

November 16, 2023

VIA Electronic Filing

Ms. A. Shonta Dunston, Chief Clerk
North Carolina Utilities Commission
Dobbs Building
430 North Salisbury Street
Raleigh, North Carolina 27603

Re: *Dominion Energy North Carolina's 2023 Fuel Charge Adjustment
Rebuttal Testimony of Timothy P. Stuller and Alan J. Moore
Docket No. E-22, Sub 675*

Dear Ms. Dunston:

Enclosed for filing in the above-referenced proceeding on behalf of Virginia Electric and Power Company, d/b/a Dominion Energy North Carolina is the Rebuttal Testimony of Timothy P. Stuller and Alan J. Moore.

Thank you for your assistance with this matter. Feel free to contact me with any questions about this filing.

Sincerely,

/s/Mary Lynne Grigg

ARK:tll

Enclosure

cc: William E.H. Creech, Public Staff – NC Utilities Commission
William S.F. Freeman, Public Staff – NC Utilities Commission
Lucy Edmondson, Public Staff – NC Utilities Commission

**REBUTTAL TESTIMONY
OF
TIMOTHY P. STULLER
ON BEHALF OF
DOMINION ENERGY NORTH CAROLINA
BEFORE THE
NORTH CAROLINA UTILITIES COMMISSION
DOCKET NO. E-22, SUB 675**

1 **Q. Please state your name, business address, and position of employment.**

2 A. My name is Timothy P. Stuller. My business address is 120 Tredegar Street,
3 Richmond, Virginia 23219. My title is Manager - Regulation for Virginia
4 Electric and Power Company, which operates in North Carolina as Dominion
5 Energy North Carolina (the “Company”).

6 **Q. Are you the same Timothy P. Stuller who filed direct and supplemental**
7 **testimony in this proceeding?**

8 A. Yes.

9 **Q. Mr. Stuller, what is the purpose of your rebuttal testimony?**

10 A. My rebuttal testimony responds to the testimony of Public Staff witness
11 Darrell Brown and Carolina Industrial Group for Fair Utility Rates I
12 (“CIGFUR”) witness Brian C. Collins submitted in this proceeding on
13 November 7, 2023. Specifically, my rebuttal testimony addresses witness
14 Collins’ recommendations pertaining to the experience modification factor
15 (“EMF”) test period and the Company’s proposed Rider B-1 rate as well as
16 witness Brown’s description of Rider B.

17 **Q. Are you sponsoring any exhibits with your rebuttal testimony?**

1 A. Yes. Rebuttal Company Exhibit TPS-1, consisting of 10 schedules, was
2 prepared under my supervision and direction, and is accurate and complete to
3 the best of my knowledge and belief.

4 **Q. Mr. Stuller, please respond to Public Staff witness Brown’s testimony.**

5 A. The Company does not take any issue with the recommendations or the
6 analysis of Public Staff witnesses Evan Lawrence or Darrell Brown.
7 However, I would like to respond to the description of the Rider B EMF
8 mechanism as described in witness Brown’s testimony. Witness Brown
9 describes the EMF by stating “The EMF rider is utilized to ‘true-up,’ by
10 customer class, the under or over-recovery of fuel and fuel-related costs (fuel
11 costs) experienced during the test year.” Brown Testimony at 2-3. The
12 Company disagrees with the characterization of the EMF as a “true-up,” *by*
13 *customer class*. The Company has not historically tracked or calculated Rider
14 B EMF rates by customer class. Instead, the EMF Rider mechanism
15 establishes a jurisdictional average EMF recovery factor, which is then
16 differentiated by voltage level to arrive at the customer class rates for EMF
17 recovery.

18 In discussions with the Public Staff during this current proceeding, the
19 Public Staff recommended that the Company’s Rider B-1 mechanism be
20 tracked by customer class. The Company took this recommendation under
21 advisement and filed my supplemental testimony to reflect this change to
22 Rider B-1 as originally filed. The Company stands by its supplemental
23 position for Rider B-1 but clarifies that class tracking of under or over-

1 recoveries of current or prior period expense recovered through Riders A and
2 B should continue to use the mechanism long supported by the Company and
3 unopposed by the Public Staff or other parties, and as approved by the
4 Commission in recent fuel factor proceedings.

5 **Q. Mr. Stuller, please summarize CIGFUR witness Collins' recommendation**
6 **for Rider B recovery in this year's case.**

7 A. CIGFUR witness Collins recommends that to the extent the Company has
8 over-recovered under Rider A since June 30, 2023, the Company take this into
9 account and recalculate Rider B for the current case. He requests the June 30,
10 2023 prior period recovery balance of \$17.6 million be extended to a test
11 period ended September 30, 2023. Witness Collins asserts that the Company
12 updated the test period in the 2022 fuel charge proceeding when the recovery
13 position was declining and should also do so in this year's case when the
14 recovery position is improving.

15 **Q. Does the Company find merit in this proposal?**

16 A. Yes. As witness Collins suggests, the recovery balance has improved. From
17 June 30, 2023 to September 30, 2023, the recovery position has decreased
18 from \$17,578,384 to \$7,351,825. I understand that the Company has the
19 statutory authority, in its discretion, to update the experienced costs of fuel
20 and fuel-related costs through the date that is 30 days prior to hearing.¹

¹ N.C. Gen. Stat. § 62-133.2(d)

1 Updating the proposed Rider B rate to be effective February 1, 2024 to
2 incorporate this improved recovery position would lower the North Carolina
3 jurisdictional average rate, including the Regulatory fee, from \$0.004386 per
4 kWh to \$0.001835 per kWh

5 **Q. Do you present revised schedules to support the acceptance of this**
6 **proposal?**

7 A. Yes. My Schedule 3, Page 1 of Rebuttal Company Exhibit TPS-1 reflects this
8 updated balance as of September 30, 2023. The jurisdictional average rate,
9 including the regulatory fee, is calculated and then carried through the rest of
10 my rebuttal schedules, as necessary to reflect the impact of the proposed
11 change.

12 **Q. Does the Company have other updates to propose?**

13 A. Yes. The Company recommends that, if it is updating the current period
14 recovery for the purpose of updating proposed Rider B in this case, then
15 DENC should also update the proposed Rider B-1 for recovery of prior period
16 expense.

17 **Q. Please discuss this additional proposed update further.**

18 A. Similar to the recovery position of current period expense, the recovery of
19 prior period expense has also improved. From July 1, 2023 to September 30,
20 2023, the forecasted recovery position as of January 31, 2024 of prior period
21 expense has decreased from \$26,638,591 as presented in my Direct Schedule
22 4, to \$25,165,475 as presented in my Rebuttal Schedule 4. Updating the

1 proposed Rider B1 rate to be effective February 1, 2024 to incorporate this
2 improved recovery position would lower the Jurisdictional average rate,
3 including the Regulatory fee, from \$0.006648 per kWh as presented in
4 Schedule 5, page 1 of my direct testimony to \$0.006280 per kWh as
5 calculated in my Rebuttal Schedule 5.

6 **Q. What is the Company's understanding of the Public Staff's position on**
7 **this proposal?**

8 A. Based on discussions with the Public Staff, the Company's understanding is
9 that the Public Staff does not oppose DENC's proposal to update Riders B and
10 B-1.

11 **Q. What other recommendations does witness Collins make?**

12 A. Witness Collins also recommends that the Company track the Rider B-1 total
13 over/under-recovery and, once the balance is eliminated, eliminate the Rider
14 B-1 tariff rate.

