

**BEFORE
THE PUBLIC UTILITIES COMMISSION OF OHIO**

In the Matter of the Application of Ohio)
Gas Company for Authority to Establish) Case No. 21-0943-GA-RDR
a Right-of-Way Rider)

In the Matter of the Application of Ohio) Case No. 21-0944-GA-ATA
Gas Company for Tariff Approval)

In the Matter of the Application of Ohio) Case No. 21-0945-GA-AAM
Gas Company for Approval to Change)
Accounting Methods)

**APPLICATION OF OHIO GAS COMPANY FOR AUTHORITY TO
ESTABLISH A RIGHT-OF-WAY RIDER**

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September 15, 2021

Counsel for Ohio Gas Company

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In accordance with R.C. § 4905.13 and R.C. § 4939.07, Ohio Gas Company (“Ohio Gas” or “Company”) requests that the Public Utilities Commission of Ohio (“Commission”) approve this application for authority to establish a Right-of-Way Rider (“ROW Rider”) and for authority to revise its tariffs and modify its accounting procedure accordingly. As described in more detail below, pursuant to R.C. 4939.07(D) Part A of the proposed ROW Rider will recover right-of-way costs directly incurred by the Company under R.C. 4939.07(D). Pursuant to R.C. 4939.07(B) Part B of the proposed ROW Rider will recover right-of-way costs charged to the Company by a municipality. Consistent with R.C. 4939.07(E) the Company requests that the Commission approve this Application by December 15, 2021 to permit the Company to implement ROW Rider rates effective January 1, 2022. The Company would not object to the Commission reviewing the costs proposed for recovery in the initial ROW Rider rates as part of the Company’s first annual reconciliation process as detailed more fully below. Alternatively, if this timeframe does

not allow for full approval by mid-December, the Company would request that the Commission bifurcate its approval process and provide the required accounting authority to create a regulatory asset and defer the direct right-of-way costs by the end of 2021. The Company further requests the Commission grant any additional necessary and proper relief to allow the Company to implement the ROW Rider.

In support of its Application, Ohio Gas states:

1. Ohio Gas is an Ohio corporation engaged in the business of distributing natural gas to approximately 50,000 customers in northwest Ohio. It is a public utility as defined by R.C. 4905.02 and 4905.03.
2. In accordance with R.C. 4939.07 and 4905.13, Ohio Gas seeks accounting authority to record certain right-of-way costs as a regulatory asset and seeks approval from the Commission to implement the ROW Rider to recover certain right-of-way costs.

I. STATUTORY PROVISIONS REGARDING RIGHT-OF-WAY COST DEFERRALS AND RECOVERY

3. Pursuant to the statutory provisions identified below, the Commission is required to authorize the creation of the ROW Rider, authorize the Company to recover any right-of-way fees imposed on the Company (Part B), and provide the Company with accounting authority to record the directly incurred and implementation costs as a regulatory asset (Part A). These Sections also provide the Commission with authority to authorize cost recovery under Part A, and in certain instances mandate the Commission provide for cost recovery.
4. R.C. 4939.07(D)(1) requires the Commission to authorize the Company to defer costs associated with Part A of the proposed ROW Rider: “[n]otwithstanding

any other provision of law or any agreement establishing price caps, rate freezes, or rate increase moratoria, a public utility subject to the rate-making jurisdiction of the commission may file an application with the commission for, and the commission by order *shall authorize*, such accounting authority as may be reasonably necessary to classify any cost described in division (D)(2) of this section as a regulatory asset for the purpose of recovering that cost." (emphasis added).

5. R.C. 4939.07(D)(3) provides the Commission authority to approve cost recovery under Part A of the proposed ROW Rider, and identifies when cost recovery "shall" be authorized: "[i]f the commission determines, upon an application under division (D)(1) of this section or its own initiative, that classification of a cost described in division (D)(2) of this section as a regulatory asset is not practical or that deferred recovery of that cost would impose a hardship on the public utility or its customers, the commission shall establish a charge and collection mechanism to permit the public utility full recovery of that cost. A hardship shall be presumed for any public utility with less than fifteen thousand bundled sales service customers in this state and for any public utility for which the annualized aggregate amount of additional cost that otherwise may be eligible for such classification exceeds the greater of five hundred thousand dollars or fifteen per cent of the total costs that are described in division (D)(2)(a) of this section and were considered by the commission for the purpose of establishing rates in the public utility's most recent rate increase proceeding or the rate increase proceeding of the public utility's predecessor, whichever is later."

