodic needs to fund incremental capital investment, these fees are components of meeting the overall revenue

requirements of the Company. If at some future date, through a general class cost of service study, the fees associated with turn-on and reconnect activities are determined to be out of alignment with the underlying actual cost structure, the fees could be reset at that time.

## 10. Request for Commission Approval

The Parties agree to use their best efforts to obtain approval of, and to implement, this Stipulation. Except as modified herein, the Company's 2025-2034 i-CDP in Docket No. 43820 should be approved. The Parties agree to stipulate to enter into the record the pre-filed direct testimony and exhibits of AGL and Public Interest Advocacy Staff, and the Parties waive cross examination of all witnesses in this proceeding. This Stipulation is conditioned upon the approval of all aspects of this Stipulation by the Commission, and the Parties hereby request that the Commission approve the Stipulation fully as set forth herein.

This Stipulation may be executed in several counterparts, which shall be considered one settlement agreement.

[SIGNATURES ON FOLLOWING PAGE]

**Agreed to this 9th day of June, 2024.**

**On behalf of Staff of the**
**Georgia Public Service Commission**

Name: Nancy Tyer

Title: Director, Natural Gas Unit

**On behalf of**
**Atlanta Gas Light Company**

Name: Pedro Cherry

Title: President and CEO

**On behalf of SouthStar Energy Services, LLC d/b/a Georgia Natural Gas**

Name: Robert B. Remar

Title: Attorney For

SouthStar Energy Services LLC
d/b/a Georgia Natural Gas

**On behalf of SCANA Energy Marketing, LLC**

J. Brett Newsom

Name: J. Brett Newsom

Title: Vice President, Regulatory

**On behalf of Gas South, LLC**

Warren Rhea

Name: Warren Rhea

Title: Lead Corporate Counsel

**On behalf of Walton Energy d/b/a**
**Walton EMC Natural Gas**

Name: Jim Beath 6/7/24

Title: Sr. V.P. Walton Energy

# ATTACHMENT A

## BUDGET TABLE UPDATE

| *I-CDP 2025 - 2034 i-CDP Capital Budgets (in millions) | 2025 | 2026 | 2027 | Total |
|---|---|---|---|---|
| GRAM - Safety & Compliance (GRAM-S&C) | 128.1 | 167.1 | 177.6 | 472.9 |
| GRAM - Other than Safety & Compliance (GRAM-Other) | 274.0 | 284.8 | 290.4 | 849.1 |
| **GRAM Total Capital Budgets** | 402.1 | 451.9 | 468.0 | 1,322.0 |
| | | | | |
| LNG - Cherokee LNG Expansion | 39.8 | 0.0 | 0.0 | 39.8 |
| LNG - Valdosta Satellite LNG | 11.9 | 23.3 | 24.5 | 59.7 |
| **Total LNG Tracker Capital Budgets** | 51.6 | 23.3 | 24.5 | 99.4 |
| | | | | |
| RIDER - System Reinforcement Rider (SRR)-Actual Totals | 149.2 | 148.5 | 150.8 | 448.5 |
| | | | | |
| **Total 2025 - 2034 I-CDP Capital Budgets** | 602.9 | 623.7 | 643.3 | 1,869.9 |

| ECON-1 & DOT Capital Budgets Non-i-CDP (in millions) | 2025 | 2026 | 2027 | Total |
|---|---|---|---|---|
| **RIDER - ECON-1 | 14.2 | 13.4 | 13.4 | 41.0 |
| ***RIDER - DOT | 50.9 | 50.0 | 48.0 | 148.9 |
| **Total ECON-1 and DOT Estimated Capital Budgets** | 65.1 | 63.4 | 61.5 | 190.0 |

*Represents the 2025-2027 i-CDP capital budget ceilings agreed to in this Stipulation.
**ECON-1 is approved project-by-project in Docket No. 41559 and appears in the 2025-2027 i-CDP for informational purposes only.
***DOT capital budget for 2025 considered and the numbers listed for 2026 & 2027 are for informational purposes only.