15 **Q. Does the Company agree with this recommendation?**

16 A. No. The Company does not recommend suspending the recovery of the Rider
17 B1 rate when that balance reaches zero.

18 **Q. Please discuss the issues with this recommendation.**

19 A. The first issue with this recommendation is that it creates an unnecessary
20 complication of Rider B-1 recovery when the Rider B-1 mechanism, as
21 designed, does not carry the same regulatory lag that the Rider A and Rider B
22 mechanisms carry. Because of the forecasted balance of the Rider B-1

1 mechanism, the recovery of Rider B as determined from my Rebuttal
2 Schedule 4, estimated to be \$20,055,857 between October 2023 and January
3 2024, would need to be substantially different than this amount in order to
4 have any significant impact on recovery during the rate year.

5 Second, the suggestion to eliminate the charge upon zeroing out the
6 approximately \$26 million jurisdictional balance requires that the Company
7 continue to track that balance on a Jurisdictional basis. If the Commission
8 approves the class level rate mechanism proposed in my supplemental
9 testimony and supported by Public Staff, then there could be a timing
10 difference in when the various class balances reach zero for each class's
11 respective responsibility of the balance. It would not make sense or be
12 practical to eliminate the charge for one customer class and not all.

13 Third, eliminating the Rider B-1 altogether is not practical because the
14 mechanism is required in order to complete the final true-up in the next rate
15 year. If the Commission determines that the rate should cease to be charged
16 when the jurisdictional balance reaches approximately zero, the Company
17 would propose that it would simply suspend the billing of the Rider B-1 rate,
18 rather than eliminate the Rider B-1 rate.

19 **Q. Do you have a schedule that shows the derivation of the revised proposed**
20 **Rider B-1 rates?**

21 A. Yes. Schedule 5 of Rebuttal Company Exhibit TPS-1 shows the calculation
22 of Rider B-1 rates based on the updated projected balance and class allocator
23 calculated in Rebuttal Schedule 4. The total projected January 31, 2024

1 balance of \$25,165,475 was adjusted for the North Carolina regulatory fee to
 2 arrive at the final amount to be allocated to the classes. The allocators from
 3 Rebuttal Schedule 4 Page 2 were then applied to the final amount of
 4 \$25,202,594. The resulting EMF for each class is shown in Column 5 of
 5 Rebuttal Schedule 5.

6 **Q. Please provide a summary of the updated total fuel factors that the**
 7 **Company is requesting in this case for each class to become effective**
 8 **February 1, 2024.**

9 A. The total updated proposed fuel rates (\$/kWh) for each class are as follows:

<u>Customer Class</u>	<u>Total</u>
Residential	\$0.043086
SGS & PA	\$0.042864
LGS	\$0.042789
Schedule NS	\$0.041860
6VP	\$0.041968
Outdoor Lighting	\$0.042627
Traffic	\$0.042863

10 A comparison of the present and proposed total rates for each class is shown
 11 on my Rebuttal Schedule 6, pages 1 and 2 of Rebuttal Company Exhibit TPS-
 12 1.

13 **Q. Do you have a schedule that shows the updated total fuel revenue**
 14 **recovery by class and for the North Carolina jurisdiction for the 2024**
 15 **Rate Year?**

16 A. Yes. Schedule 7 of Rebuttal Company Exhibit TPS-1 shows the total fuel
 17 revenue recovery by class and for the North Carolina jurisdiction for the 2024

1 Rate Year. The proposed jurisdictional fuel cost levels result in an updated
2 total fuel recovery decrease of \$16,037,878.

3 **Q. Have you included in your supplemental exhibit revisions to Fuel Cost**
4 **Rider A, EMF Rider B, and Rider B-1 to reflect the Company's updated**
5 **proposed total fuel factors, to be effective February 1, 2024?**

6 A. Yes. Schedules 8, 9, and 10 of Rebuttal Company Exhibit TPS-1 provide the
7 revised Fuel Charge Rider A and EMF Rider B as well as Rider B-1 that the
8 Company proposes to become effective on and after February 1, 2024. Rider
9 A is unchanged since the Company's supplemental filing submitted on
10 September 28, 2023. The Company is including this rate schedule with this
11 rebuttal testimony in addition to updated Rider B and Rider B-1 for
12 completeness.

13 **Q. Mr. Stuller, would you explain how these proposed changes in the total**
14 **fuel factor will affect customers' bills? Use bill amounts as of August 1,**
15 **2023, as a point of reference.**

16 A. For Rate Schedule 1 (residential), for a customer using 1,000 kWh per month,
17 the weighted monthly residential bill (4 summer months and 8 base months)
18 would decrease by \$4.10 from \$137.44 to \$133.34, or by 3.0%. For Rate
19 Schedule 5 (small general service), for a customer using 12,500 kWh per
20 month and 50 kW of demand, the weighted monthly bill (4 summer months
21 and 8 base months) would decrease by \$53.26 from \$1,403.33 to \$1,350.07, or
22 by 3.8%. For Rate Schedule 6P (large general service), for a primary voltage
23 customer using 576,000 kWh (259,200 kWh on-peak and 316,800 kWh off-

1 peak) per month and 1,000 kW of demand, the monthly bill would decrease
2 by \$2,298.82 from \$53,036.63 to \$50,737.81, or by 4.3%. For Rate Schedule
3 6L (large general service), for a primary voltage customer using 6,000,000
4 kWh (2,400,000 kWh on-peak and 3,600,000 kWh off-peak) per month and
5 10,000 kW of demand, the monthly bill would decrease by \$23,946.00 from
6 \$518,678.31 to \$494,732.31, or by 4.6%.

7 **Q. Does this conclude your rebuttal testimony?**

8 A. Yes.

**SUMMARY OF KWH ATTRIBUTABLE TO
CHANGE IN USAGE, WEATHER NORMALIZATION, AND CUSTOMER GROWTH**

TWELVE MONTHS ENDED MARCH 31, 2023

OFFICIAL COPY
Nov 16 2023

LINE	JURISDICTION	SYSTEM			TOTAL KWH
		CHANGE IN USAGE KWH	WEATHER NORM. KWH	CUSTOMER GROWTH KWH	
1)	NORTH CAROLINA (A)	11,031,055	33,962,412	26,031,200	71,024,667
2)	VIRGINIA	3,516,310,283	550,500,198	182,615,271	4,249,425,752
3)	COUNTY & MUNICIPAL	58,803,470	2,572,908	117,275,581	178,651,959
4)	STATE	58,842,134	(21,357,555)	67,376,434	104,861,013
5)	MS / FEDERAL GOVERNMENT	0	0	0	0
7)	FERC	<u>0</u>	<u>28,711,483</u>	<u>0</u>	<u>28,711,483</u>
8)	SYSTEM KWH AT SALES LEVEL	3,644,986,942	594,389,446	393,298,486	4,632,674,874
9)	SUBTOTAL - SYSTEM KWH AT GENERATION LEVEL (LINE 8 x 2022 EXPANSION FACTOR) (B)				4,837,049,958

NOTES

() DENOTES NEGATIVE VALUE

(A) NORTH CAROLINA BY CLASS	CHANGE IN USAGE KWH	WEATHER NORM. KWH	CUSTOMER GROWTH KWH	TOTAL KWH
RESIDENTIAL	(21,878,674)	32,740,512	5,835,963	16,697,801
SGS / PA	(4,395,911)	1,221,900	12,029,591	8,855,580
LGS	(7,038,984)	0	6,693,017	(345,967)
NS	40,024,754	0	0	40,024,754
6VP	4,985,608	0	0	4,985,608
ODL & ST LTS	(664,401)	0	1,470,068	805,667
TRAFFIC	<u>(1,337)</u>	<u>0</u>	<u>2,561</u>	<u>1,224</u>
TOTAL	11,031,055	33,962,412	26,031,200	71,024,667