6. R.C. 4939.07(D)(2)(a) identifies the costs that can be recovered through Part A of the proposed ROW Rider as costs that are “directly incurred by the public utility as a result of local regulation of its occupancy or use of a public way or an appropriate allocation and assignment of costs related to implementation of this section, excluding any cost arising from a public way fee levied upon and payable by the public utility . . .” (emphasis added).

7. R.C. 4939.07(B)(1) requires the Commission to authorize recovery of right-of-way fees imposed on public utilities, *i.e.* Part B of the proposed ROW Rider: “[n]otwithstanding any other provision of law or any agreement establishing price caps, rate freezes, or rate increase moratoria, a public utility subject to the rate-making jurisdiction of the commission may file an application with the commission for, and the commission shall then authorize by order, timely and full recovery of a public way fee levied upon and payable by the public utility....” (emphasis added).

8. Additionally, R.C. 4939.07(B)(2) also addresses the recovery of right-of-way fees providing that the Commission shall establish a cost recovery mechanism, and provides further details on the mechanics of the rider: “[a]ny order issued by the commission pursuant to its consideration of an application under division (B)(1) of this section shall establish a cost recovery mechanism including, but not limited to, an adder, tracker, rider, or percentage surcharge, for recovering the amount to be recovered; specify that amount; limit the amount to not more and not less than the amount of the total public way fee incurred; and require periodic adjustment of the mechanism based on revenues recovered.” (emphasis added).

9. R.C. 4939.07(B)(2)(b) provides that recovery under Part B of the proposed ROW Rider “shall be from all customers of the public utility generally.”

10. R.C. 4939.07(D)(2)(b), which is applicable to Part A of the proposed ROW Rider, and R.C. 4939.07(B)(1), which is applicable to Part B of the proposed ROW Rider, both specify that cost recovery is limited to costs “incurred by the public utility both after January 1, 2002, and after the test year of the public utility's most recent rate proceeding or the initial effective date of rates in effect but not established through a proceeding for an increase in rates.” The costs proposed for recovery in this Application meet these requirements.

11. R.C. 4939.07(E) provides, among other items, a 120-day process for the Commission to review and approve an application seeking approval of a rider under R.C. 4939 such as the Company's proposed ROW Rider: “[a]ny application submitted to the commission under divisions (B) to (D) of this section shall be processed by the commission as an application not for an increase in rates under section 4909.18 of the Revised Code. The application shall include such information as the commission reasonably requires. The commission shall conclude its consideration of the application and issue a final order not later than one hundred twenty days after the date that the application was submitted to the commission.”

12. R.C. 4939.07(E) further provides that “[a] final order regarding a recovery mechanism authorized pursuant to this section shall provide for such retroactive adjustment as the commission determines appropriate.”

II. PROPOSED INITIAL RATE AND ANNUAL TRUE-UP PROCESS

13. The Company proposes to recover \$871,834 through rates effective January 1, 2022 through September 30, 2022. Schedules 1 and 4 attached to this Application provide detail on these costs that were incurred by the Company since the conclusion of its last test year (i.e., costs incurred after 12/31/17).¹ To collect this amount, the Company proposes an initial ROW Rider rate of \$1.88 that would be applied on all customers' bills each month.² The calculation of this rate is reflected on Schedule 5. The Commission has authority to approve recovery of these costs under R.C. 4939.07(D) and (E).

14. The \$871,834 and all future costs to be recovered under Part A of the ROW Rider were directly incurred by the Company as a result of local regulation of the Company's occupancy of a public way.

15. While the Company proposes the ROW Rider rate be the sum of Part A (directly incurred costs) and Part B (public way fees) of the rider, the initial rate under Part B is proposed at zero. More specifically, in this Application the Company is not seeking cost recovery of any public way fees in ROW Rider rates. Future public way fees, if any, under Part B would be reflected in additional schedules to subsequent annual ROW Rider filings and would then be reflected in the rate calculation process contained in Schedule 5.

¹ The test year in the Company's last rate case was calendar year 2017. See *In the Matter of the Application of Ohio Gas Company for an Increase in Gas Distribution Rates*, Case Nos. 17-1139-GA-AIR, et al., Opinion and Order at 2 (Feb. 21, 2018).

² The charge would be separately grossed up on bills for the gross receipts tax pursuant to Sheet 11 of the Company's tariff.