| | | | | | |
|---|---|---|---|---|---|
| **GRAM - Safety & Compliance (GRAM-S&C)** | **128.1** | **167.1** | **177.6** | **472.9** |
| **Distribution Integrity Management Program (DIMP)** | | | | 0.0 |
| *DIMP* | 13.0 | 16.0 | 16.0 | 45.0 |
| **AC Mitigation Projects** | | | | 0.0 |
| *AC Mitigation* | 8.6 | 10.1 | 7.1 | 25.7 |
| **Shorted Casing Remediation Program** | | | | 0.0 |
| *Shorted Casings* | 7.0 | 3.0 | 3.0 | 13.0 |
| **Transmission Integrity Management Program (TIMP)** | | | | 0.0 |
| *TIMP - Dig Program* | 74.8 | 113.6 | 125.1 | 313.5 |
| *TIMP - ILI Retrofits* | 0.0 | 0.0 | 1.0 | 1.0 |
| *TIMP - Other (General)* | 1.0 | 1.0 | 1.0 | 3.0 |
| **Corrosion Control Projects** | | | | 0.0 |
| *Corrosion Projects* | 6.6 | 6.8 | 7.0 | 20.5 |
| **Rate Base - GRAM-(S&C) Overheads & AFUDC** | | | | 0.0 |
| *RB-GRAM-(S&C) Overheads* | 12.4 | 14.4 | 14.9 | 41.7 |
| *RB-GRAM-(S&C) AFUDC* | 4.7 | 2.3 | 2.5 | 9.6 |
| **GRAM - Other than Safety & Compliance (GRAM-Other)** | **274.0** | **284.8** | **290.4** | **849.1** |
| **New Business - Core Work** | | | | |
| *NB-Core New Business* | 109.6 | 114.8 | 120.7 | 345.1 |
| *NB-New Business PRIM* | 8.0 | 8.0 | 8.0 | 24.0 |
| **New Business - Large Strategic Efforts** | | | | |
| *NB-Other Large/Strat Efforts* | 0.0 | 0.0 | 0.0 | 0.0 |
| *NB-USF CNG PSC Funded* | 0.3 | 0.0 | 0.0 | 0.3 |
| **New Business - Overheads & AFUDC** | | | | |
| *NB-NB Overheads* | 13.4 | 15.5 | 16.1 | 44.9 |
| *NB-NB AFUDC* | 1.8 | 1.9 | 2.0 | 5.6 |
| **Facilities Projects** | | | | |
| *Facilities* | 5.9 | 4.4 | 4.0 | 14.2 |
| **Fleet Projects** | | | | |
| *Fleet* | 14.7 | 15.0 | 15.5 | 45.2 |
| **IT Projects** | | | | |
| *IT-IT Base* | 2.1 | 1.2 | 1.2 | 4.5 |
| *IT-IT Base (Allocations)* | 15.8 | 16.2 | 15.4 | 47.4 |
| *IT-IT MATRIX Ph2* | 5.9 | 3.9 | 3.9 | 13.7 |
| *IT-IT DTS* | 3.5 | 3.5 | 4.7 | 11.7 |
| *IT-IT ROOT* | 4.3 | 6.2 | 6.2 | 16.8 |
| *IT-IT Marketer Portal* | 0.5 | 1.5 | 2.0 | 4.0 |
| **Gas Ops Projects** | | | | |
| *Gas Ops-Measurement Ops (SCADA, Ctrls)* | 2.0 | 2.6 | 3.6 | 8.2 |
| **Strategic Projects** | | | | |
| *STRAT-Strategic (Other)* | 0.0 | 0.0 | 0.0 | 0.0 |
| *STRAT-Strategic (CNG Stations)* | 0.7 | 1.0 | 0.0 | 1.7 |
| **Periodic Testing of Meters** | | | | |
| *PT Meter* | 9.3 | 9.7 | 10.3 | 29.3 |
| **System Renewals (GRAM-Other)** | | | | |
| *RENEW-General Renewals* | 6.2 | 7.8 | 7.2 | 21.2 |
| *RENEW-Remote-Controlled Valves* | 2.0 | 3.1 | 3.2 | 8.3 |
| *RENEW-Emergency Districts* | 0.5 | 0.5 | 0.5 | 1.5 |
| *RENEW-Exposed Mains* | 4.0 | 4.0 | 4.0 | 12.0 |