(B) 2022 SYSTEM EXPANSION FACTOR IS 1.044116

**DOMINION ENERGY NORTH CAROLINA
CALCULATION OF SYSTEM AVERAGE FUEL FACTOR
TWELVE MONTHS ENDED JUNE 30, 2023
TO BE EFFECTIVE FEBRUARY 1, 2024**

EXPENSE:	12 MONTH NORMALIZED SYSTEM FUEL EXPENSE (A)	\$	3,242,553,433
SALES:	12 MONTHS SYSTEM KWH SALES ADJUSTED FOR CHANGE IN USAGE, WEATHER AND CUSTOMER GROWTH (B)		93,919,976,874
FEE:	NORTH CAROLINA REGULATORY FEE ADJUSTMENT FACTOR		1.001475
FACTOR =	$\frac{\$3,242,553,433}{93,919,976,874}$	x	1.001475
FACTOR =	\$0.034576 / KWH (C) (D)		

NOTES

- (A) FROM COMPANY EXHIBIT NO. JDM-1 SCHEDULE 4
- (B) SYSTEM KWH AT SALES LEVEL [COMPANY EXHIBIT AJM-1, DIRECT SCHEDULE 3] 89,287,302,000
PLUS: SYSTEM KWH USAGE, WEATHER, GROWTH ADJUSTMENT
[COMPANY EXHIBIT NO. TPS-1, REBUTTAL SCHEDULE 1, LINE 8] 4,632,674,874
TOTAL SYSTEM SALES 93,919,976,874
- (C) THE NORTH CAROLINA JURISDICTIONAL BASE FUEL FACTOR IS \$0.02092/KWH
- (D) WITHOUT NC REGULATORY FEE \$0.034525 /KWH

DOMINION ENERGY NORTH CAROLINA
CALCULATION OF FUEL COST RIDER A
TWELVE MONTHS ENDED JUNE 30, 2023
TO BE EFFECTIVE FEBRUARY 1, 2024

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
<u>CUSTOMER CLASS</u>	<u>KWH SALES</u> (A)	<u>SYSTEM FUEL FACTOR</u> (B)	<u>FUEL REVENUE UNIFORM RATE</u> (1) x (2)	<u>CLASS EXPANSION FACTOR</u>	<u>CLASS KWH @ GENERATION LEVEL</u> (1) x (4)	<u>JURISDICTIONAL UNIFORM RATE @ GENERATION LEVEL</u> (3a) / (5a)	<u>JURISDICTIONAL VOLTAGE DIFFERENTIATED RATE @ SALES LEVEL</u> (4) x (6)	<u>VOLTAGE DIFFERENTIATED BASE FUEL RATE</u>	<u>FUEL COST RIDER A RATE</u> (7) - (8)
RESIDENTIAL	1,577,823,651	\$0.034576	\$54,554,831	1.053586	1,662,372,909	\$0.033158	\$0.034935	\$0.021180	\$0.013755
SGS & PA	762,250,648	\$0.034576	\$26,355,578	1.052612	802,354,179	\$0.033158	\$0.034903	\$0.021150	\$0.013753
LGS	631,266,126	\$0.034576	\$21,826,658	1.045160	659,774,105	\$0.033158	\$0.034655	\$0.020980	\$0.013675
SCHEDULE NS	733,864,312	\$0.034576	\$25,374,092	1.012814	743,268,049	\$0.033158	\$0.033583	\$0.020360	\$0.013223
6VP	284,558,909	\$0.034576	\$9,838,909	1.027402	292,356,392	\$0.033158	\$0.034067	\$0.020650	\$0.013417
OUTDOOR LIGHTING	23,121,607	\$0.034576	\$799,453	1.053586	24,360,601	\$0.033158	\$0.034935	\$0.021180	\$0.013755
TRAFFIC	395,414	\$0.034576	\$13,672	1.053586	416,603	\$0.033158	\$0.034935	\$0.021180	\$0.013755
TOTAL	4,013,280,667		\$138,763,192	(3a)	4,184,902,838	(5a)			

NOTES

(A)

	<u>TEST YR KWH</u>	<u>CHG IN USAGE, WEATHER CUST GROWTH ADJ</u>	<u>TOTAL*</u>
RESIDENTIAL	1,561,125,850	16,697,801	1,577,823,651
SGS & PA	753,395,068	8,855,580	762,250,648
LGS	631,612,093	(345,967)	631,266,126
SCHEDULE NS	693,839,558	40,024,754	733,864,312
6VP	279,573,301	4,985,608	284,558,909
OUTDOOR LIGHTING	22,315,940	805,667	23,121,607
TRAFFIC	394,190	1,224	395,414
TOTAL	3,942,256,000	71,024,667	4,013,280,667

* CLASS KWH AT SALES LEVEL PLUS CHANGE IN USAGE, WEATHER NORMALIZATION, AND CUSTOMER GROWTH [COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 1]

(B) IN \$/KWH

**DOMINION ENERGY NORTH CAROLINA
CALCULATION OF EXPERIENCE MODIFICATION FACTOR - RIDER B
TWELVE MONTHS ENDED JUNE 30, 2023
TO BE EFFECTIVE FEBRUARY 1, 2024**

EXPENSE:	SEPTEMBER 1, 2022 - SEPTEMBER 30, 2023 NC JURISDICTIONAL FUEL EXPENSE UNDER RECOVERY (A)	\$7,351,825
INTEREST:		\$0
NET:		\$7,351,825
SALES:	12 MONTHS JURISDICTIONAL KWH SALES ADJUSTED FOR CHANGE IN USAGE, WEATHER, AND CUSTOMER GROWTH (B)	4,013,280,667
FACTOR (Excl. Reg Fee) =	\$0.001832 / KWH (C)	
FEE:	NORTH CAROLINA REGULATORY FEE ADJUSTMENT FACTOR	1.001475
FACTOR ADJUSTED FOR REG FEE =	$\frac{\$7,351,825}{4,013,280,667} \times 1.001475$	
FACTOR (Incl. Reg Fee) =	\$0.001835 / KWH (D)	

NOTES

- (A) FROM COMPANY EXHIBIT NO. AJM-1 REBUTTAL SCHEDULE 2
- (B) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 2, PAGE 2
- (C) WITHOUT NC REGULATORY FEE \$0.001832 /KWH
- (D) WITH NC REGULATORY FEE \$0.001835 /KWH

**DOMINION ENERGY NORTH CAROLINA
CALCULATION OF EXPERIENCE MODIFICATION FACTOR - RIDER B
TWELVE MONTHS ENDED JUNE 30, 2023
TO BE EFFECTIVE FEBRUARY 1, 2024**

	(1)	(2)	(3)	(4)	(5)	(6)	(7)
<u>CUSTOMER CLASS</u>	<u>KWH SALES</u> (A)	<u>NC JURISDICTIONAL EMF EXCLUDING REGULATORY FEE</u> (B)	<u>FUEL REVENUE UNIFORM EMF EXCLUDING REGULATORY FEE</u> (1) x (2)				
RESIDENTIAL	1,577,823,651	\$0.001832	\$2,890,374				
SGS & PA	762,250,648	\$0.001832	\$1,396,347				
LGS	631,266,126	\$0.001832	\$1,156,400				
SCHEDULE NS	733,864,312	\$0.001832	\$1,344,347				
6VP	284,558,909	\$0.001832	\$521,276				
OUTDOOR LIGHTING	23,121,607	\$0.001832	\$42,356				
TRAFFIC	395,414	\$0.001832	\$724				
TOTAL	4,013,280,667		\$7,351,825				

