

November 1, 2022

**VIA Electronic Filing**

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

*Re: Dominion Energy North Carolina's Rebuttal Testimony  
Docket No. E-22, Sub 644*

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 (the "Company"), are the Rebuttal Testimonies of Timothy P. Stuller and Ronnie T. Campbell.

Thank you for your assistance with this matter. Please call me if additional information is required.

Very truly yours,

/s/Mary Lynne Grigg

MLG:tl

Enclosures

**REBUTTAL TESTIMONY  
OF  
RONNIE T. CAMPBELL  
ON BEHALF OF  
DOMINION ENERGY NORTH CAROLINA  
BEFORE THE  
NORTH CAROLINA UTILITIES COMMISSION  
DOCKET NO. E-22, SUB 644**

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

2    A.     My name is Ronnie T. Campbell, and my business address is 707 East Main  
3           Street, Richmond, Virginia 23219. I am a Manager 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”). My responsibilities include overseeing  
8           personnel responsible for recording the Company’s actual fuel and purchased  
9           power expenses, as well as any under-/over-recovery of such expenses  
10          through the fuel deferral mechanism, operation and maintenance accounting  
11          activities, reserve analysis and joint owner billings.

12   **Q.     Are you the same Ronnie T. Campbell who filed direct testimony in this**  
13          **case on August 9, 2022, and supplemental testimony on October 17, 2022?**

14   A.     Yes.

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

16   A.     The purpose of my rebuttal testimony is to support the Company’s plans as  
17          described in the rebuttal testimony of Company witness Timothy P. Stuller

1           that recommends a deferral methodology for the LGS Classes that would  
2           involve a 3-year deferral of the prior period balance attributed to the LGS  
3           Classes.

4   **Q.    Does the Class Deferral methodology require special accounting**  
5   **treatment?**

6   A.    Yes. The deferral for the non-industrial classes (residential, SGS, lighting)  
7           will be tracked separately from the deferral for the LGS Classes to guarantee  
8           that the deferred amount remains the responsibility of the classes getting the  
9           benefit in the current rate year. This is necessary because these two groups of  
10          classes will be recovering their respective deferral balances over different  
11          periods of time as discussed in the testimony of Company witness Stuller.

12   **Q.    Please provide more detail regarding how the accounting would work for**  
13   **the LGS Classes mitigation.**

14   A.    Instead of phasing in the Rider B rate over two six month periods (as proposed  
15           for residential customers), the LGS Classes will have a Rider B rate that  
16           recovers one-third of the classes' under-recovery balance in the rate year.  
17           This will leave an under-recovery of prior period expense over the course of  
18           the 2023 fuel year. Then, in the 2023 fuel proceeding the Company will  
19           propose LGS Class rates to recover one-half of the outstanding balance of the  
20           prior period fuel expense as deferred fuel expense, through Rider B, in the  
21           2024 fuel year. Then in the 2024 fuel proceeding the Company will propose  
22           LGS Class rates to recover the remaining prior period fuel expense as deferred

1 fuel expense, through Rider B, in the 2024 fuel year. Lastly, in the 2025 fuel  
2 proceeding, the Company will establish LGS Class rates to recover or refund  
3 during the 2026 fuel year any final over or under-recovery of the original  
4 balance. In order to implement this deferral plan the Company proposes to  
5 track those amounts in separate class deferrals.

6 **Q. Mr. Campbell, does this conclude your supplemental testimony?**

7 A. Yes, it

**REBUTTAL TESTIMONY OF  
TIMOTHY P. STULLER  
ON BEHALF OF  
DOMINION ENERGY NORTH CAROLINA  
BEFORE THE  
NORTH CAROLINA UTILITIES COMMISSION  
DOCKET NO. E-22, SUB 644**

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 Regulatory Consultant for Virginia  
4            Electric and Power Company, which operates in North Carolina as Dominion  
5            Energy North Carolina (“the Company”).

6    **Q.     Have you previously filed testimony in this proceeding?**

7    A.     Yes, I am the same Timothy P. Stuller who filed direct testimony in this case  
8            on August 9, 2022, and supplemental direct testimony on October 17, 2022.

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

10   A.     I will address the testimony of the Public Staff - North Carolina Utilities  
11            Commission (“Public Staff”) and the Carolina Industrial Group for Fair Utility  
12            Rates I (“CIGFUR I”). I will also clarify the Company’s position regarding  
13            the proposed mitigation scenarios and present an alternative mitigation  
14            concept to lessen the impact on our high load factor customers.

15   **Q.     Do you present any exhibits?**

16   A.     Yes. I present Rebuttal Schedules 1-8. Rebuttal Schedules 1-3 are the same as  
17            presented with my Supplemental Testimony. Rebuttal Schedule 4 provides the  
18            development of mitigation methodology rates. Rebuttal Schedule 5 compares

1 rates under the Alternative B Stepped Mitigation methodology to the rates  
2 under the LGS Class Mitigation proposal, which is presented later in my  
3 testimony. Rebuttal Schedule 6 provides the comparison of rates under the full  
4 recovery approach. Rebuttal Schedule 7 is the total fuel recovery under the  
5 LGS Class Mitigation proposal for the LGS, 6VP, and NS classes. Rebuttal  
6 Schedule 8 provides the total fuel recovery under the Full Recovery scenario.

7 **Q. Have you reviewed the testimony from Public Staff Witness Evan D.**  
8 **Lawrence?**

9 A. Yes. Witness Lawrence summarizes the revenue recovery levels and the bill  
10 impact associated with the Alternative mitigation proposal from my  
11 supplemental direct testimony filed October 17, 2022, in this proceeding  
12 (“Supplemental Testimony”). I agree with his calculations. Witness Lawrence  
13 is supportive the Company’s proposal and recommends approval of the rates  
14 presented in Schedule 5b to my Supplemental Testimony.

15 **Q. Have you reviewed the testimony filed on behalf of CIGFUR I?**

16 A. Yes. The Company recognizes and is sensitive to the concerns of the large  
17 industrial customers expressed by CIGFUR I Witness Brian C. Collins.  
18 Witness Collins describes the full recovery impact to these customers and  
19 presents a two-pronged approach to mitigate the impact of the increase.

20 **Q. Please describe the two-pronged approach presented by Witness Collins.**

21 A. Witness Collins presents in his testimony and schedules a two-pronged rate  
22 mitigation approach involving the equal percentage methodology as the first  
23 prong and a deferral of prior period expense recovery as the second prong.