| | | | | | |
|---|---|---|---|---|---|
| | **Operations Support Capital Work** | | | | |
| | *OPS-Bollard Projects* | 1.4 | 0.6 | 0.6 | **2.6** |
| | *OPS-ERT / AMR Projects* | 2.4 | 2.3 | 3.2 | **8.0** |
| | *OPS-Blanket Service Renewal Projects* | 1.1 | 1.1 | 1.2 | **3.4** |
| | **Pressure Regulating Facilities, Heaters, & Odorization** | | | | |
| | *REG STN-Regulator Station Projects* | 34.7 | 36.8 | 33.6 | **105.2** |
| | *REG STN-RSRP Program Projects* | 2.5 | 1.5 | 1.5 | **5.5** |
| | **Retirements (Removals)** | | | | |
| | *REMOV-Removals* | 12.1 | 12.1 | 12.2 | **36.5** |
| | *REMOV-Removals (inactive services)* | 0.5 | 0.5 | 0.5 | **1.5** |
| | **Capitalized Tool Purchases** | | | | **0.0** |
| | *Tools (blankets, NB, Field, Con Ops)* | 3.1 | 2.9 | 3.0 | **9.0** |
| | **Rate Base - Overheads & AFUDC** | | | | |
| | *RB-GRAM-(OTHER) Overheads* | 3.9 | 4.6 | 4.7 | **13.2** |
| | *RB-GRAM-(OTHER) AFUDC* | 1.7 | 1.5 | 1.3 | **4.6** |
| **RIDER - System Reinforcement Rider (SRR)-Actual Totals** | | **149.2** | **148.5** | **150.8** | **448.5** |
| | **Pressure Improvements (SRR)** | | | | |
| | *Pressure Improvement (PRIM) - SRR* | 7.2 | 9.2 | 8.5 | **24.9** |
| | **Gas Ops (SRR)** | | | | |
| | *Gas Ops-Peaking (LNG, Propane, Compression)* | 28.4 | 41.0 | 23.5 | **92.9** |
| | **System Reinforcement - SRR Projects** | | | | |
| | *SYS RE-Major Pipelines* | 79.2 | 28.2 | 21.9 | **129.3** |
| | *SYS RE-Cherokee LNG Expansion Pipelines* | 17.0 | 51.9 | 75.0 | **144.0** |
| | **Rider - (SRR) Overheads & AFUDC** | | | | |
| | *RIDER-(SRR) Overheads* | 6.3 | 7.4 | 7.7 | **21.4** |
| | *RIDER-(SRR) AFUDC* | 11.1 | 10.7 | 14.2 | **35.9** |
| **RIDER - DOT** | | **50.9** | **50.0** | **48.0** | **148.9** |
| | **Department of Transportation Driven Projects** | | | | |
| | *DOT Projects* | 44.3 | 43.2 | 41.3 | **128.8** |
| | *DOT Removals* | 2.4 | 2.4 | 2.3 | **7.1** |
| | **Rider - (SRR) Overheads & AFUDC** | | | | |
| | *RIDER-DOT Overheads* | 2.9 | 3.3 | 3.5 | **9.8** |
| | *RIDER-DOT AFUDC* | 1.3 | 1.1 | 0.9 | **3.3** |
| **LNG - Cherokee LNG Expansion** | | **39.8** | **0.0** | **0.0** | **39.8** |
| | **Gas Ops (Cherokee LNG Expansion)** | | | | |
| | *Gas Ops-Cherokee LNG Expansion* | 33.6 | 0.0 | 0.0 | **33.6** |
| | **Rate Base - (Cherokee) Overheads & AFUDC** | | | | |
| | *(Cherokee) Overheads* | 4.5 | 0.0 | 0.0 | **4.5** |
| | (Cherokee) AFUDC | 1.6 | 0.0 | 0.0 | **1.6** |
| **LNG - Valdosta Satellite LNG** | | **11.9** | **23.3** | **24.5** | **59.7** |
| | **Gas Ops (Valdosta Satellite LNG)** | | | | **0.0** |
| | *Gas Ops-Valdosta Satellite LNG* | 10.3 | 20.3 | 20.3 | **50.9** |
| | **Rate Base - (Valdosta) Overheads & AFUDC** | | | | |
| | *(Valdosta) Overheads* | 0.8 | 0.7 | 0.7 | **2.2** |
| | *(Valdosta) AFUDC* | 0.8 | 2.3 | 3.5 | **6.6** |
| **RIDER - ECON-1** | | **14.2** | **13.4** | **13.4** | **41.0** |
| | **ECON-1** | | | | |
| | *ECON-1* | 13.8 | 13.0 | 13.0 | **39.8** |
| | **Rate Base - (ECON-1) Overheads & AFUDC** | | | | |
| | *RIDER-(ECON-1) Overheads* | 0.2 | 0.3 | 0.3 | **0.8** |
| | *RIDER-(ECON-1) AFUDC* | 0.2 | 0.2 | 0.2 | **0.5** |
| **OPS-ERT / AMR Projects - Proposed AMI Technology Program** | | **0.0** | **0.0** | **0.0** | **0.0** |
| | **OPS-ERT / AMI Technology Program** | | | | |
| | *Ops-ERT - AMI Tech* | 0.0 | 0.0 | 0.0 | **0.0** |
| | **Rate Base - (AMI) Overheads & AFUDC** | | | | |
| | *(AMI) Overheads* | 0.0 | 0.0 | 0.0 | **0.0** |
| | *(AMI) AFUDC* | 0.0 | 0.0 | 0.0 | **0.0** |
| **DIMP-Pipeline Replacements** | | **0.0** | **0.0** | **0.0** | **0.0** |
| | **DIMP - Pipeline Replacements** | | | | |
| | *DIMP-Replace* | 0.0 | 0.0 | 0.0 | **0.0** |
| | **Rate Base - (DIMP-Replace) Overheads & AFUDC** | | | | |
| | *(DIMP-Replace) Overheads* | 0.0 | 0.0 | 0.0 | **0.0** |
| | *(DIMP-Replace) AFUDC* | 0.0 | 0.0 | 0.0 | **0.0** |
| **Renewable Natural Gas Projects** | | **0.0** | **0.0** | **0.0** | **0.0** |
| | **Gas Ops (Renewable Natural Gas)** | | | | |
| | *Gas Ops-RNG* | 0.0 | 0.0 | 0.0 | **0.0** |
| | **Rate Base - (RNG) Overheads & AFUDC** | | | | |
| | *(RNG) Overheads* | 0.0 | 0.0 | 0.0 | **0.0** |
| | *(RNG) AFUDC* | 0.0 | 0.0 | 0.0 | **0.0** |