<u>CUSTOMER CLASS</u>	<u>KWH SALES</u> (A)	<u>NC JURISDICTIONAL EMF INCLUDING REGULATORY FEE</u> (B)	<u>FUEL REVENUE UNIFORM EMF INCLUDING REGULATORY FEE</u> (1) x (2)	<u>CLASS EXPANSION FACTOR</u>	<u>CLASS KWH @ GENERATION LEVEL</u> (1) x (4)	<u>UNIFORM EMF @ GENERATION LEVEL</u> (3a) / (5a)	<u>VOLTAGE DIFFERENTIATED EMF @ SALES LEVEL</u> (4) x (6)
RESIDENTIAL	1,577,823,651	\$0.001835	\$2,895,306	1.053586	1,662,372,909	\$0.001760	\$0.001854
SGS & PA	762,250,648	\$0.001835	\$1,398,730	1.052612	802,354,179	\$0.001760	\$0.001853
LGS	631,266,126	\$0.001835	\$1,158,373	1.045160	659,774,105	\$0.001760	\$0.001839
SCHEDULE NS	733,864,312	\$0.001835	\$1,346,641	1.012814	743,268,049	\$0.001760	\$0.001783
6VP	284,558,909	\$0.001835	\$522,166	1.027402	292,356,392	\$0.001760	\$0.001808
OUTDOOR LIGHTING	23,121,607	\$0.001835	\$42,428	1.053586	24,360,601	\$0.001760	\$0.001854
TRAFFIC	395,414	\$0.001835	\$726	1.053586	416,603	\$0.001760	\$0.001854
TOTAL	4,013,280,667		\$7,364,370	(3a)	4,184,902,838	(5a)	

NOTES

(A) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 2, PAGE 2

(B) IN \$/KWH

PRIOR PERIOD FUEL EXPENSE RECOVERY ESTIMATE
SEPTEMBER 2023 THROUGH JANUARY 2024

	(1)	(2)	(3)	(4)
	FORECASTED NORTH CAROLINA JURISDICTION <u>KWH SALES</u> (A)	PRIOR PERIOD FUEL FACTOR <u>RIDER B</u> (B)	NORTH CAROLINA JURISDICTION <u>PRIOR PD. RECOVERY</u>	CUMULATIVE PRIOR PD. <u>RECOVERY</u>
<u>2023-2024</u>				
September 30, 2023 EMF BALANCE: (C)				\$ 45,221,332
OCTOBER 2023	297,413,541	\$ 0.015976	\$ 4,751,479	\$ 40,469,853
NOVEMBER 2023	310,397,394	\$ 0.015976	\$ 4,958,909	\$ 35,510,945
DECEMBER 2023	359,609,744	\$ 0.015976	\$ 5,745,125	\$ 29,765,819
JANUARY 2024	287,953,467	\$ 0.015976	\$ 4,600,345	\$ 25,165,475
TOTAL	1,255,374,146			

() Denotes Over-Recovery

(A) Monthly kWh sales information from the Company's internal forecast

(B) Jurisdictional Rider B Rate Level August 1, 2023 - January 31, 2024.

(C) The September 30, 2023 EMF Balance is derived from rate year revenue presented in Company Exhibit AJM-1 Rebuttal Schedule 4 and the approved August 31, 2022 EMF balance of \$66,729,9

ALLOLCATION OF RIDER B1 PER STIPULATION FROM CASE NO E-22 SUB 644

<u>CUSTOMER CLASS</u>	JUNE 30, 2022 TEST PERIOD KWH <u>SALES</u> (1)	NC JURISDICTIONAL EMF INCLUDING <u>REGULATORY FEE</u> (2)	FUEL REVENUE UNIFORM EMF INCLUDING <u>REGULATORY FEE*</u> (1) x (2)	CALCULATED RIDER B1 <u>ALLOCATOR</u>
RESIDENTIAL	1,649,056,331	\$0.015976	\$26,345,324	39.4250%
SGS & PA	772,733,741	\$0.015976	\$12,345,194	18.4742%
LGS	659,493,302	\$0.015976	\$10,536,065	15.7669%
SCHEDULE NS	790,913,336	\$0.015976	\$12,635,631	18.9088%
6VP	287,772,567	\$0.015976	\$4,597,455	6.8800%
OUTDOOR LIGHTING	22,402,069	\$0.015976	\$357,895	0.5356%
TRAFFIC	398,626	\$0.015976	\$6,368	0.0095%
TOTAL	<u>4,182,769,972</u>		<u>\$66,823,933</u>	100.0000%

* Table from Page 5 of the filed Stipulation

**DOMINION ENERGY NORTH CAROLINA
CALCULATION OF EXPERIENCE MODIFICATION FACTOR - RIDER B1
PROJECTED REMAINDER OF JULY 1, 2021 - AUGUST 31, 2022 NC JURISDICTIONAL
TO BE EFFECTIVE FEBRUARY 1, 2024**

EXPENSE:	PROJECTED REMAINDER OF JULY 1, 2021 - AUGUST 31, 2022 NC JURISDICTIONAL FUEL EXPENSE UNDER RECOVERY (A)	\$25,165,475
INTEREST:		<u>\$0</u>
NET:		\$25,165,475
FEE:	NORTH CAROLINA REGULATORY FEE ADJUSTMENT FACTOR	1.001475
FACTOR (Incl. Reg Fee) =		\$25,202,594

<u>CUSTOMER CLASS</u>	(1) <u>CALCULATED RIDER B1 ALLOCATOR</u>	(2) PROJECTED REMAINDER OF JULY 1, 2021 - AUGUST 31, 2022 NC JUR FUEL EXPENSE UNDER RECOVERY INCLUDING REG FEE	(3) FUEL REVENUE UNIFORM EMF EXCLUDING REGULATORY FEE (1) x (2)	(4) KWH SALES	(5) NC CLASS B1 EMF INCLUDING REGULATORY FEE (3) / (4)
RESIDENTIAL	39.4250%	\$25,202,594	\$9,936,118	1,577,823,651	\$0.006297
SGS & PA	18.4742%	\$25,202,594	\$4,655,980	762,250,648	\$0.006108
LGS	15.7669%	\$25,202,594	\$3,973,669	631,266,126	\$0.006295
SCHEDULE NS	18.9088%	\$25,202,594	\$4,765,518	733,864,312	\$0.006494
6VP	6.8800%	\$25,202,594	\$1,733,926	284,558,909	\$0.006093
OUTDOOR LIGHTING	0.5356%	\$25,202,594	\$134,980	23,121,607	\$0.005838
TRAFFIC	0.0095%	\$25,202,594	\$2,402	395,414	\$0.006074
TOTAL	100.0000%		<u>\$25,202,594</u>	<u>4,013,280,667</u>	
				Jur Wt Avg:	\$0.006280

