

State of Florida



## Public Service Commission

CAPITAL CIRCLE OFFICE CENTER • 2540 SHUMARD OAK BOULEVARD  
TALLAHASSEE, FLORIDA 32399-0850

**-M-E-M-O-R-A-N-D-U-M-**

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**DATE:** October 22, 2020

**TO:** Office of Commission Clerk (Teitzman)

**FROM:** Division of Economics (Guffey) *JGH*  
Office of the General Counsel (Brownless) *JSC*

**RE:** Docket No. 20200203-GU – Joint petition for approval of swing service rider rates for January through December 2021, by Florida Public Utilities Company, Florida Public Utilities Company-Indiantown Division, Florida Public Utilities Company-Fort Meade, and Florida Division of Chesapeake Utilities Corporation.

**AGENDA:** 11/03/20 – Regular Agenda – Tariff Filing – Interested Persons May Participate

**COMMISSIONERS ASSIGNED:** All Commissioners

**PREHEARING OFFICER:** Administrative

**CRITICAL DATES:** 8-Month Effective Date: 04/30/21 (60-day suspension date waived by the companies)

**SPECIAL INSTRUCTIONS:** None

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### Case Background

On August 31, 2020, Florida Public Utilities Company, Florida Public Utilities Company – Indiantown Division, and Florida Public Utilities Company – Fort Meade (jointly, FPUC), as well as the Florida Division of Chesapeake Utilities Corporation (Chesapeake) (jointly, companies), filed a petition for approval of a revised swing service rider tariff for the period January through December 2021. FPUC is a local distribution company (LDC) subject to the regulatory jurisdiction of the Commission pursuant to Chapter 366, Florida Statutes (F.S.). FPUC is a wholly-owned subsidiary of Chesapeake Utilities Corporation, which is headquartered in Dover, Delaware. Chesapeake is also an LDC subject to the Commission’s jurisdiction under Chapter 366, F.S., and is an operating division of Chesapeake Utilities Corporation.

The Commission first approved the companies' swing service rider tariff in Order No. PSC-16-0422-TRF-GU (swing service order) and the initial swing service rider rates were in effect for the period March through December 2017.<sup>1</sup> As required in the swing service order, the companies submitted the instant petition with revised 2021 swing service rider rates for Commission approval by September 1, 2020. The January through December 2020 swing service rider rates were approved in Order No. PSC-2019-0491-TRF-GU.<sup>2</sup> The swing service rider is a cents per therm charge that is included in the monthly gas bill of transportation customers. This is staff's recommendation on the 2021 swing service rider rates.

On September 8, 2020, the companies waived their 60-day file and suspend provision of Section 366.06(3), F.S., via an e-mail, which has been placed in the docket file. During its evaluation of the petition, staff issued a data request to the companies for which responses were received on September 14, 2020 and on September 28, 2020. The updated swing service rider rates and revised tariff sheets are shown in Attachment A to the recommendation. The Commission has jurisdiction over this matter pursuant to Sections 366.04, 366.05, and 366.06, F.S.

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<sup>1</sup> Order No. PSC-16-0422-TRF-GU, issued October 3, 2016, Docket No. 160085-GU, *In re: Joint petition for approval of swing service rider, by Florida Public Utilities Company, Florida Public Utilities Company-Indiantown Division, Florida Public Utilities Company-Fort Meade, and Florida Division of Chesapeake Utilities Corporation.*

<sup>2</sup> Order No. PSC-2019-0491-TRF-GU, issued November 19, 2019, Docket No. 20190160-GU, *In re: Joint petition for approval of swing service rider rate for January through December 2020, by Florida Public Utilities Company, Florida Public Utilities Company-Indiantown Division, Florida Public Utilities Company-Fort Meade, and Florida Division of Chesapeake Utilities Corporation.*

## Discussion of Issues

**Issue 1:** Should the Commission approve the companies' proposed swing service rider rates and tariffs for the period January through December 2021?

**Recommendation:** Yes. The Commission should approve the companies' proposed swing service rider rates and tariffs for the period January through December 2021. The costs included are appropriate and the methodology for calculating the swing service rider rates is consistent with the swing service order. (Guffey)

**Staff Analysis:** The companies incur intrastate capacity costs when they transport natural gas on intrastate pipelines (i.e., pipelines operating within Florida only). The companies have two types of natural gas customers: sales and transportation. The swing service rider allows the companies to recover the intrastate capacity costs directly from all transportation customers as intrastate pipeline projects benefit all customers.

### Types of Natural Gas Customers

Sales customers are primarily residential and small commercial customers that purchase natural gas from an LDC and receive allocations of intrastate capacity costs through the Purchased Gas Adjustment (PGA)<sup>3</sup> charge. Of the joint petitioners in the instant docket, only Florida Public Utilities Company and Florida Public Utilities Company – Fort Meade have sales customers.