ATTACHMENT B

DOT Rider Tariff

## 27. Department of Transportation (DOT) Project Rider

1. Purpose

The Department of Transportation Project Rider, or DOT Project Rider, is designed to provide recovery of actual capital costs incurred in relation to relocation of AGL facilities due to roadway projects. AGL is required to relocate Company facilities located in road rights-of-way when the state, county, or municipal entity makes significant changes to their roadways (e.g., road widenings, intersection improvements, etc.). These relocations include costs incurred for both removing and retiring the existing facility and costs incurred to install the new facility. This is an ongoing requirement.

2. Availability

By September 1st of each calendar year, the Company shall file DOT project proposed budget for the following calendar year. The filing will consist of the following:

A. A pleading discussing the purpose of the filing.

B. A proposed DOT Project Rider rate for the following year.

C. A map showing locations of likely DOT related projects.

D. A list of known or ongoing DOT related projects.

E. As an electronic Excel spreadsheet, a proposed capital budget for the following calendar year that will include Allowance for Funds Used During Construction (AFUDC) and Overheads.

F. An updated electronic Excel spreadsheet DOT Project Rider recovery model.

**27. Department of Transportation (DOT) Rider,** (con't)

3. DOT Project Rider Recovery

A. Based on a Commission approved DOT Project Rider capital budget, the Commission shall set a rate for the DOT Project Rider that will ensure the recovery of the DOT Project Rider revenue requirements and shall be designed to minimize under-recovery or over-recovery of the Company's actual DOT project revenue requirement.

B. The DOT Project Rider review period shall be from September 1st to December 31st. The Rate Effective Period for the DOT Project Rider rate shall be January 1st through December 31st. Any rate adjustment shall be effective January 1st.

C. Annually on September 1st, AGL shall file a petition with the Commission to support an adjustment of the DOT Project Rider rate to become effective the following January 1st. Such filing for an adjustment to the DOT Project Rider rate shall include, but not be limited to, a detailed analysis of the requested DOT Project capital budget, an analysis of the forecasted revenue requirement as determined using the criteria in this Section, as well as the cumulative balance of any over- or under-recoveries from prior DOT Project Rider rate effective periods.