NOTES

(A) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 4, PAGE 1

**DOMINION ENERGY NORTH CAROLINA
TOTAL FUEL COST LEVEL - PRESENT AND PROPOSED
TO BE EFFECTIVE FEBRUARY 1, 2024**

	(1)	(2)	(3)	(4)	(5)
	BASE FUEL COMPONENT	RIDER A FUEL CHARGE	RIDER B EMF	RIDER B1 EMF	TOTAL FUEL RATE
	\$/KWH	\$/KWH	\$/KWH	\$/KWH	\$/KWH
<u>NC JURISDICTION</u>					
PRESENT	\$0.020920	\$0.009791	\$0.015976	\$0.000000	\$0.046687
PROPOSED	\$0.020920	\$0.013656	\$0.001835	\$0.006280	\$0.042691
CHANGE	\$0.000000	\$0.003865	(\$0.014141)	\$0.006280	(\$0.003996)
<u>RESIDENTIAL</u>					
PRESENT	\$0.021180	\$0.009861	\$0.016147	\$0.000000	\$0.047188
PROPOSED	\$0.021180	\$0.013755	\$0.001854	\$0.006297	\$0.043086
CHANGE	\$0.000000	\$0.003894	(\$0.014293)	\$0.006297	(\$0.004102)
<u>SGS & PA</u>					
PRESENT	\$0.021150	\$0.009849	\$0.016126	\$0.000000	\$0.047125
PROPOSED	\$0.021150	\$0.013753	\$0.001853	\$0.006108	\$0.042864
CHANGE	\$0.000000	\$0.003904	(\$0.014273)	\$0.006108	(\$0.004261)
<u>LGS</u>					
PRESENT	\$0.020980	\$0.009792	\$0.016008	\$0.000000	\$0.046780
PROPOSED	\$0.020980	\$0.013675	\$0.001839	\$0.006295	\$0.042789
CHANGE	\$0.000000	\$0.003883	(\$0.014169)	\$0.006295	(\$0.003991)

NOTES

() DENOTES NEGATIVE VALUE

**DOMINION ENERGY NORTH CAROLINA POWER
TOTAL FUEL COST LEVEL - PRESENT AND PROPOSED
TO BE EFFECTIVE FEBRUARY 1, 2024**

	(1)	(2)	(3)	(4)	(5)
<u>SCHEDULE NS</u>	<u>BASE FUEL COMPONENT \$/KWH</u>	<u>RIDER A FUEL CHARGE \$/KWH</u>	<u>RIDER B EMF \$/KWH</u>	<u>RIDER B1 EMF \$/KWH</u>	<u>TOTAL FUEL RATE \$/KWH</u>
PRESENT	\$0.020360	\$0.009482	\$0.015524	\$0.000000	\$0.045366
PROPOSED	<u>\$0.020360</u>	<u>\$0.013223</u>	<u>\$0.001783</u>	<u>\$0.006494</u>	<u>\$0.041860</u>
CHANGE	\$0.000000	\$0.003741	(\$0.013741)	\$0.006494	(\$0.003506)
<u>6VP</u>	<u>BASE FUEL COMPONENT \$/KWH</u>	<u>RIDER A FUEL CHARGE \$/KWH</u>	<u>RIDER B EMF \$/KWH</u>	<u>RIDER B1 EMF \$/KWH</u>	<u>TOTAL FUEL RATE \$/KWH</u>
PRESENT	\$0.020650	\$0.009621	\$0.015747	\$0.000000	\$0.046018
PROPOSED	<u>\$0.020650</u>	<u>\$0.013417</u>	<u>\$0.001808</u>	<u>\$0.006093</u>	<u>\$0.041968</u>
CHANGE	\$0.000000	\$0.003796	(\$0.013939)	\$0.006093	(\$0.004050)
<u>OUTDOOR LIGHTING</u>	<u>BASE FUEL COMPONENT \$/KWH</u>	<u>RIDER A FUEL CHARGE \$/KWH</u>	<u>RIDER B EMF \$/KWH</u>	<u>RIDER B1 EMF \$/KWH</u>	<u>TOTAL FUEL RATE \$/KWH</u>
PRESENT	\$0.021180	\$0.009861	\$0.016147	\$0.000000	\$0.047188
PROPOSED	<u>\$0.021180</u>	<u>\$0.013755</u>	<u>\$0.001854</u>	<u>\$0.005838</u>	<u>\$0.042627</u>
CHANGE	\$0.000000	\$0.003894	(\$0.014293)	\$0.005838	(\$0.004561)
<u>TRAFFIC</u>	<u>BASE FUEL COMPONENT \$/KWH</u>	<u>RIDER A FUEL CHARGE \$/KWH</u>	<u>RIDER B EMF \$/KWH</u>	<u>RIDER B1 EMF \$/KWH</u>	<u>TOTAL FUEL RATE \$/KWH</u>
PRESENT	\$0.021180	\$0.009861	\$0.016147	\$0.000000	\$0.047188
PROPOSED	<u>\$0.021180</u>	<u>\$0.013755</u>	<u>\$0.001854</u>	<u>\$0.006074</u>	<u>\$0.042863</u>
CHANGE	\$0.000000	\$0.003894	(\$0.014293)	\$0.006074	(\$0.004325)

NOTES

() DENOTES NEGATIVE VALUE

**DOMINION ENERGY NORTH CAROLINA
TOTAL FUEL RECOVERY
TWELVE MONTHS ENDED JUNE 30, 2023
TO BE EFFECTIVE FEBRUARY 1, 2024**

	(1)	(2)	(3)	(4)	(5)	(6)	(7)
<u>CUSTOMER CLASS</u>	<u>SALES(KWH)</u>	<u>BASE FUEL COMPONENT (A)</u>	<u>FUEL COST RIDER A (B)</u>	<u>EMF RIDER B (C)</u>	<u>EMF RIDER B1 (D)</u>	<u>TOTAL (2) + (3) + (4) + (5)</u>	<u>TOTAL REVENUE (1) x (6)</u>
RESIDENTIAL	1,577,823,651	\$0.021180	\$0.013755	\$0.001854	\$0.006297	\$0.043086	\$67,982,110
SGS & PA	762,250,648	\$0.021150	\$0.013753	\$0.001853	\$0.006108	\$0.042864	\$32,673,112
LGS	631,266,126	\$0.020980	\$0.013675	\$0.001839	\$0.006295	\$0.042789	\$27,011,246
SCHEDULE NS	733,864,312	\$0.020360	\$0.013223	\$0.001783	\$0.006494	\$0.041860	\$30,719,560
6VP	284,558,909	\$0.020650	\$0.013417	\$0.001808	\$0.006093	\$0.041968	\$11,942,368
OUTDOOR LIGHTING	23,121,607	\$0.021180	\$0.013755	\$0.001854	\$0.005838	\$0.042627	\$985,605
TRAFFIC	395,414	\$0.021180	\$0.013755	\$0.001854	\$0.006074	\$0.042863	\$16,949
TOTAL	4,013,280,667						\$171,330,950

	<u>SALES(KWH)</u>	<u>BASE FUEL COMPONENT</u>	<u>FUEL COST RIDER A</u>	<u>EMF RIDER B</u>	<u>EMF RIDER B1</u>	<u>TOTAL (2) + (3) + (4) + (5)</u>	<u>TOTAL REVENUE (1) x (6)</u>
NORTH CAROLINA JURISDICTION	4,013,280,667	\$0.020920	\$0.013656	\$0.001835	\$0.006280	\$0.042691	\$171,330,156

	<u>SALES(KWH)</u>	<u>PRESENT TOTAL RATE</u>	<u>PROPOSED TOTAL RATE</u>	<u>TOTAL CHANGE (3) - (2)</u>	<u>TOTAL REVENUE CHANGE (4) x (1)</u>
NORTH CAROLINA JURISDICTION REVENUE CHANGE	4,013,280,667	\$0.046687	\$0.042691	(\$0.003996)	(\$16,037,878)

NOTES

- (A) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 2, PAGE 2
- (B) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 2, PAGE 2
- (C) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 3, PAGE 2
- (D) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 5

FUEL COST RIDER

The applicable cents per kilowatt-hour charge¹ shall be added to the base fuel cost contained in the energy charges within each of the following Dominion Energy North Carolina filed Rate Schedules.