Transportation customers receive natural gas from third party marketers, also known as shippers<sup>4</sup> and, therefore, do not pay the PGA charge to the LDC. The companies' transportation customers can be categorized as Transitional Transportation Service (TTS) or non-TTS. TTS program shippers purchase gas in aggregated customer pools for residential and small commercial customers, who do not contract directly with a shipper for their gas supply. Of the joint petitioners in the instant docket, only Florida Public Utilities Company – Indiantown Division (Indiantown) and Chesapeake have TTS customers.

TTS customers receive allocations of intrastate capacity costs through the swing service rider. Prior to the approval of the swing service rider, TTS customers received allocations of intrastate capacity costs through the Operational Balancing Account (OBA) mechanism. The OBA mechanism allowed Indiantown and Chesapeake to assign intrastate capacity costs to TTS shippers, who then passed the costs on to the TTS customers for whom they purchase gas. With the approval of the swing service rider, TTS customers are now charged directly for their allocated portion of the intrastate capacity costs (rather than Indiantown and Chesapeake charging the shippers who then passed the costs on to the TTS customers).

Non-TTS customers are primarily large commercial or industrial customers who contract directly with a shipper for their natural gas supply. Prior to the approval of the swing service rider, non-TTS customers were not paying a share of the intrastate capacity costs. The Commission approved a stepped implementation process for the swing service rider for non-TTS customers because the implementation of the swing service rider can have a significant financial impact on

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<sup>3</sup> The PGA charge is set by the Commission in the annual PGA cost recovery clause proceeding.

<sup>4</sup> The Commission does not regulate the shippers or their charges for the gas commodity.

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those customers who previously had not been allocated any portion of the intrastate capacity costs.

Specifically, the swing service order approved a five-year implementation period for non-TTS customers with a 20 percent per year stepped allocation. Accordingly, the 2020 swing service charges included an 80 percent allocation of intrastate capacity costs to the non-TTS customers; the instant petition includes a 100 percent allocation of intrastate capacity costs to the non-TTS customers. The allocation to the non-TTS customers will remain at 100 percent in future petitions.

### **Updated 2021 Swing Service Rider Rates**

The updated 2021 swing service rider rates were calculated based on the same methodology approved in the swing service order. As shown in the companies' petition, the total intrastate capacity costs for the period July 2019 through June 2020 are \$18,173,823. The total intrastate capacity costs reflect payments by the companies to intrastate pipelines for the transportation of natural gas, pursuant to Commission approved transportation agreements. In addition, the intrastate capacity costs include payments to outside contractors the companies hired to provide expertise on the purchase of commodity and capacity.

Of these costs, \$6,082,989 will be billed directly to certain large special contract customers. The remaining costs of \$12,090,834 are allocated between sales and transportation customers and will be recovered during the period January 1, 2021 through December 31, 2021.

The companies used actual therm usage data for the period July 2019 through June 2020 to allocate the intrastate capacity costs. Based on the usage data, the appropriate split for allocating the cost is \$8,571,149 (70.9 percent) to transportation customers and \$3,519,684 (29.1 percent) to sales customers. The sales customers' share of the cost is embedded in the PGA.

The transportation customers' share (\$8,571,149) is allocated to the various transportation rate schedules in proportion with each rate schedule's share of the companies' total throughput. To calculate the swing service rider rates, the cost allocated to each rate schedule is divided by the rate schedule's number of therms.

As stated earlier, TTS customers are charged an allocated portion of the intrastate capacity costs, while non-TTS customers were subject to a phased implementation in the 2017 through 2020 swing service rider rates. Since non-TTS customers are allocated 100 percent of the total intrastate capacity costs in 2021, the swing service revenues the companies are projected to receive is a total of \$8,571,149.

### **Credit to the PGA**

The total intrastate capacity costs are embedded in the PGA with the projected 2021 swing service rider revenues incorporated as a credit in the calculation of the 2021 PGA. The amount

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credited to the 2021 PGA is \$8,571,149 plus \$6,082,989 received from special contract customers, for a total of \$14,654,138.<sup>5</sup>

### **Conclusion**

Based on its review of the information provided in the petition and in response to staff's data requests, staff recommends that the companies' proposed swing service rider is reasonable. Staff reviewed the total projected intrastate capacity costs and verified that the costs included are appropriate. The Commission should approve the proposed swing service rider rates for the period January through December 2021. The costs included are appropriate and the methodology for calculating the swing service rider rates is consistent with the swing service order.

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<sup>5</sup> See direct testimony of Derrick M. Craig on behalf of FPUC, filed on August 7, 2020, Document No. 04291-2020, in Docket No. 20200003-GU, Exhibit No. DMC-2, Schedule E-1, line 8 on Page 1 of 6.

**Issue 2:** Should this docket be closed?

**Recommendation:** Yes. If Issue 1 is approved and a protest is filed within 21 days of the issuance of the order, the tariff should remain in effect, with any revenues held subject to refund, pending resolution of the protest. If no timely protest is filed, this docket should be closed upon the issuance of a consummating order. (Brownless)

**Staff Analysis:** If Issue 1 is approved and a protest is filed within 21 days of the issuance of the order, the tariff should remain in effect, with any revenues held subject to refund, pending resolution of the protest. If no timely protest is filed, this docket should be closed upon the issuance of a consummating order.