D. The Commission shall review AGL's petition, and it may approve, deny, or modify AGL's request. The Staff shall provide the Commission with any recommendations regarding the proposed DOT Project Rider rate adjustment so that the Commission may consider the DOT Project capital budget and an adjustment to the DOT Project Rider rate. The Commission shall make a determination on AGL's request by December 31st. Any adjustment to the DOT Project rate shall be effective January 1st.

E. During the year, if the Commission determines that the DOT Project Rider rate is not sufficient to recover the DOT Project Rider revenue requirements, the Commission may authorize an adjustment after considering recommendations from the Staff and AGL.

F. AGL shall recover revenue requirements associated with reasonable and prudently incurred actual costs of completed DOT projects. DOT Project Rider projects reflected in AGL's existing rates ("Base Rates" as used herein) as of the effective date of this Tariff provision shall not be included in the DOT Project Rider rate. Revenue requirements for DOT projects that are not included within Base Rates shall be recovered through a DOT Project Rider.

Revenue requirements for Incremental DOT Project Rider projects to be recovered through the DOT Project Rider shall be calculated as follows:

i. Return on Capital * [(DOT Project Rider Rate Base plus Plant Additions & Improvements) - (Associated Accumulated Depreciation

**27. Department of Transportation (DOT) Rider,** (con't)

ii. and less associated accumulated deferred income taxes)] = revenue required for the return on capital.

iii. DOT Project Rider Rate Base shall mean the beginning balance of the capital accounts for Incremental DOT Projects.

iv. Plant Additions & Improvements shall mean all capital additions in the Cost Year as recorded in the applicable gas plant in service accounts associated with approved Incremental DOT Projects.

v. Accumulated Depreciation shall mean the beginning balance of Accumulated Depreciation Expense associated with approved Incremental DOT Projects, if any, plus current Depreciation Expense associated with such Incremental DOT Projects. (Tracked Monthly).

vi. Accumulated Deferred Income Taxes shall mean the beginning balance of Deferred Income Taxes associated with approved Incremental DOT Projects for the recovery period, if any, for the cost year plus the difference between (Tax Depreciation Monthly – Book Depreciation monthly associated with approved Incremental DOT Projects) x Composite Income Tax Rate (current Commission approved income tax rate) (Tracked Monthly).

vii. Return on capital shall be the applicable overall rate of return (including equity and debt components at the Commission-approved capital structure) for the rate effective period set by the Commission in the Company's most recent ratemaking proceeding, including either a traditional rate case or an alternative form of regulation proceeding.

G. The Company shall be allowed to recover depreciation expense on DOT Project assets calculated at the latest Commission-approved rate for the Company's like items of plant calculated on the property additions and improvements.

H. Costs related to the construction of DOT Project Rider assets shall be capitalized and will accrue in the form of AFUDC from the point that costs are incurred for accounting purposes until such DOT Project Rider asset is placed in service and depreciation begins.

I. The capital costs described above shall apply to only those costs properly capitalized in the plant accounts as determined by the Commission's Rule 515-3-1-.10 Accounting Requirements (i.e., FERC USOA 18 C.F.R. 511 *et seq.*)

J. The cumulative unrecovered balance of each element of the DOT Project Rider revenue requirement less cumulative collections shall accrue carrying costs at the above-described cost of capital. Likewise, an over-recovery shall accrue carrying costs at the above-described cost of capital to the benefit of customers.

**27. Department of Transportation (DOT) Rider,** (con't)

K. The income deficiency (or surplus) for each element of the DOT Project Rider revenue requirement, if computed on an after-tax basis, shall be adjusted for the effect of federal and state income taxes in the expansion factor. No other expenses are to be included in the computation of the expansion factor. The results of this calculation shall be the amount of the surcharge, whether positive or negative.

4. DOT Project Rider Billing Rate

The DOT Project Rider rate recovery for each rate class shall be as follows:

R-1, G-10, AG-1 and S-51 Customers shall be charged an amount equal to the approved DOT Project Rider rate.

G-11 Customers shall be charged an amount equal to three times the approved DOT Project Rider rate.

G-12 Customers shall be charged an amount equal to 25 times the approved DOT Project Rider rate.

5. DOT Project Rider Quarterly Reporting

Forty-five (45) days after the end of each quarter, AGL shall file with the Commission a DOT Project Rider quarterly report for approved DOT capital budgets. The quarterly report will include the following reporting as an electronic Excel spreadsheet with the following worksheets.

(a) DOT Project Rider Capital Budget Reporting: The comprehensive capital budget reporting shall be for Commission approved capital budgets.