1 The equal percentage methodology is an allocation methodology that equally  
2 applies an increase or decrease in fuel billing across the rate classes based on  
3 the relationship between the required change in fuel recovery and the present  
4 annualized base and fuel revenue of each class. Each class receives a rate for  
5 the future period designed to recover the revenue apportioned based on the  
6 impact that the rate will have on the classes' present annualized revenue.

7 **Q. Does the Company believe the equal percentage methodology is**  
8 **appropriate in the current case?**

9 A. No. The Company believes that the prior period under-recovery in this case is  
10 too large to shift to the equal percentage method at this time. If the equal  
11 percentage methodology was applied to the rate year, there would be  
12 significant shifting of the already incurred prior period fuel expense from the  
13 large industrial classes to the residential, small general service, and lighting  
14 classes.

15 **Q. You mention dramatic inter-class cost shifting. Have you quantified the**  
16 **approximate revenue shift among classes that would occur with the equal**  
17 **percentage methodology?**

18 A. As Rebuttal Table 1 below shows, a shift to the equal percentage method at  
19 this time would result in the residential class being allocated an additional  
20 \$8.8 million of the under-recovery balance compared to the present allocation  
21 method.

Summary of Comparison of Current Fuel Allocation to Equal % Method Allocation					
Rebuttal Table 1					
	Current Class	Current Class Annualized	Current Fuel Allocation Method Proposed Fuel Revenue Minus Current Fuel Revenue	Equal % Allocation Method Allocation of Increase in Fuel Revenue	Difference Equal % Method Minus Current Alloc Method
	Total Fuel Rate	Fuel Revenue			
RESIDENTIAL	\$0.023524	\$38,792,401	\$42,725,400	\$51,524,619	\$8,799,218
SGS & PA	\$0.023497	\$18,156,925	\$19,990,622	\$21,048,888	\$1,058,266
LGS	\$0.023306	\$15,370,151	\$16,948,318	\$13,986,361	(\$2,961,957)
SCHEDULE NS	\$0.022615	\$17,886,505	\$19,700,860	\$13,680,104	(\$6,020,756)
6VP	\$0.022941	\$6,601,790	\$7,270,862	\$5,392,812	(\$1,878,050)
OUTDOOR LIGHTING	\$0.023524	\$526,986	\$580,415	\$1,640,095	\$1,059,680
TRAFFIC	\$0.023524	<u>\$9,377</u>	<u>\$10,328</u>	<u>\$19,354</u>	<u>\$9,026</u>
1 TOTAL		\$97,344,136	\$107,226,806	\$107,292,233	\$65,427

2 **Q. Does the Company believe the equal percentage methodology could be an**  
3 **appropriate fuel revenue apportionment methodology?**

4 A. Yes, the equal percentage methodology has merit and may be worth  
5 considering at a time when the prior period recovery is closer to zero or when  
6 there are other revenue apportionment decisions to be made, such as in a base  
7 rate case. The equal percentage method has the advantage of providing rate  
8 stability to high load factor customers over time and could be considered in  
9 the future.

10 **Q. What are the typical bill impacts of the Public Staff Supported**  
11 **Alternative B Stepped Mitigation proposal?**

12 A. As shown in Rebuttal Table 2 below, for a typical residential customer using  
13 1,000 kWh, the impact of fuel expenses on the bill under the Alternative B  
14 Stepped Mitigation proposal is a total increase equal to the full recovery  
15 increase of 22.9% by August 1, 2023. For a typical Schedule 6L customer



1 with demand of 10,000 kW and energy usage of 6 million kWh, the impact of  
 2 the bill of the Alternative B Stepped Mitigation proposal is a total increase  
 3 equal to the full recovery increase of 41.2% by August 1, 2023. The Company  
 4 considers this to be a substantial difference in typical bill impact between  
 5 those two classes.

Rebuttal Table 2 - Typical Bill Impact	Alternative B - Stepped Mitigation Company Supplemental		Full Recovery
	Step 1 Feb. 1, 2023	Step 2 Aug. 1, 2023	
<b>Residential Schedule 1</b>			
1,000 kWh-Monthly Bill	11.5%	10.3%	22.9%
<b>Small General Service Schedule 5</b>			
50kW-12,500 kWh-30 day Bill	14.7%	12.8%	29.4%
<b>Large General Service 6P</b>			
500kW-576,000 kWh-30 day Bill	18.9%	15.9%	37.8%
<b>Large General Service 6L</b>			
10,000kW-6,000,000 kWh-30 day Bill	20.6%	17.1%	41.2%

6 **Q. Does the Company have an alternative mitigation proposal to address the**  
 7 **substantial increase in the typical bills of large industrial classes?**

8 A. Yes. In addition to the Public Staff Supported Alternative B Stepped  
 9 Mitigation proposal discussed above, the Company proposes a separate, three-  
 10 year deferral approach that applies to the LGS class, the 6VP class, and the  
 11 Schedule NS class (collectively the “LGS Classes”).

12 **Q. Please describe the LGS Class deferral approach and its impact on future**  
 13 **rate years.**

14 A. Under the LGS Class deferral approach the LGS Classes would forego the  
 15 Alternative B Stepped Mitigation proposed for the residential, SGS, and  
 16 lighting classes in favor of a three-year deferral of the prior period balance  
 17 attributed to the LGS Classes. The Rider A increase would be applied to the  
 18 LGS Classes on February 1, 2023, in total, just like it is for all classes under

1 the Alternative B Stepped Mitigation proposal presented in my Supplemental  
2 Testimony. Instead of phasing in the Rider B rate over two six-month periods,  
3 compared to the stepped mitigation alternative, the deferral for the LGS  
4 Classes will be spread over three years. The LGS Classes will have a Rider B  
5 rate that recovers one-third of the classes' under-recovery balance in the rate  
6 year with the remaining two thirds recovered over the next two years. In the  
7 2025 fuel proceeding, the Company will address any remaining over or under  
8 recovery of the original balance and propose a plan for recovery of such  
9 amounts from the LGS Classes.

10 **Q. Do your schedules show the rate impact for each class under the LGS**  
11 **Class Deferral approach?**

12 A. Yes. A comparison of the present and proposed total rates for each class under  
13 the LGS Class Deferral approach is shown on Rebuttal Schedule 5, Pages 1-4  
14 of Rebuttal Exhibit TPS-1.

