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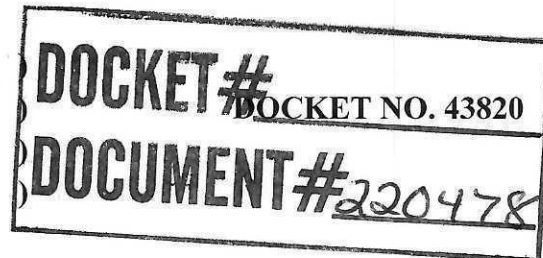
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**In Re: Atlanta Gas Light Company's
Integrated Capacity and Delivery Plan
(i-CDP)**



ORDER APPROVING ATLANTA GAS LIGHT COMPANY'S PETITION TO APPROVE THE DEPARTMENT OF TRANSPORTATION (DOT) RIDER

I. Background/Recovery Mechanism

On July 2, 2024, the Commission approved Atlanta Gas Light's (AGL) 2025 – 2034 Integrated Capacity and Delivery Plan ("i-CDP"). The i-CDP is a comprehensive planning tool that provides a ten-year forecast of interstate, intrastate, and distribution capacity asset requirements. As part of this plan, the Commission approved the DOT Rider. AGL is required to relocate its facilities in road rights-of-way when the state, county, or municipal entity makes significant changes to its roadways. The DOT Rider, Section 28 of AGL's tariff, is designed to provide recovery related to the relocation of AGL facilities due to these roadway projects.

By September 1st of each calendar year, AGL must file a petition with the Commission to support an adjustment of the DOT Rider rate to become effective the following January 1st.

The DOT Rider rate is a monthly charge and will be recovered for each rate class shall be as follows:

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

- b. G-11 Customers shall be charged an amount equal to three (3) times the approved DOT Rider rate.
- c. G-12 Customers shall be charged an amount equal to 25 times the approved DOT Rider rate.

AGL will file with the Commission, a DOT 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 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 Rider Rate Model: an updated comprehensive rate model shall be provided each quarter.

II. DOT Rider Filing

AGL filed the Annual DOT Rider on September 4, 2024. The filing contained a map of the known AGL DOT projects, a list of the known DOT projects, the capital budget, and the DOT Rider model. As provided in **Table-1** below, the base rate for Residential R-1, Multi-Family G-10, Agriculture AG-1, and Seasonal Gas Service S-51 is proposed at \$0.13 per customer per month. The General Delivery Service G-11 Class rate will be three (3) times the Residential rate, or \$0.39 per customer per month. The High Demand G-12 gas users will have a rate twenty-five times the Residential rate, or \$3.25 per customer per month.

Table-1: 2025 DOT Rates & Revenues

Customer Class	Rate	2025 Estimated Revenue
Residential R-1	\$0.13	2,469,920
Multi-Family G-10	\$0.13	68,321
General Delivery Service G-11 (x3)	\$0.39	453,059
General Delivery Service - High Demand G-12 (x25)	\$3.25	195
AG-1	\$0.13	546
S-51	\$0.13	6
Total 2025 Estimated Revenues		2,992,048

III. Staff's Analysis

On September 5, 2024, AGL requested a meeting with Staff to present the model. AGL informed Staff that the DOT model followed the same format as the System Reinforcement Rider (“SRR”) model. Further, the Company informed Staff that the only difference between the two (2) models is the inclusion of the cost of removals in DOT Rider. Staff reviewed the filing and disagreed with the Company on two (2) issues: (1) the model format and (2) the inclusion of Cost of Removals (“COR”).

A. DOT Model Format

As part of AGL’s September 4, 2024, 2025 DOT Rider filing, AGL provided a DOT Rider Recovery Mechanism (“RRM”). As part of Staff’s examination, it was found that AGL was proposing a quarterly reporting format for the 2025 DOT RRM that was different from the current SRR RRM. In communications with AGL, it was determined that AGL intended to change the current SRR quarterly reporting format beginning the 1st Q 2025. Staff was not in agreement with this change. It was Staff’s conclusion that this would also impact the ECON-1 RRM filed on October 1st. Staff and AGL had numerous meetings on this issue.

On September 22, 2024, Staff issued its 22nd Set of Data Requests to gather additional information on the DOT Rider filing. As part of STF-22-3, Staff sought for a universal RRM format for all three (3) Riders, including the reporting format. On October 17, 2024, AGL filed responses to Staff’s 22nd Set of Data Requests in Docket No. 43820. In response to STF-22-3, AGL agreed to use the current SRR RRM format as the format for all RRM’s to include the SRR, DOT, and ECON-1 RRM’s. Staff agreed with this outcome.

B. Cost of Removals

Staff was concerned with the inclusion of COR in the DOT model because it is also calculated in base rates using depreciation. The 2025 – 2034 i-CDP Stipulation allowed AGL to reduce the GRAM capital budget in 2025 – 2027 and include the COR in the DOT model. However, Staff was concerned that this would commingle the processes that determine the base rates and DOT surcharge. On October 22, 2024, Staff met with AGL to discuss the Company’s responses to the 22nd Set of data requests.

In the meeting, Staff and AGL discussed the Cost of Removal issue in the proposed DOT model. Staff restated that their concern was that reducing the capital budget to include COR in the DOT Rider would be mixing base rate activity with surcharge activity. Staff explained that it is unable to see the GRAM capital budget that is reduced. Likewise, Staff stated that it is unable to see how the actual dollars impact the DOT model, as COR occurs in the depreciation rates, not in the capital budget. AGL stated that the impact would be the same regardless of whether COR was captured in the GRAM or the DOT model. However, if the COR was allowed to be moved from the DOT model to the GRAM, it would require the revision of the i-CDP GRAM capital budget for 2025 – 2027 and the proposed levelized rate increases in the 2025 – 2027 GRAM filing. Staff determined that it would be better to keep the COR in the DOT model and monitor the COR in the GRAM and the DOT model.

IV. Commission Decision

During the November 19, 2024 Administrative Session, the Commission approved AGL’s proposed 2025 DOT Rider and reporting requirements that will be consistent with the SRR and ECON 1 quarterly reporting format. The rate will be effective January 1, 2025, and the quarterly reports will be due forty-five (45) days after the end of each quarter.

* * * * *

V. Ordering Paragraphs

WHEREFORE IT IS ORDERED, that the Commission approves AGL’s 2025 DOT Rider and reporting requirements that will be consistent with the SRR and ECON-1 quarterly reporting format.

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

ORDERED FURTHER, that a motion for reconsideration, rehearing, 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 as the Commission may deem just and proper.

The above by action of the Commission in Administrative Session on the 19th day of November 2024.



Sallie Tanner
Executive Secretary



Jason Shaw
Chairman

11-20-24
Date

11-20-24
Date