Florida Division of Chesapeake Utilities Corporation ~~Third~~ Fourth Revised Sheet No. 105.4  
 Original Volume No. 4 Cancels ~~Second~~ Third Sheet No. 105.4

RATE SCHEDULES  
MONTHLY RATE ADJUSTMENTS

Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service factors for the period from the first billing cycle for January 2020 through the last billing cycle for December 2020 are as follows:

<u>Rate Class</u>	<u>Classification</u>	<u>Rates Per Therm</u>
Firm Transportation Service A	FTS-A	\$0.06360.1090
Firm Transportation Service B	FTS-B	\$0.06480.1082
Firm Transportation Service 1	FTS-1	\$0.06840.1175
Firm Transportation Service 2	FTS-2	\$0.07480.1360
Firm Transportation Service 2.1	FTS-2.1	\$0.06980.1274
Firm Transportation Service 3	FTS-3	\$0.05780.1033
Firm Transportation Service 3.1	FTS-3.1	\$0.05800.1101
Firm Transportation Service 4	FTS-4	\$0.04860.1076
Firm Transportation Service 5	FTS-5	\$0.04900.1008
Firm Transportation Service 6	FTS-6	\$0.04980.1029
Firm Transportation Service 7	FTS-7	\$0.04820.1010
Firm Transportation Service 8	FTS-8	\$0.04800.1138
Firm Transportation Service 9	FTS-9	\$0.04650.0986
Firm Transportation Service 10	FTS-10	\$0.04660.0981
Firm Transportation Service 11	FTS-11	\$0.04940.1014
Firm Transportation Service 12	FTS-12	\$0.04320.0885

<u>Experimental Rate Class</u>	<u>Classification</u>	<u>Rates Per Bill</u>
Firm Transportation Service A	FTS-A	\$0.54710.9374
Firm Transportation Service B	FTS-B	\$0.98461.6441
Firm Transportation Service 1	FTS-1	\$1.47662.5385
Firm Transportation Service 2	FTS-2	\$3.27675.9572
Firm Transportation Service 2.1	FTS-2.1	\$10.642519.4334
Firm Transportation Service 3	FTS-3	\$12.945823.1424
Firm Transportation Service 3.1	FTS-3.1	\$36.722069.6891

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

Issued by: Jeffrey Householder, President & CEO  
 Effective: JAN-01-2020  
 Chesapeake Utilities Corporation

Florida Public Utilities Company-Fort Meade  
F.P.S.C. Gas Tariff  
Original Volume No. 1

~~Third-Fourth~~ Revised Sheet No. 64.1  
Cancels ~~Second-Third~~ Sheet No. 64.1

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*BILLING ADJUSTMENTS*

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Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service factors for the period from the first billing cycle for January 2020~~1~~ through the last billing cycle for December 2020~~1~~ are as follows:

<u>Rate Class</u>	<u>Rates Per Therm</u>
Rate Schedule GSTS-1	\$0.04720.1025

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

Issued by: ~~Kevin Webber~~ Jeffrey Householder, President & CEO  
2020

Effective: JAN-01-



Florida Public Utilities Company  
F.P.S.C. Gas Tariff  
35.6  
Third Revised Volume No. 1

~~Seventh-Eighth~~ Revised Sheet No.  
Cancels ~~Sixth-Seventh~~ Revised Sheet No. 35.6

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*BILLING ADJUSTMENTS*

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Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service Rider factors for the period from the first billing cycle for January 2020~~1~~ through the last billing cycle for December 2020~~1~~ are as follows:

<u>Rate Class</u>	<u>Rates Per Therm</u>
Rate Schedule GSTS-1	<del>\$0.05010.1160</del>
Rate Schedule GSTS-2	<del>\$0.04850.1093</del>
Rate Schedule LVTS	<del>\$0.04800.1052</del>

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

Issued by: ~~Kevin Webber, President~~ Jeffrey Householder, President & CEO  
Effective: JAN 01 2020

Florida Public Utilities Company, Indiantown Division  
No. 35.2  
Original Volume No. 2  
No. 35.2

~~Third~~Fourth Revised Sheet  
Cancels ~~Second~~Third Sheet

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*BILLING ADJUSTMENTS*

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(Continued)

Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service factors for the period from the first billing cycle for January 2020 through the last billing cycle for December 2020 are as follows:

<u>Rate Class</u>	<u>Classification</u>	<u>Rates Per Therm</u>
Transportation Service 1	TS1	<del>\$0.0594</del> <u>0.1053</u>
Transportation Service 2	TS2	<del>\$0.0552</del> <u>0.0982</u>
Transportation Service 3	TS3	<del>\$0.0638</del> <u>0.0935</u>
Transportation Service 4	TS4	\$0.0000

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

Issued by: ~~Kevin Webber, President~~Jeffrey Householder, President & CEO

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