15 **Q. Under the mitigation proposals, please explain how the Company**  
16 **proposes to treat carrying costs on the fuel deferral balance.**

17 A. Under the Full Recovery and Alternative B Stepped Mitigation approaches,  
18 the fuel factor would continue to recover fuel costs on a dollar-for-dollar basis  
19 without carrying costs. While the Company is willing to voluntarily forego  
20 carrying costs on the unrecovered balances due to the Alternative B Stepped  
21 Mitigation, if the Commission adopts the Three Year LGS Class Deferral  
22 Mitigation, the Company respectfully requests carrying cost recovery on the

1 portion to be carried for three years under the LGS Class Deferral approach.  
2 Due to the magnitude of the current fuel deferral balance and overall financial  
3 market conditions with high inflation and rising interest rates, the Company  
4 will incur significant financing costs under the LGS Class Deferral mitigation  
5 proposal. The Company is proposing a 50-50 cost sharing of the prudently  
6 incurred carrying costs under the LGS Class Deferral approach. The rates  
7 charged to the classes participating in the LGS Class Deferral will include an  
8 interest charge, discussed further below.

9 **Q. How would the interest charge be determined?**

10 A. The Company proposes a 50-50 sharing of carrying costs charged as interest  
11 on the outstanding balance of the LGS Class Deferral. The interest would be  
12 applied beginning with the first month of the second fuel rate year, February  
13 2024. The rate would be based on the Company's weighted average cost of  
14 capital and discounted by 50% to reflect the cost sharing to which the  
15 Company is voluntarily agreeing.

16 **Q. Does the Class Deferral approach require special accounting treatment?**

17 A. Yes. Company Witness Campbell discusses the treatment in his rebuttal  
18 testimony.

19 **Q. Have you prepared a table showing the impact on typical customer bills?**

20 A. Yes. As shown in Rebuttal Table 3, the typical bill impact to large general  
21 service customers is greatly mitigated by the LGS Class Deferral without  
22 impacting the non-participating classes. For a typical residential customer

1 using 1,000 kWh, the impact of fuel expenses on the bill by August 1, 2023,  
 2 of the Alternative B Stepped Mitigation proposal is equal to the full recovery  
 3 increase of 22.9%. For a typical Schedule 6L customer with demand of 10,000  
 4 kW and energy usage of 6 million kWh, the impact to the bill of the  
 5 Alternative B Stepped Mitigation proposal is an increase of 41.2% by August  
 6 1, 2023. The impact to the bill of the LGS Class Mitigation proposal is an  
 7 increase of 21.7% for the February 2023 – January 2024 fuel year.

Rebuttal Table 3 - Typical Bill Impact	Alternative B - Stepped Mitigation Company Supplemental		Full Recovery Feb. 1, 2023	LGS Class Deferral Company Rebuttal	
	Step 1 Feb. 1, 2023	Step 2 Aug. 1, 2023		Step 1 Feb. 1, 2023	Step 2 Aug. 1, 2023
<b>Residential Schedule 1</b>					
1,000 kWh-Monthly Bill	11.5%	10.3%	22.9%	N/A	N/A
<b>Small General Service Schedule 5</b>					
50kW-12,500 kWh-30 day Bill	14.7%	12.8%	29.4%	N/A	N/A
<b>Large General Service 6P</b>					
500kW-576,000 kWh-30 day Bill	18.9%	15.9%	37.8%	19.9%	0.0%
<b>Large General Service 6L</b>					
10,000kW-6,000,000 kWh-30 day Bil	20.6%	17.1%	41.2%	21.7%	0.0%

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

10 **A. Yes.**

**SUMMARY OF KWH ATTRIBUTABLE TO  
CHANGE IN USAGE, WEATHER NORMALIZATION, AND CUSTOMER GROWTH  
TWELVE MONTHS ENDED JUNE 30, 2022**

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Nov 01 2022

		SYSTEM			
LINE	JURISDICTION	CHANGE IN USAGE KWH	WEATHER NORM. KWH	CUSTOMER GROWTH KWH	TOTAL KWH
1)	NORTH CAROLINA (A)	18,843,123	22,867,545	8,112,304	49,822,972
2)	VIRGINIA	1,910,033,312	290,870,402	84,230,204	2,285,133,918
3)	COUNTY & MUNICIPAL	137,902,913	(12,865,485)	(39,262,502)	85,774,926
4)	STATE	29,591,717	(10,736,207)	(5,734,221)	13,121,289
5)	MS / FEDERAL GOVERNMENT	0	0	0	0
7)	FERC	<u>0</u>	<u>15,294,583</u>	<u>0</u>	<u>15,294,583</u>
8)	SYSTEM KWH AT SALES LEVEL	2,096,371,065	305,430,838	47,345,785	2,449,147,688
9)	SUBTOTAL - SYSTEM KWH AT GENERATION LEVEL (LINE 8 x 2021 EXPANSION FACTOR) (B)				2,553,493,625

NOTES

( ) DENOTES NEGATIVE VALUE

(A) NORTH CAROLINA BY CLASS	CHANGE IN USAGE KWH	WEATHER NORM. KWH	CUSTOMER GROWTH KWH	TOTAL KWH
RESIDENTIAL	(5,269,236)	23,397,262	3,985,007	22,113,033
SGS / PA	3,148,205	(529,717)	2,182,280	4,800,768
LGS	8,515,315	0	1,785,474	10,300,789
NS	448,276	0	0	448,276
6VP	12,680,502	0	0	12,680,502
ODL & ST LTS	(672,158)	0	158,138	(514,020)
TRAFFIC	<u>(7,781)</u>	<u>0</u>	<u>1,405</u>	<u>(6,376)</u>
TOTAL	18,843,123	22,867,545	8,112,304	49,822,972

(B) 2021 SYSTEM EXPANSION FACTOR IS 1.042605

**DOMINION ENERGY NORTH CAROLINA  
CALCULATION OF SYSTEM AVERAGE FUEL FACTOR  
TWELVE MONTHS ENDED JUNE 30, 2022  
TO BE EFFECTIVE FEBRUARY 1, 2023**

EXPENSE:	12 MONTH NORMALIZED SYSTEM FUEL EXPENSE (A)	\$	2,748,663,416
SALES:	12 MONTHS SYSTEM KWH SALES ADJUSTED FOR CHANGE IN USAGE, WEATHER AND CUSTOMER GROWTH (B)		89,626,866,688
FEE:	NORTH CAROLINA REGULATORY FEE ADJUSTMENT FACTOR		1.0014
FACTOR =	$\frac{\$2,748,663,416}{89,626,866,688} \times 1.0014$		
FACTOR =	\$0.030711 / KWH (C) (D)		

NOTES

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(A) FROM COMPANY EXHIBIT NO. JDM-1 SUPPLEMENTAL SCHEDULE 4

(B) SYSTEM KWH AT SALES LEVEL [COMPANY EXHIBIT RC-1, SCHEDULE 3]	87,177,719,000
PLUS: SYSTEM KWH USAGE, WEATHER, GROWTH ADJUSTMENT [COMPANY EXHIBIT NO. TPS-1, REBUTTAL SCHEDULE 1, LINE 8]	<u>2,449,147,688</u>
TOTAL SYSTEM SALES	89,626,866,688