Rate Schedule	Customer Class	Cents per kWh Charge
Schedule 1	Residential	1.3755¢/kWh
Schedule 1DF	Residential	1.3755¢/kWh
Schedule 1P	Residential	1.3755¢/kWh
Schedule 1T	Residential	1.3755¢/kWh
Schedule 1W	Residential	1.3755¢/kWh
Schedule 5	SGS & Public Authority	1.3753¢/kWh
Schedule 5C	SGS & Public Authority	1.3753¢/kWh
Schedule 5P	SGS & Public Authority	1.3753¢/kWh
Schedule 7	SGS & Public Authority	1.3753¢/kWh
Schedule 30	SGS & Public Authority	1.3753¢/kWh
Schedule 42	SGS & Public Authority	1.3753¢/kWh
Schedule 6C	Large General Service	1.3675¢/kWh
Schedule 6L	Large General Service	1.3675¢/kWh
Schedule 6P	Large General Service	1.3675¢/kWh
Schedule 10	Large General Service	1.3675¢/kWh
Schedule LGS – RTP With Customer Baseline Load	Large General Service	1.3675¢/kWh
Schedule 26	Outdoor Lighting	1.3755¢/kWh
Schedule 30T	Traffic Control	1.3755¢/kWh
Schedule 6VP	6VP	1.3417¢/kWh
Schedule NS Tier 2-Type A and Tier 3 Energy Charges	Schedule NS	1.3223¢/kWh
Schedule NS Tier 1 Type A & B, and Tier 2-Type B Energy Charges	Schedule NS	Rider A is Included in the Energy Charges

¹This charge is not a part of the base fuel cost included in the energy prices stated in the Rate Schedules and should, therefore, be applied in addition to the prices stated in the Rate Schedules.

RIDER BEXPERIENCE MODIFICATION FACTOR (EMF)

The applicable cents per kilowatt-hour charge¹ shall be added to the energy charges contained within each of the following Dominion Energy North Carolina filed Rate Schedules.

Rate Schedule	Customer Class	Cents per kWh Charge
Schedule 1	Residential	0.1854¢/kWh
Schedule 1DF	Residential	0.1854¢/kWh
Schedule 1P	Residential	0.1854¢/kWh
Schedule 1T	Residential	0.1854¢/kWh
Schedule 1W	Residential	0.1854¢/kWh
Schedule 5	SGS & Public Authority	0.1853¢/kWh
Schedule 5C	SGS & Public Authority	0.1853¢/kWh
Schedule 5P	SGS & Public Authority	0.1853¢/kWh
Schedule 7	SGS & Public Authority	0.1853¢/kWh
Schedule 30	SGS & Public Authority	0.1853¢/kWh
Schedule 42	SGS & Public Authority	0.1853¢/kWh
Schedule 6C	Large General Service	0.1839¢/kWh
Schedule 6L	Large General Service	0.1839¢/kWh
Schedule 6P	Large General Service	0.1839¢/kWh
Schedule 10	Large General Service	0.1839¢/kWh
Schedule LGS – RTP With Customer Baseline Load	Large General Service	0.1839¢/kWh
Schedule 26	Outdoor Lighting	0.1854¢/kWh
Schedule 30T	Traffic Control	0.1854¢/kWh
Schedule 6VP	6VP	0.1808¢/kWh
Schedule NS Tier 2-Type A and Tier 3 Energy Charges	Schedule NS	0.1783¢/kWh
Schedule NS Tier 1 Type A & B, and Tier 2-Type B Energy Charges	Schedule NS	Rider B is Included in the Energy Charges

¹This charge is not a part of the base fuel cost included in the energy prices stated in the Rate Schedules and should, therefore, be applied in addition to the prices stated in the Rate Schedules.

RIDER B1EXPERIENCE MODIFICATION FACTOR (EMF)

The applicable cents per kilowatt-hour charge¹ shall be added to the energy charges contained within each of the following Dominion Energy North Carolina filed Rate Schedules.

Rate Schedule	Customer Class	Cents per kWh Charge
Schedule 1	Residential	0.6297¢/kWh
Schedule 1DF	Residential	0.6297¢/kWh
Schedule 1P	Residential	0.6297¢/kWh
Schedule 1T	Residential	0.6297¢/kWh
Schedule 1W	Residential	0.6297¢/kWh
Schedule 5	SGS & Public Authority	0.6108¢/kWh
Schedule 5C	SGS & Public Authority	0.6108¢/kWh
Schedule 5P	SGS & Public Authority	0.6108¢/kWh
Schedule 7	SGS & Public Authority	0.6108¢/kWh
Schedule 30	SGS & Public Authority	0.6108¢/kWh
Schedule 42	SGS & Public Authority	0.6108¢/kWh
Schedule 6C	Large General Service	0.6295¢/kWh
Schedule 6L	Large General Service	0.6295¢/kWh
Schedule 6P	Large General Service	0.6295¢/kWh
Schedule 10	Large General Service	0.6295¢/kWh
Schedule LGS – RTP With Customer Baseline Load	Large General Service	0.6295¢/kWh
Schedule 26	Outdoor Lighting	0.5838¢/kWh
Schedule 30T	Traffic Control	0.6074¢/kWh
Schedule 6VP	6VP	0.6093¢/kWh
Schedule NS Tier 2-Type A and Tier 3 Energy Charges	Schedule NS	0.6494¢/kWh
Schedule NS Tier 1 Type A & B, and Tier 2-Type B Energy Charges	Schedule NS	Rider B1 is Included in the Energy Charges

¹This charge is not a part of the base fuel cost included in the energy prices stated in the Rate Schedules and should, therefore, be applied in addition to the prices stated in the Rate Schedules.

**REBUTTAL TESTIMONY
OF
ALAN J. MOORE
ON BEHALF OF
DOMINION ENERGY NORTH CAROLINA
BEFORE THE
NORTH CAROLINA UTILITIES COMMISSION
DOCKET NO. E-22, SUB 675**

1 **Q. Please state your name, business address, and position of employment.**

2 A. My name is Alan J. Moore, and my business address is 120 Tredegar Street,
3 Richmond, Virginia 23219. I am a Supervisor of Accounting for the
4 Dominion Energy Virginia and Contracted Assets operating segments of
5 Dominion Energy, Inc., which includes responsibility for Virginia Electric &
6 Power Company, which operates in North Carolina as Dominion Energy
7 North Carolina (“Company”).

8 **Q. Are you the same Alan J. Moore who filed direct testimony in this case on**
9 **August 15, 2023?**

10 A. Yes.

11 **Q. What is the purpose of your rebuttal testimony?**

12 A. The purpose of my rebuttal testimony is to present the Company’s actual
13 system fuel expenses for the updated test period, the fifteen months ended
14 September 30, 2023, and the Company’s jurisdictional North Carolina
15 recovery experience as of September 30, 2023.