(b) DOT Project Costing Ledger: The project costing ledger shall include all the details for the ongoing project activities.

(c) DOT Project Rider Rate Model: An updated comprehensive rate model through the current quarter shall be provided.

# ATTACHMENT C

## Real Time Web Services Requirements

| Req No | Requirement | New / Modification | Comments |
|---|---|---|---|
| 1 | **Updates to GCMA Inquiry WS** | | Several marketers use the this web service currently to pull data for inquiry purposes. Allows ability to search for accounts/customers/addresses. Allows ability to provide general customer, premise, and usage information. Allows ability to pull order activity information. Modifications would entail providing additional data points with the listed methods. |
| 1.1 | Update GeneralInformation Method | Mod | |
| 1.2 | Update GetServiceOrderHistory | Mod | |
| 1.3 | Update GetConsumptionHistoryDetails Method | Mod | |
| 1.4 | Update GetShutOffInformation Method | Mod | |
| 2 | **TurnOn Activation WS** | New | New webservice to allow marketer or end use customers to schedule turn on activation orders from beginning to end, replacing the need for marketers to use the GCMA Marketer portal to complete this activity. Would include identifying the activation address, identifying the customer turning on, scheduling the appointment, gathering key details required for the order, and actual order submission and issuance. |
| 2.1 | Create ValidateTurnOnAddress Method | New | |
| 2.2 | Create DetermineLoadCHange Method | New | |
| 2.3 | Create SearchTurnOnCustomer Method | New | |
| 2.4 | Create EstablishTurnOnCustomer Method | New | |
| 2.5 | Create EstablishTurnOnOrderScheduling Method | New | |
| 2.6 | Create TurnOnOrderSubmission Method | New | |
| 3 | **SONP Reconnection WS** | New | New webservice to allow marketer or end use customers to schedule SONP Reconnection orders from beginning to end, replacing the need for marketers to use the GCMA Marketer portal to complete this activity. Would include validating the order eligibility, scheduling the appointment, gathering key details required for the order, and actual order submission and issuance. |
| 4.1 | Create ValidateSONPReconnect Method | New | |
| 4.2 | Create EstablishSONPReconnectScheduling Method | New | |
| 4.3 | Create SONPReconnectSubmission Method | New | |
| 4 | **TurnOff Deactivation WS** | New | New webservice to allow marketer or end use customers to schedule TurnOff Deactivation orders from beginning to end, replacing the need for marketers to use the GCMA Marketer portal to complete this activity. Would include validating the order eligibility and turn off reason, scheduling the appointment, gathering key details required for the order, and actual order submission and issuance. |
| 5.1 | Create ValidateTurnOff Method | New | |
| 5.2 | Create EstablishTurnOffScheduling Method | New | |
| 5.3 | Create TurnOffSubmission Method | New | |
| 5 | **Amend Void Pending Order WS** | New | New webservice to allow marketer or end use customers to update or void existing Turn On, Reconnect, and TurnOff orders; replacing the need for marketers to use the GCMA Marketer portal to complete this activity. Would include indentifying the order to be updated or voided, re-scheduling the appointment, gathering key updates for the order, and actual order re-submission/issuance or voidance. |
| 6.1 | Create ReturnMarketersOpenOrdersForAccount | New | |
| 6.2 | Create Update InfoAndAppointmentAmend Method(s) | New | |
| 6.3 | Create SubmitAmendOrder Method(s) | New | |
| 6.4 | Create Submit VoidOrder Method(s) | New | |

ATTACHMENT D

SRR Tariff

**Atlanta Gas Light**

**TERMS OF SERVICE**

**All Rate Schedules**
**Revised Sheet No. 25.2**
**Effective: January 1, 2025**

25. System Reinforcement Rider (SRR)

25.1 Applicability

The SRR charge will apply to all Rate Schedules of the Company that contain a separate charge based on Dedicated Design Day Capacity.

25.2 Purpose

The purpose of this Rider is for the Company to recover certain cost associated with system reinforcement and pressure improvement projects approved by the Commission to be included within the SRR.

25.3 Billing Rate

The SRR for each rate class shall be as follows:

R-1, G-10, AG-1 and S-51: $13.80 per customer annually ($1.15 per month)

G-11: $41.40 per customer annually ($3.45 per month); and

G-12: $345.00 per customer annually ($28.75 per month).