(C) THE NORTH CAROLINA JURISDICTIONAL BASE FUEL FACTOR IS \$0.02092/KWH

(D) WITHOUT NC REGULATORY FEE \$0.030668 /KWH

DOMINION ENERGY NORTH CAROLINA  
CALCULATION OF FUEL COST RIDER A  
TWELVE MONTHS ENDED JUNE 30, 2022  
TO BE EFFECTIVE FEBRUARY 1, 2023

	(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	1,649,056,331	\$0.030711	\$50,644,169	1.051402	1,733,821,125	\$0.029523	\$0.031041	\$0.021180	\$0.009861
SGS & PA	772,733,741	\$0.030711	\$23,731,426	1.050004	811,373,519	\$0.029523	\$0.030999	\$0.021150	\$0.009849
LGS	659,493,302	\$0.030711	\$20,253,699	1.042291	687,383,933	\$0.029523	\$0.030772	\$0.020980	\$0.009792
SCHEDULE NS	790,913,336	\$0.030711	\$24,289,739	1.010795	799,451,246	\$0.029523	\$0.029842	\$0.020360	\$0.009482
6VP	287,772,567	\$0.030711	\$8,837,783	1.025324	295,060,119	\$0.029523	\$0.030271	\$0.020650	\$0.009621
OUTDOOR LIGHTING	22,402,069	\$0.030711	\$687,990	1.051402	23,553,580	\$0.029523	\$0.031041	\$0.021180	\$0.009861
TRAFFIC	398,626	\$0.030711	\$12,242	1.051402	419,116	\$0.029523	\$0.031041	\$0.021180	\$0.009861
TOTAL	4,182,769,972		\$128,457,049	(3a)	4,351,062,638	(5a)			

NOTES

(A)

	<u>TEST YR KWH</u>	<u>CHG IN USAGE, WEATHER CUST GROWTH ADJ</u>	<u>TOTAL*</u>
RESIDENTIAL	1,626,943,298	22,113,033	1,649,056,331
SGS & PA	767,932,973	4,800,768	772,733,741
LGS	649,192,513	10,300,789	659,493,302
SCHEDULE NS	790,465,060	448,276	790,913,336
6VP	275,092,065	12,680,502	287,772,567
OUTDOOR LIGHTING	22,916,089	(514,020)	22,402,069
TRAFFIC	405,002	(6,376)	398,626
TOTAL	4,132,947,000	49,822,972	4,182,769,972

\* 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, 2022  
TO BE EFFECTIVE FEBRUARY 1, 2023**

EXPENSE:	JULY 1, 2021 - SEPTEMBER 30, 2022 NC JURISDICTIONAL FUEL EXPENSE UNDER RECOVERY (A)	\$76,008,873
INTEREST:		<u>\$0</u>
NET:		\$76,008,873
SALES:	12 MONTHS JURISDICTIONAL KWH SALES ADJUSTED FOR CHANGE IN USAGE, WEATHER, AND CUSTOMER GROWTH (B)	4,182,769,972
FEE:	NORTH CAROLINA REGULATORY FEE ADJUSTMENT FACTOR	1.0014
FACTOR =	$\frac{\$76,008,873}{4,182,769,972} \times 1.0014$	
FACTOR =	\$0.018197 / KWH (C)	

NOTES

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- (A) FROM COMPANY EXHIBIT NO. RTC-1 SUPPLEMENTAL SCHEDULE 2
- (B) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 2, PAGE 2
- (C) WITHOUT NC REGULATORY FEE      \$0.018172 /KWH



**DOMINION ENERGY NORTH CAROLINA  
CALCULATION OF EXPERIENCE MODIFICATION FACTOR - RIDER B  
TWELVE MONTHS ENDED JUNE 30, 2022  
TO BE EFFECTIVE FEBRUARY 1, 2023**

	(1)	(2)	(3)	(4)	(5)	(6)	(7)
<u>CUSTOMER CLASS</u>	<u>KWH SALES</u> (A)	<u>NC JURISDICTIONAL EMF</u> (B)	<u>FUEL REVENUE UNIFORM EMF</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	1,649,056,331	\$0.018197	\$30,007,878	1.051402	1,733,821,125	\$0.017493	\$0.018392
SGS & PA	772,733,741	\$0.018197	\$14,061,436	1.050004	811,373,519	\$0.017493	\$0.018368
LGS	659,493,302	\$0.018197	\$12,000,800	1.042291	687,383,933	\$0.017493	\$0.018233
SCHEDULE NS	790,913,336	\$0.018197	\$14,392,250	1.010795	799,451,246	\$0.017493	\$0.017682
6VP	287,772,567	\$0.018197	\$5,236,597	1.025324	295,060,119	\$0.017493	\$0.017936
OUTDOOR LIGHTING	22,402,069	\$0.018197	\$407,650	1.051402	23,553,580	\$0.017493	\$0.018392
TRAFFIC	398,626	\$0.018197	\$7,254	1.051402	419,116	\$0.017493	\$0.018392
<b>TOTAL</b>	<b>4,182,769,972</b>		<b>\$76,113,865 (3a)</b>		<b>4,351,062,638 (5a)</b>		

NOTES

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

(B) IN \$/KWH

**DOMINION ENERGY NORTH CAROLINA  
TWELVE MONTHS ENDED JUNE 30, 2022  
CALCULATION OF "STEPPED" FUEL RATES**

**SUMMARY OF PROPOSED "FULL RECOVERY" RATES**

	BASE FUEL COMPONENT	RIDER A FUEL CHARGE	RIDER B EMF	TOTAL FUEL RATE
	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>
<u>CUSTOMER CLASS</u>	(1)	(2)	(3)	
JURISDICTIONAL	\$0.020920	\$0.009791	\$0.018197	\$0.048908
RESIDENTIAL	\$0.021180	\$0.009861	\$0.018392	\$0.049433
SGS & PA	\$0.021150	\$0.009849	\$0.018368	\$0.049367
LGS	\$0.020980	\$0.009792	\$0.018233	\$0.049005
SCHEDULE NS	\$0.020360	\$0.009482	\$0.017682	\$0.047524
6VP	\$0.020650	\$0.009621	\$0.017936	\$0.048207
OUTDOOR LIGHTING	\$0.021180	\$0.009861	\$0.018392	\$0.049433
TRAFFIC	\$0.021180	\$0.009861	\$0.018392	\$0.049433