16 **Q. In the course of your testimony will you introduce any exhibits?**

1 A. Yes. Rebuttal Company Exhibit AJM-1 has been prepared under my direction
2 and supervision and is accurate and complete to the best of my knowledge and
3 belief. Rebuttal Company Exhibit AJM-1 consists of the following three
4 schedules:

5 Rebuttal Schedule 1: Actual System Fuel and Purchased Power Expenses

6 Rebuttal Schedule 2: North Carolina Recovery Experience

7 Rebuttal Schedule 4: Actual Fuel-Related Revenues

8 **Q. Please provide the Company's actual fuel expenses incurred for the**
9 **fifteen month period July 1, 2022, through September 30, 2023, and the**
10 **Company's North Carolina recovery position as of September 30, 2023.**

11 A. Based on the North Carolina jurisdictional fuel factor methodology approved
12 by the Commission, the actual system fuel expenses incurred by the Company
13 during this fifteen month period totaled \$3,662,448,572. The Company was
14 in a fuel cost under-recovery position of \$7,351,825 on a North Carolina
15 jurisdictional basis as of September 30, 2023.

16 **Q. What were the total fuel costs and fuel revenues for North Carolina**
17 **jurisdictional customers?**

18 A. The fuel costs allocated to North Carolina jurisdictional customers totaled
19 \$161,253,324. The Company received fuel revenues totaling \$132,872,452.
20 The difference between the fuel costs and the fuel revenues resulted in an

1 under-recovery of \$28,380,872 for the fifteen month period ended September
2 30, 2023.

3 **Q. Did you make any adjustments to the North Carolina September 30, 2023**
4 **recovery position in order to calculate the updated EMF?**

5 A. Yes. As previously mentioned in my filed Direct Testimony, the stipulated
6 EMF included in the Commission's final order in the 2022 fuel cost recovery
7 proceeding, Docket No. E-22, Sub 644 was an under-recovery of \$66,729,993.
8 A portion of that under-recovery balance in the amount of \$21,029,046 was
9 due to the under-recoveries in the months of July and August 2022. Since
10 these months overlap with the current filing test period, the under-recovery
11 from these two months must be removed from the North Carolina September
12 30, 2023 recovery position before determining the EMF. The resulting
13 adjusted EMF is an under-recovery of \$7,351,825.

14 **Q. Mr. Moore, does this conclude your rebuttal testimony?**

15 A. Yes, it does.

**Dominion Energy North Carolina
Actual System Fuel and Purchased Power Expenses
July 2022 - September 2023**

	<u>System Expenses As Booked (1)</u>	<u>North Carolina System Expenses As Booked (2)</u>
<u>Steam Generation Fuel Cost</u>		
July 2022	\$ 38,382,591	\$ 38,382,591
August	29,578,139	29,578,139
September	12,491,598	12,491,598
October	4,542,456	4,542,456
November	12,554,208	12,554,208
December	37,838,113	37,838,113
January 2023	19,014,873	19,014,873
February	29,340,406	29,340,406
March	26,595,464	26,595,464
April	19,187,132	19,187,132
May	24,338,523	24,338,523
June	22,717,262	22,717,262
July	39,673,746	39,673,746
August	34,350,415	34,350,415
September	20,611,168	20,611,168
FERC Account 501 - Steam Fuel Cost	<u>\$ 371,216,095</u>	<u>\$ 371,216,095</u>
<u>Nuclear Generation Fuel Cost</u>		
July 2022	\$ 15,255,444	\$ 14,488,002
August	13,130,534	12,440,636
September	10,847,207	10,760,603
October	11,282,976	11,169,486
November	10,883,087	10,852,139
December	13,023,885	12,853,467
January 2023	14,715,078	14,608,167
February	13,939,644	13,372,099
March	17,122,739	16,999,529
April	13,267,775	12,584,990
May	10,891,965	10,799,643
June	17,235,670	12,778,892
July	14,370,385	13,963,748
August	16,099,684	14,013,519
September	12,722,427	10,305,132
FERC Account 518 - Nuclear Fuel Cost	<u>\$ 204,788,500</u>	<u>\$ 191,990,052</u>

Dominion Energy North Carolina
Actual System Fuel and Purchased Power Expenses
July 2022 - June 2023

	System Expenses As Booked (1)	North Carolina System Expenses As Booked (2)
<u>Other Generation Fuel Cost</u>		
July 2022	\$ 220,387,215	\$ 220,387,215
August	255,169,557	255,169,557
September	163,505,871	163,505,871
October	108,428,320	108,428,320
November	106,179,347	106,179,347
December	240,211,589	240,211,589
January 2023	138,421,075	138,421,075
February	112,981,922	112,981,922
March	79,689,860	79,689,860
April	44,429,793	44,429,793
May	54,960,265	54,960,265
June	68,004,119	68,004,119
July	85,889,103	85,889,103
August	81,073,574	81,073,574
September	67,124,946	67,124,946
FERC Account 547 - Other Fuel Cost	\$ 1,826,456,556	\$ 1,826,456,556
Total Cost of Fuel Used in Current Generation	\$ 2,402,461,152	\$ 2,389,662,703
<u>Purchased Power</u>		
July 2022	146,610,249	\$ 109,124,518
August	233,435,160	167,463,678
September	226,127,614	171,637,167
October	129,293,461	96,989,900
November	155,775,624	115,154,744
December	187,659,944	134,611,930
January 2023	62,239,291	48,188,122
February	43,423,702	33,457,160
March	46,713,757	34,998,986
April	112,172,799	83,173,593
May	95,777,335	70,566,281
June	42,135,170	28,567,648
July	91,107,394	64,519,380
August	63,646,069	44,094,600
September	98,325,730	70,238,160
FERC Account 555 - Purchased Power Cost	\$ 1,734,443,299	\$ 1,272,785,869

**Dominion North Carolina Power
 Actual System Fuel and Purchased Power Expenses
 July 2022 - June 2023**

<u>Total Fuel and Purchased Power Cost</u>	<u>System Expenses As Booked (1)</u>	<u>North Carolina System Expenses As Booked (2)</u>
July 2022	\$ 420,635,500	\$ 382,382,326
August	531,313,391	464,652,010
September	412,972,289	358,395,239
October	253,547,213	221,130,163
November	285,392,266	244,740,437
December	478,733,531	425,515,099
January 2023	234,390,317	220,232,237
February	199,685,675	189,151,588
March	170,121,820	158,283,840
April	189,057,499	159,375,508
May	185,968,088	160,664,712
June	150,092,222	132,067,922
July	231,040,628	204,045,976
August	195,169,742	173,532,110
September	198,784,272	168,279,406
Total Fuel and Purchased Power Cost	\$ 4,136,904,451	\$ 3,662,448,572