16. After the initial rate that the Company proposes be in place for the first nine months of 2022, the Company proposes that it update its ROW Rider rates annually effective October 1st of each year. The annual applications would pick up costs for the prior calendar year.

17. For the annual ROW Rider filings, the Company proposes that it true-up revenue collected for the prior period with authorized cost recovery and add the over- or under-recovery (without carrying charges) to the subsequent calendar year of costs proposed to be recovered through the ROW Rider. Schedules 6 & 7 demonstrate how the annual over- or under- collection would be calculated.

18. Pursuant to R.C. 4939.07(D)(2)(a) the Company proposes that its costs to implement the ROW Rider be included as part of the first annual ROW Rider update in 2022. The implementation costs would be subject to Commission review in the 2022 annual filing.

19. The Company proposes that it file its annual application to adjust the ROW Rider by March 31st each year. The Company requests that the Commission approve an annual review process that would have the Commission issue an order on the annual filing within 120 days subsequent to the filing, and in the absence of a Commission order within 120 days of the filing the filing be deemed automatically approved on the 121st day, which would be consistent with the statutory timeframe in R.C. 4939.07(E). Ohio Gas would then implement the updated annual ROW Rider rate effective October 1st each year.

20. Typical bill comparisons are included in Schedule 3. The Company's GIS Rider, with a rate of \$0.79 per customer per month, is scheduled to end collection

in December of 2021 with a final one-month reconciliation in January 2022, thus mitigating the bill impacts from the proposed ROW Rider.

21. The Company requests that the Commission fully approve this Application by mid-December 2021 to allow the Company to implement the initial rate effective January 1, 2022. To facilitate approval of this Application on this timeframe, the Company would not object to the Commission deferring its review of the \$871,834 of costs sought to be recovered through the initial rate until the first annual rider process which would be initiated next March. The proposed ROW Rider tariff sheet includes the Company's standard rider tariff language for reconciliations, adjustments, or refunds. If this timeframe does not allow full approval of the Application, the Company requests that the Commission bifurcate its review and grant the Company the requested accounting authority to record right-of-way costs that would be recovered under the ROW Rider as a regulatory asset. If the Commission bifurcates its review, the Company requests that the Commission nonetheless expeditiously rule on the remaining issues in the Application.

III. THE STATUTORY PRESUMPTION FOR COST RECOVERY

22. R.C. 4939.07(D)(3) mandates the Commission approve cost recovery if it determines that only providing deferral authority would be impractical or if a hardship exists. Creating a deferral without providing for timely cost recovery would be both impractical and cause a hardship to Ohio Gas. Initially, creating a deferral would add carrying charges to the principal amounts that the Company proposes to collect through the ROW Rider, thus requiring future customers to pay even

greater amounts.³ Conversely, the Company's proposal does not include any request for carrying charges. Deferring the right-of-way costs for future recovery would also require future customers to pay for the Company's cost of serving customers now, and the future mix of customers could always change over time. Moreover, in terms of hardship, R.C. 4939.07(D)(3) directs the Commission to presume a hardship under several criteria. First, the Commission is to presume a hardship for small public utilities with less than 15,000 customers. While Ohio Gas has approximately 50,000 customers, it is much closer to the size of a small public utility than the size of the next smallest natural gas utility, which serves approximately 318,000 customers in Ohio. Second, the Commission is required to presume a hardship exists when the annualized aggregate amount sought to be recovered exceeds the greater of \$500,000 or 15% of the amount included in base rates. The Company's direct right-of-way costs in 2021 are projected at approximately \$825,000. The Company's direct right-of-way costs from 2018 through 2020 total \$871,834. Accordingly, the Commission should conclude that a deferral of right-of-way costs without also approving cost recovery through this Application would be both impractical and would place a hardship on Ohio Gas. Even in the absence of making either of these determinations, the Commission can still approve cost recovery for direct right-of-way costs under R.C. 4939.07(D).

³ See, e.g., *In the Matter of the Application of Ohio Gas Company for Approval of An Alternative Rate Plan*, Case Nos. 19-1354-GA-ALT, et al., Finding and Order (Dec. 18, 2019) (recognizing that the Commission had previously authorized the Company to defer costs with interest, and then authorizing the Company to recover in rates the interest component). The direct right-of-way costs would also qualify for recovery under alternative, and broader, statutory mechanisms that mandate post-in-service carrying costs. See R.C. 4929.111(A)(1), (3) & (D).