**CURRENT RATES EFFECTIVE FEBRUARY 1, 2022 - JANUARY 31, 2023**

	BASE FUEL COMPONENT	RIDER A FUEL CHARGE	RIDER B EMF	TOTAL FUEL RATE
	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>
<u>CUSTOMER CLASS</u>	(1)	(4)	(5)	
JURISDICTIONAL	\$0.020920	\$0.000451	\$0.001886	\$0.023257
RESIDENTIAL	\$0.021180	\$0.000436	\$0.001908	\$0.023524
SGS & PA	\$0.021150	\$0.000441	\$0.001906	\$0.023497
LGS	\$0.020980	\$0.000436	\$0.001890	\$0.023306
SCHEDULE NS	\$0.020360	\$0.000421	\$0.001834	\$0.022615
6VP	\$0.020650	\$0.000430	\$0.001861	\$0.022941
OUTDOOR LIGHTING	\$0.021180	\$0.000436	\$0.001908	\$0.023524
TRAFFIC	\$0.021180	\$0.000436	\$0.001908	\$0.023524

**DERIVATION OF "STEPPED" RATES**

**STEP 1 TO BE EFFECTIVE FEBRUARY 1, 2023 - JULY 31, 2023**

	BASE FUEL COMPONENT	RIDER A FUEL CHARGE	RIDER B EMF	TOTAL FUEL RATE
	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>
<u>CUSTOMER CLASS</u>	(1)	(6)	(7)	
JURISDICTIONAL	\$0.020920	\$0.009791	\$0.005372	\$0.036083
RESIDENTIAL	\$0.021180	\$0.009861	\$0.005430	\$0.036471
SGS & PA	\$0.021150	\$0.009849	\$0.005424	\$0.036423
LGS	\$0.020980	\$0.009792	\$0.006078	\$0.036850
SCHEDULE NS	\$0.020360	\$0.009482	\$0.005894	\$0.035736
6VP	\$0.020650	\$0.009621	\$0.005979	\$0.036250
OUTDOOR LIGHTING	\$0.021180	\$0.009861	\$0.005430	\$0.036471
TRAFFIC	\$0.021180	\$0.009861	\$0.005430	\$0.036471

**STEP 2 TO BE EFFECTIVE AUGUST 1, 2023 - JANUARY 31, 2024**

	BASE FUEL COMPONENT	RIDER A FUEL CHARGE	RIDER B EMF	TOTAL FUEL RATE
	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>
<u>CUSTOMER CLASS</u>	(1)	(8)	(9)	
JURISDICTIONAL	\$0.020920	\$0.009791	\$0.018197	\$0.048908
RESIDENTIAL	\$0.021180	\$0.009861	\$0.018392	\$0.049433
SGS & PA	\$0.021150	\$0.009849	\$0.018368	\$0.049367
LGS	\$0.020980	\$0.009792	\$0.006078	\$0.036850
SCHEDULE NS	\$0.020360	\$0.009482	\$0.005894	\$0.035736
6VP	\$0.020650	\$0.009621	\$0.005979	\$0.036250
OUTDOOR LIGHTING	\$0.021180	\$0.009861	\$0.018392	\$0.049433
TRAFFIC	\$0.021180	\$0.009861	\$0.018392	\$0.049433

NOTES:

- |  |  |
|--|--|
| (1) From TPS Rebuttal Schedule 2 Pg 2 Column 8 | (6) Step 1 Rate equals Full Recovery Rider A                                       |
| (2) From TPS Rebuttal Schedule 2 Pg 2 Column 9 | (7) Step 1 Rate equals Current Rider B plus 21.4% (appx.) of Full Recovery Rider B |
| (3) From TPS Rebuttal Schedule 3 Pg 2 Column 7 | (8) Step 2 Rate equals Full Recovery Rider A                                       |
| (4) From TPS Rebuttal Schedule 6 Pg 1&2        | (9) Step 2 Rate equals Full Recovery Rider B                                       |
| (5) From TPS Rebuttal Schedule 6 Pg 1&2        |  |

**"STEPPED RATES PROPOSAL"**  
**DOMINION ENERGY NORTH CAROLINA**  
**TOTAL FUEL COST LEVEL - PRESENT AND PROPOSED**

**STEP 1 RATES TO BE EFFECTIVE FEBRUARY 1, 2023 - JULY 31, 2023**

	(1)	(2)	(3)	(4)
	BASE FUEL COMPONENT \$/KWH	RIDER A FUEL CHARGE \$/KWH	RIDER B EMF \$/KWH	TOTAL FUEL RATE \$/KWH
<u>NC JURISDICTION</u>				
PRESENT	\$0.020920	\$0.000451	\$0.001886	\$0.023257
PROPOSED	\$0.020920	\$0.009791	\$0.005372	\$0.036083
CHANGE	\$0.000000	\$0.009340	\$0.003486	\$0.012826
 <u>RESIDENTIAL</u>				
PRESENT	\$0.021180	\$0.000436	\$0.001908	\$0.023524
PROPOSED	\$0.021180	\$0.009861	\$0.005430	\$0.036471
CHANGE	\$0.000000	\$0.009425	\$0.003522	\$0.012947
 <u>SGS &amp; PA</u>				
PRESENT	\$0.021150	\$0.000441	\$0.001906	\$0.023497
PROPOSED	\$0.021150	\$0.009849	\$0.005424	\$0.036423
CHANGE	\$0.000000	\$0.009408	\$0.003518	\$0.012926
 <u>LGS</u>				
PRESENT	\$0.020980	\$0.000436	\$0.001890	\$0.023306
PROPOSED	\$0.020980	\$0.009792	\$0.006078	\$0.036850
CHANGE	\$0.000000	\$0.009356	\$0.004188	\$0.013544

NOTES

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**"STEPPED RATES PROPOSAL"**  
**DOMINION ENERGY NORTH CAROLINA POWER**  
**TOTAL FUEL COST LEVEL - PRESENT AND PROPOSED**