**Dominion Energy North Carolina
North Carolina Recovery Experience
Fifteen Months Ended September 2023**

PART I	July-22	August-22	September-22	October-22	November-22	December-22	January-23	February-23	March-23	April-23	May-23	June-23	July-23	August-23	September-23	Total
FERC Account 501 - Steam Fuel Cost	\$ 38,382,591	\$ 29,578,139	\$ 12,491,598	\$ 4,542,456	\$ 12,554,208	\$ 37,838,113	\$ 19,014,873	\$ 29,340,406	\$ 26,595,464	\$ 19,187,132	\$ 24,338,523	\$ 22,717,262	\$ 39,673,746	\$ 34,350,415	\$ 20,611,168	\$ 371,216,095
FERC Account 518 - Nuclear Fuel Cost	\$ 14,488,002	\$ 12,440,636	\$ 10,760,603	\$ 11,169,486	\$ 10,852,139	\$ 12,853,467	\$ 14,608,167	\$ 13,372,099	\$ 16,999,529	\$ 12,584,990	\$ 10,799,643	\$ 12,778,892	\$ 13,963,748	\$ 14,013,519	\$ 10,305,132	\$ 191,990,052
FERC Account 547 - Other Fuel Cost	\$ 220,387,215	\$ 255,169,557	\$ 163,505,871	\$ 108,428,320	\$ 106,179,347	\$ 240,211,589	\$ 138,421,075	\$ 112,981,922	\$ 79,689,860	\$ 44,429,793	\$ 54,960,265	\$ 68,004,119	\$ 85,889,103	\$ 81,073,574	\$ 67,124,946	\$ 1,826,456,556
FERC Account 555 - Purchased Power Cost	\$ 109,124,518	\$ 167,463,678	\$ 171,637,167	\$ 96,989,900	\$ 115,154,744	\$ 134,611,930	\$ 48,188,122	\$ 33,457,160	\$ 34,998,986	\$ 83,173,593	\$ 70,566,281	\$ 28,567,648	\$ 64,519,380	\$ 44,094,600	\$ 70,238,160	\$ 1,272,785,869
Total NC System Fuel and Purchased Power Cost	\$ 382,382,326	\$ 464,652,010	\$ 358,395,239	\$ 221,130,163	\$ 244,740,437	\$ 425,515,099	\$ 220,232,237	\$ 189,151,588	\$ 158,283,840	\$ 159,375,508	\$ 160,664,712	\$ 132,067,922	\$ 204,045,976	\$ 173,532,110	\$ 168,279,406	\$ 3,662,448,572
Exclude System AFUDC	(30,607)	(24,522)	(20,676)	(24,589)	(30,948)	(35,895)	(40,140)	(36,598)	(40,376)	(36,042)	(32,622)	(33,794)	(41,988)	(42,132)	(30,784)	(501,713)
Total NC System Fuel and Purchased Power Cost w/o AFUDC	\$ 382,351,719	\$ 464,627,488	\$ 358,374,562	\$ 221,105,573	\$ 244,709,489	\$ 425,479,204	\$ 220,192,097	\$ 189,114,990	\$ 158,243,464	\$ 159,339,466	\$ 160,632,090	\$ 132,034,128	\$ 204,003,989	\$ 173,489,977	\$ 168,248,622	\$ 3,661,946,859
PART II																
NC Jurisdictional Fuel and Purchased Power Cost w/o AFUDC	\$ 19,693,824	\$ 19,696,959	\$ 16,326,137	\$ 9,758,862	\$ 10,293,059	\$ 19,162,788	\$ 7,952,303	\$ 8,542,427	\$ 6,926,247	\$ 8,101,544	\$ 3,644,373	\$ 7,316,767	\$ 8,585,659	\$ 7,856,228	\$ 7,290,706	\$ 161,147,881
Credit for the fuel cost from Non-Requirement Sales	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Credit for the fuel cost from PJM Off-system Sales	\$ (102,117)	\$ 9,384	\$ -	\$ (990)	\$ -	\$ (198,073)	\$ (26,581)	\$ (13,914)	\$ (18,294)	\$ 746	\$ -	\$ (3,876)	\$ (287)	\$ (33,564)	\$ -	\$ (387,568)
RGGI Related Emissions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Fuel Related Adjustments ⁽¹⁾	30,084	24,096	20,317	24,161	30,410	35,271	39,441	35,961	39,673	35,415	32,055	33,206	41,271	41,400	30,249	493,011
Adjusted NC Jurisdiction Fuel and Purchased Power Cost	\$ 19,621,791	\$ 19,730,438	\$ 16,346,453	\$ 9,782,033	\$ 10,323,469	\$ 18,999,986	\$ 7,965,163	\$ 8,564,474	\$ 6,947,626	\$ 8,137,704	\$ 3,676,428	\$ 7,346,097	\$ 8,626,643	\$ 7,864,064	\$ 7,320,955	\$ 161,253,324
PART III																
Adjusted NC Jurisdiction Fuel and Purchased Power Cost	\$ 19,621,791	\$ 19,730,438	\$ 16,346,453	\$ 9,782,033	\$ 10,323,469	\$ 18,999,986	\$ 7,965,163	\$ 8,564,474	\$ 6,947,626	\$ 8,137,704	\$ 3,676,428	\$ 7,346,097	\$ 8,626,643	\$ 7,864,064	\$ 7,320,955	\$ 161,253,324
NC Jurisdictional Revenue	(10,294,897)	(7,387,173)	(7,067,573)	(6,173,517)	(6,606,004)	(7,871,233)	(5,608,381)	(10,073,784)	(10,198,876)	(10,244,072)	(4,717,126)	(12,591,596)	(11,813,284)	(10,831,811)	(11,393,125)	(132,872,452)
(Over)/Under Recovery	\$ 9,326,893	\$ 12,343,265	\$ 9,278,880	\$ 3,608,516	\$ 3,717,465	\$ 11,128,753	\$ 2,356,782	\$ (1,509,310)	\$ (3,251,249)	\$ (2,106,368)	\$ (1,040,698)	\$ (5,245,499)	\$ (3,186,641)	\$ (2,967,747)	\$ (4,072,171)	\$ 28,380,872
Cumulative (Over)/Under Recovery	\$ 9,326,893	\$ 21,670,158	\$ 30,949,039	\$ 34,557,555	\$ 38,275,020	\$ 49,403,772	\$ 51,760,555	\$ 50,251,245	\$ 46,999,995	\$ 44,893,627	\$ 43,852,929	\$ 38,607,430	\$ 35,420,789	\$ 32,453,043	\$ 28,380,872	

⁽¹⁾ Includes jurisdictional AFUDC and AFUDC tax credits.

⁽²⁾ The adjustment removes the amount of the test period Experience Modification Factor (EMF) that is already being recovered, or will be recovered, as part of the stipulated EMF per E-22, Sub 644 Final Order

**Dominion Energy North Carolina
Actual Fuel Related Revenues
Fifteen Months Ended September 2023**

	System Fuel Related Revenues As Booked*	North Carolina Retail Fuel Factor Related Revenues*	
		Current Period	EMF Rider B
		(1)	(2)
July 2022	\$317,862,594	\$ 10,294,897	908,680
August	284,367,112	7,387,173	652,058
September	289,101,138	7,067,573	623,823
October	251,107,428	6,173,517	544,914
November	269,340,509	6,606,004	583,080
December	295,281,473	7,871,233	694,759
January 2023	274,108,586	5,608,381	495,047
February	251,764,951	10,073,784	1,625,329
March	270,382,799	10,198,876	1,582,337
April	224,229,667	10,244,072	1,589,261
May	235,044,913	4,717,126	731,914
June	261,620,602	12,591,596	1,953,563
July	262,638,796	11,813,284	1,832,834
August	234,173,389	10,831,811	6,266,730
September	250,545,792	11,393,125	5,926,693
Total Fuel Related Revenues	<u>\$3,971,569,751</u>	<u>\$ 132,872,452</u>	<u>\$ 26,011,021</u>

*Including unbilled kWh revenues.

CERTIFICATE OF SERVICE

I hereby certify that copies of the foregoing Rebuttal Testimony of Timothy P. Stuller and Alan J. Moore, as filed in Docket No. E-22, Sub 675, were served electronically or via U.S. mail, first-class, postage prepaid, upon all parties of record.

This, the 16th day of November, 2023.

/s/Mary Lynne Grigg

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