**STEP 1 RATES TO BE EFFECTIVE FEBRUARY 1, 2023 - JULY 31, 2023**

	(1)	(2)	(3)	(5)
<u>SCHEDULE NS</u>	BASE FUEL COMPONENT \$/KWH	RIDER A FUEL CHARGE \$/KWH	RIDER B EMF \$/KWH	TOTAL FUEL RATE \$/KWH
PRESENT	\$0.020360	\$0.000421	\$0.001834	\$0.022615
PROPOSED	<u>\$0.020360</u>	<u>\$0.009482</u>	<u>\$0.005894</u>	<u>\$0.035736</u>
CHANGE	\$0.000000	\$0.009061	\$0.004060	\$0.013121
 <u>6VP</u>	 BASE FUEL COMPONENT \$/KWH	 RIDER A FUEL CHARGE \$/KWH	 RIDER B EMF \$/KWH	 TOTAL FUEL RATE \$/KWH
PRESENT	\$0.020650	\$0.000430	\$0.001861	\$0.022941
PROPOSED	<u>\$0.020650</u>	<u>\$0.009621</u>	<u>\$0.005979</u>	<u>\$0.036250</u>
CHANGE	\$0.000000	\$0.009191	\$0.004118	\$0.013309
 <u>OUTDOOR LIGHTING</u>	 BASE FUEL COMPONENT \$/KWH	 RIDER A FUEL CHARGE \$/KWH	 RIDER B EMF \$/KWH	 TOTAL FUEL RATE \$/KWH
PRESENT	\$0.021180	\$0.000436	\$0.001908	\$0.023524
PROPOSED	<u>\$0.021180</u>	<u>\$0.009861</u>	<u>\$0.005430</u>	<u>\$0.036471</u>
CHANGE	\$0.000000	\$0.009425	\$0.003522	\$0.012947
 <u>TRAFFIC</u>	 BASE FUEL COMPONENT \$/KWH	 RIDER A FUEL CHARGE \$/KWH	 RIDER B EMF \$/KWH	 TOTAL FUEL RATE \$/KWH
PRESENT	\$0.021180	\$0.000436	\$0.001908	\$0.023524
PROPOSED	<u>\$0.021180</u>	<u>\$0.009861</u>	<u>\$0.005430</u>	<u>\$0.036471</u>
CHANGE	\$0.000000	\$0.009425	\$0.003522	\$0.012947

NOTES

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**"STEPPED RATES PROPOSAL"**  
**DOMINION ENERGY NORTH CAROLINA**  
**TOTAL FUEL COST LEVEL**  
**PROPOSED TO BE EFFECTIVE FEBRUARY 1, 2023 AND PROPOSED TO BE EFFECTIVE AUGUST 1, 2023**

**STEP 2 RATES TO BE EFFECTIVE AUGUST 1, 2023 - JANUARY 31, 2024**

	(1)	(2)	(3)	(4)
	BASE FUEL COMPONENT	RIDER A FUEL CHARGE	RIDER B EMF	TOTAL FUEL RATE
	\$/KWH	\$/KWH	\$/KWH	\$/KWH
<u>NC JURISDICTION</u>				
PROPOSED TO BE EFFECTIVE FEBRUARY 1, 2023	\$0.020920	\$0.009791	\$0.005372	\$0.036083
PROPOSED TO BE EFFECTIVE AUGUST 1, 2023	\$0.020920	\$0.009791	\$0.018197	\$0.048908
CHANGE	\$0.000000	\$0.000000	\$0.012825	\$0.012825
<u>RESIDENTIAL</u>				
PROPOSED TO BE EFFECTIVE FEBRUARY 1, 2023	\$0.021180	\$0.009861	\$0.005430	\$0.036471
PROPOSED TO BE EFFECTIVE AUGUST 1, 2023	\$0.021180	\$0.009861	\$0.018392	\$0.049433
CHANGE	\$0.000000	\$0.000000	\$0.012962	\$0.012962
<u>SGS &amp; PA</u>				
PROPOSED TO BE EFFECTIVE FEBRUARY 1, 2023	\$0.021150	\$0.009849	\$0.005424	\$0.036423
PROPOSED TO BE EFFECTIVE AUGUST 1, 2023	\$0.021150	\$0.009849	\$0.018368	\$0.049367
CHANGE	\$0.000000	\$0.000000	\$0.012944	\$0.012944
<u>LGS</u>				
PROPOSED TO BE EFFECTIVE FEBRUARY 1, 2023	\$0.020980	\$0.009792	\$0.006078	\$0.036850
PROPOSED TO BE EFFECTIVE AUGUST 1, 2023	\$0.020980	\$0.009792	\$0.006078	\$0.036850
CHANGE	\$0.000000	\$0.000000	\$0.000000	\$0.000000

NOTES

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**"STEPPED RATES PROPOSAL"**  
**DOMINION ENERGY NORTH CAROLINA POWER**  
**TOTAL FUEL COST LEVEL - PRESENT AND PROPOSED**

**STEP 2 RATES TO BE EFFECTIVE AUGUST 1, 2023 - JANUARY 31, 2024**

	(1)	(2)	(3)	(5)
	BASE FUEL COMPONENT \$/KWH	RIDER A FUEL CHARGE \$/KWH	RIDER B EMF \$/KWH	TOTAL FUEL RATE \$/KWH
<u>SCHEDULE NS</u>				
PROPOSED TO BE EFFECTIVE FEBRUARY 1, 2023	\$0.020360	\$0.009482	\$0.005894	\$0.035736
PROPOSED TO BE EFFECTIVE AUGUST 1, 2023	\$0.020360	\$0.009482	\$0.005894	\$0.035736
CHANGE	\$0.000000	\$0.000000	\$0.000000	\$0.000000
<u>6VP</u>				
PROPOSED TO BE EFFECTIVE FEBRUARY 1, 2023	\$0.020650	\$0.009621	\$0.005979	\$0.036250
PROPOSED TO BE EFFECTIVE AUGUST 1, 2023	\$0.020650	\$0.009621	\$0.005979	\$0.036250
CHANGE	\$0.000000	\$0.000000	\$0.000000	\$0.000000
<u>OUTDOOR LIGHTING</u>				
PROPOSED TO BE EFFECTIVE FEBRUARY 1, 2023	\$0.021180	\$0.009861	\$0.005430	\$0.036471
PROPOSED TO BE EFFECTIVE AUGUST 1, 2023	\$0.021180	\$0.009861	\$0.018392	\$0.049433
CHANGE	\$0.000000	\$0.000000	\$0.012962	\$0.012962
<u>TRAFFIC</u>				
PROPOSED TO BE EFFECTIVE FEBRUARY 1, 2023	\$0.021180	\$0.009861	\$0.005430	\$0.036471
PROPOSED TO BE EFFECTIVE AUGUST 1, 2023	\$0.021180	\$0.009861	\$0.018392	\$0.049433
CHANGE	\$0.000000	\$0.000000	\$0.012962	\$0.012962

NOTES

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**"FULL RECOVERY RATE"**  
**DOMINION ENERGY NORTH CAROLINA**  
**TOTAL FUEL COST LEVEL - PRESENT AND PROPOSED**  
**TO BE EFFECTIVE FEBRUARY 1, 2023**

	(1)	(2)	(3)	(4)
	BASE FUEL COMPONENT \$/KWH	RIDER A FUEL CHARGE \$/KWH	RIDER B EMF \$/KWH	TOTAL FUEL RATE \$/KWH
<u>NC JURISDICTION</u>				
PRESENT	\$0.020920	\$0.000451	\$0.001886	\$0.023257
PROPOSED	<u>\$0.020920</u>	<u>\$0.009791</u>	<u>\$0.018197</u>	<u>\$0.048908</u>
CHANGE	\$0.000000	\$0.009340	\$0.016311	\$0.025651
	BASE FUEL COMPONENT \$/KWH	RIDER A FUEL CHARGE \$/KWH	RIDER B EMF \$/KWH	TOTAL FUEL RATE \$/KWH
<u>RESIDENTIAL</u>				
PRESENT	\$0.021180	\$0.000436	\$0.001908	\$0.023524
PROPOSED	<u>\$0.021180</u>	<u>\$0.009861</u>	<u>\$0.018392</u>	<u>\$0.049433</u>
CHANGE	\$0.000000	\$0.009425	\$0.016484	\$0.025909
	BASE FUEL COMPONENT \$/KWH	RIDER A FUEL CHARGE \$/KWH	RIDER B EMF \$/KWH	TOTAL FUEL RATE \$/KWH
<u>SGS &amp; PA</u>				
PRESENT	\$0.021150	\$0.000441	\$0.001906	\$0.023497
PROPOSED	<u>\$0.021150</u>	<u>\$0.009849</u>	<u>\$0.018368</u>	<u>\$0.049367</u>
CHANGE	\$0.000000	\$0.009408	\$0.016462	\$0.025870
	BASE FUEL COMPONENT \$/KWH	RIDER A FUEL CHARGE \$/KWH	RIDER B EMF \$/KWH	TOTAL FUEL RATE \$/KWH
<u>LGS</u>				
PRESENT	\$0.020980	\$0.000436	\$0.001890	\$0.023306
PROPOSED	<u>\$0.020980</u>	<u>\$0.009792</u>	<u>\$0.018233</u>	<u>\$0.049005</u>
CHANGE	\$0.000000	\$0.009356	\$0.016343	\$0.025699

NOTES

( ) DENOTES NEGATIVE VALUE

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**DOMINION ENERGY NORTH CAROLINA POWER  
TOTAL FUEL COST LEVEL - PRESENT AND PROPOSED  
TO BE EFFECTIVE FEBRUARY 1, 2023**

	(1)	(2)	(3)	(5)
	BASE FUEL COMPONENT	RIDER A FUEL CHARGE	RIDER B EMF	TOTAL FUEL RATE
<u>SCHEDULE NS</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>
PRESENT	\$0.020360	\$0.000421	\$0.001834	\$0.022615
PROPOSED	<u>\$0.020360</u>	<u>\$0.009482</u>	<u>\$0.017682</u>	<u>\$0.047524</u>
CHANGE	\$0.000000	\$0.009061	\$0.015848	\$0.024909
	BASE FUEL COMPONENT	RIDER A FUEL CHARGE	RIDER B EMF	TOTAL FUEL RATE
<u>6VP</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>
PRESENT	\$0.020650	\$0.000430	\$0.001861	\$0.022941
PROPOSED	<u>\$0.020650</u>	<u>\$0.009621</u>	<u>\$0.017936</u>	<u>\$0.048207</u>
CHANGE	\$0.000000	\$0.009191	\$0.016075	\$0.025266
	BASE FUEL COMPONENT	RIDER A FUEL CHARGE	RIDER B EMF	TOTAL FUEL RATE
<u>OUTDOOR LIGHTING</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>
PRESENT	\$0.021180	\$0.000436	\$0.001908	\$0.023524
PROPOSED	<u>\$0.021180</u>	<u>\$0.009861</u>	<u>\$0.018392</u>	<u>\$0.049433</u>
CHANGE	\$0.000000	\$0.009425	\$0.016484	\$0.025909
	BASE FUEL COMPONENT	RIDER A FUEL CHARGE	RIDER B EMF	TOTAL FUEL RATE
<u>TRAFFIC</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>	<u>\$/KWH</u>
PRESENT	\$0.021180	\$0.000436	\$0.001908	\$0.023524
PROPOSED	<u>\$0.021180</u>	<u>\$0.009861</u>	<u>\$0.018392</u>	<u>\$0.049433</u>
CHANGE	\$0.000000	\$0.009425	\$0.016484	\$0.025909

NOTES

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Nov 01 2022



**DOMINION ENERGY NORTH CAROLINA  
TOTAL FUEL RECOVERY  
TWELVE MONTHS ENDED JUNE 30, 2022  
STEP 1 TO BE EFFECTIVE FEBRUARY 1, 2023 - JULY 31, 2023**

	(1)	(2)	(3)	(4)	(5)	(6)
<u>CUSTOMER CLASS</u>	<u>SALES(KWH)</u> (A)	<u>BASE FUEL COMPONENT</u> (B)	<u>FUEL COST RIDER A</u> (C)	<u>EMF RIDER B</u> (D)	<u>TOTAL</u> (2) + (3) + (4)	<u>TOTAL REVENUE</u> (1) x (5)
RESIDENTIAL	824,528,166	\$0.021180	\$0.009861	\$0.005430	\$0.036471	\$30,071,753
SGS & PA	386,366,870	\$0.021150	\$0.009849	\$0.005424	\$0.036423	\$14,072,551
LGS	329,746,651	\$0.020980	\$0.009792	\$0.006078	\$0.036850	\$12,151,054
SCHEDULE NS	395,456,668	\$0.020360	\$0.009482	\$0.005894	\$0.035736	\$14,132,039
6VP	143,886,283	\$0.020650	\$0.009621	\$0.005979	\$0.036250	\$5,215,830
OUTDOOR LIGHTING	11,201,034	\$0.021180	\$0.009861	\$0.005430	\$0.036471	\$408,518
TRAFFIC	199,313	\$0.021180	\$0.009861	\$0.005430	\$0.036471	\$7,269
<b>TOTAL</b>	<b>2,091,384,986</b>					<b>\$76,059,014</b>

	<u>SALES(KWH)</u>	<u>BASE FUEL COMPONENT</u>	<u>FUEL COST RIDER A</u>	<u>EMF RIDER B</u>	<u>TOTAL</u> (2) + (3) + (4)	<u>TOTAL REVENUE</u> (1) x (5)
NORTH CAROLINA JURISDICTION	2,091,384,986	\$0.020920	\$0.009791	\$0.005372	\$0.036083	\$75,462,399

	<u>SALES(KWH)</u>	<u>PRESENT TOTAL RATE</u>	<u>PROPOSED TOTAL RATE</u>	<u>TOTAL CHANGE</u> (3) - (2)	<u>TOTAL REVENUE CHANGE</u> (4) x (1)
NORTH CAROLINA JURISDICTION REVENUE CHANGE	2,091,384,986	\$0.023257	\$0.036083	\$0.012826	\$26,823,058

NOTES

- (A) (1/2) JURISDICTIONAL SALES FROM TPS-1 REBUTTAL SCHEDULE 2 PAGE 2
- (B) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 4 (1)
- (C) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 4 (6)
- (D) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 4 (7)

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**DOMINION ENERGY NORTH CAROLINA  
TOTAL FUEL RECOVERY  
TWELVE MONTHS ENDED JUNE 30, 2022  
STEP 2 TO BE EFFECTIVE AUGUST 1, 2023 - JANUARY 31, 2024**

	(1)	(2)	(3)	(4)	(5)	(6)
<u>CUSTOMER CLASS</u>	<u>SALES(KWH)</u> (A)	<u>BASE FUEL COMPONENT</u> (B)	<u>FUEL COST RIDER A</u> (C)	<u>EMF RIDER B</u> (D)	<u>TOTAL</u> (2) + (3) + (4)	<u>TOTAL REVENUE</u> (1) x (5)
RESIDENTIAL	824,528,166	\$0.021180	\$0.009861	\$0.018392	\$0.049433	\$40,758,901
SGS & PA	386,366,870	\$0.021150	\$0.009849	\$0.018368	\$0.049367	\$19,073,773
LGS	329,746,651	\$0.020980	\$0.009792	\$0.006078	\$0.036850	\$12,151,054
SCHEDULE NS	395,456,668	\$0.020360	\$0.009482	\$0.005894	\$0.035736	\$14,132,039
6VP	143,886,283	\$0.020650	\$0.009621	\$0.005979	\$0.036250	\$5,215,830
OUTDOOR LIGHTING	11,201,034	\$0.021180	\$0.009861	\$0.018392	\$0.049433	\$553,701
TRAFFIC	199,313	\$0.021180	\$0.009861	\$0.018392	\$0.049433	\$9,853
<b>TOTAL</b>	<b>2,091,384,986</b>					<b>\$91,895,151</b>

	<u>SALES(KWH)</u>	<u>BASE FUEL COMPONENT</u>	<u>FUEL COST RIDER A</u>	<u>EMF RIDER B</u>	<u>TOTAL</u> (2) + (3) + (4)	<u>TOTAL REVENUE</u> (1) x (5)
NORTH CAROLINA JURISDICTION	2,091,384,986	\$0.020920	\$0.009791	\$0.018197	\$0.048908	\$102,285,457

	<u>SALES(KWH)</u>	<u>PRESENT TOTAL RATE</u>	<u>PROPOSED TOTAL RATE</u>	<u>TOTAL CHANGE</u> (3) - (2)	<u>TOTAL REVENUE CHANGE</u> (4) x (1)
NORTH CAROLINA JURISDICTION REVENUE CHANGE	2,091,384,986	\$0.023257	\$0.048908	\$0.025651	\$53,646,116

NOTES

- (A) (1/2) JURISDICTIONAL SALES FROM TPS-1 REBUTTAL SCHEDULE 2 PAGE 2
- (B) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 4 (1)
- (C) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 4 (8)
- (D) FROM COMPANY EXHIBIT NO. TPS-1 REBUTTAL SCHEDULE 4 (9)

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**DOMINION ENERGY NORTH CAROLINA  
TOTAL FUEL RECOVERY  
TWELVE MONTHS ENDED JUNE 30, 2022  
TO BE EFFECTIVE FEBRUARY 1, 2023**

	(1)	(2)	(3)	(4)	(5)	(6)
<u>CUSTOMER CLASS</u>	<u>SALES(KWH)</u>	<u>BASE FUEL COMPONENT</u>	<u>FUEL COST RIDER A</u>	<u>EMF RIDER B</u>	<u>TOTAL</u>	<u>TOTAL REVENUE</u>
		(A)	(B)	(C)	(2) + (3) + (4)	(1) x (5)
RESIDENTIAL	1,649,056,331	\$0.021180	\$0.009861	\$0.018392	\$0.049433	\$81,517,802
SGS & PA	772,733,741	\$0.021150	\$0.009849	\$0.018368	\$0.049367	\$38,147,547
LGS	659,493,302	\$0.020980	\$0.009792	\$0.018233	\$0.049005	\$32,318,469
SCHEDULE NS	790,913,336	\$0.020360	\$0.009482	\$0.017682	\$0.047524	\$37,587,365
6VP	287,772,567	\$0.020650	\$0.009621	\$0.017936	\$0.048207	\$13,872,652
OUTDOOR LIGHTING	22,402,069	\$0.021180	\$0.009861	\$0.018392	\$0.049433	\$1,107,401
TRAFFIC	398,626	\$0.021180	\$0.009861	\$0.018392	\$0.049433	\$19,705
<b>TOTAL</b>	<b>4,182,769,972</b>					<b>\$204,570,942</b>

	<u>SALES(KWH)</u>	<u>BASE FUEL COMPONENT</u>	<u>FUEL COST RIDER A</u>	<u>EMF RIDER B</u>	<u>TOTAL</u>	<u>TOTAL REVENUE</u>
					(2) + (3) + (4)	(1) x (5)
NORTH CAROLINA JURISDICTION	4,182,769,972	\$0.020920	\$0.009791	\$0.018197	\$0.048908	\$204,570,914

	<u>SALES(KWH)</u>	<u>PRESENT TOTAL RATE</u>	<u>PROPOSED TOTAL RATE</u>	<u>TOTAL CHANGE</u>	<u>TOTAL REVENUE CHANGE</u>
				(3) - (2)	(4) x (1)
NORTH CAROLINA JURISDICTION REVENUE CHANGE	4,182,769,972	\$0.023257	\$0.048908	\$0.025651	\$107,292,233

**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

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**CERTIFICATE OF SERVICE**

I hereby certify that copies of the foregoing Rebuttal Testimonies of Timothy P. Stuller and Ronnie T. Campbell, as filed in Docket No. E-22, Sub 644, were served electronically or via U.S. mail, first-class, postage prepaid, upon all parties of record.

This, the 1st day of November, 2022.

/s/Mary Lynne Grigg  
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