23. As noted above, R.C. 4939.07(B) requires the Commission to approve the ROW Rider to at a minimum collect any right-of-way fees imposed on the Company.

IV. CONCLUSION

24. The public way fees to be recovered through the Company's proposed ROW Rider are prudent and necessary business expenses incurred by Ohio Gas as a result of directives from municipalities regarding their regulation of the Company's use and occupancy of municipal rights-of-way.

25. The request for accounting authority and cost recovery is lawful and reasonable.

26. To facilitate review of this application, Ohio Gas has attached the following:

Exhibit A – Current, Redlined Proposed, and Clean Proposed Tariff Sheets

Exhibit B – Schedules Supporting Application

WHEREFORE, for the reasons stated herein, Ohio Gas respectfully requests the Commission grant the authority requested in this Application.

Respectfully submitted,

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EXHIBIT A

Current, Redlined Proposed, and Clean Proposed Tariff Sheets

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P.U.C.O. No. 2
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RIGHT-OF-WAY ("ROW") RIDER

In addition to all other rates and charges applicable to service provided under the General Service rate schedule (Sheet No. 9) or the Transportation Service rate schedule (Sheet No. 10), Customers receiving service pursuant to said rates shall pay an additional amount per month, regardless of gas consumed, to recover costs associated with municipal public way fees.

The monthly charge shall be \$1.88 per account. The charge is based on the costs directly incurred or imposed on Ohio Gas by municipalities regarding Ohio Gas's use and occupancy of said rights-of-way and approved for recovery by the Public Utilities Commission of Ohio ("Commission"). The rate will be updated annually.

The ROW Rider is subject to reconciliation or adjustments, including but not limited to increases or refunds. Such reconciliation or adjustment shall be limited to the 12-month period of expenditures subject to annual review and audit by the Commission if the Commission or Supreme Court of Ohio determines, as a result of an audit, that the ROW Rider was unlawful or unreasonable or included imprudent amounts.

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In addition to all other rates and charges applicable to service provided under the General Service rate schedule (Sheet No. 9) or the Transportation Service rate schedule (Sheet No. 10), Customers receiving service pursuant to said rates shall pay an additional amount per month, regardless of gas consumed, to recover costs associated with municipal public way fees.

The monthly charge shall be \$1.88 per account. The charge is based on the costs directly incurred or imposed on Ohio Gas by municipalities regarding Ohio Gas's use and occupancy of said rights-of-way and approved for recovery by the Public Utilities Commission of Ohio ("Commission"). The rate will be updated annually.

The ROW Rider is subject to reconciliation or adjustments, including but not limited to increases or refunds. Such reconciliation or adjustment shall be limited to the 12-month period of expenditures subject to annual review and audit by the Commission if the Commission or Supreme Court of Ohio determines, as a result of an audit, that the ROW Rider was unlawful or unreasonable or included imprudent amounts.

Issued: _____

Effective: _____

Filed Under Authority of Case No. 21-0943-GA-RDR
Issued by Cinthia Reed, President
Bryan, Ohio

EXHIBIT B

Schedules Supporting Application

Summary of Right-of-Way Rider Costs by FERC Account			Schedule 1 Page 1 of 1
Line No.	Description	FERC ACCOUNT	
1	Gas Plant In Service {add additional accounts as needed}	101-XXXX PLANT ACCT 376	871,833.85
2	Total		871,833.85

Summary of Current and Proposed Rates

Schedule 2
Sheet 1 of 1

Line No.	Rate Schedule	Current ROW Rate	Proposed ROW Rate	Dollar Difference	Percent Increase
1	General Sales Service Rate Schedule	\$ -	\$ -	\$ -	N/A
2	Transportation Service Rate Schedule	\$ -	\$ 1.88	\$ 1.88	N/A

TYPICAL BILL COMPARISON
GENERAL SALES SERVICE RATE SCHEDULE

PROPOSED RATES EFFECTIVE :		January 2022											
Line No.	RATE CODE	USAGE CCF (A)	MOST CURRENT RATE (B)	PROPOSED RATE (C)	PERCENT OF INCREASE (D-C/B)	CURRENT BILL (E=D/B)	PROPOSED BILL (F)	DOLLAR INCREASE (H=G-F)	PERCENT OF INCREASE (I=H/F)	ANNUALIZED FUEL COST ADDITIONS (J)	CURRENT BILL (K=F+I)	PROPOSED BILL (L=G+J)	PERCENT OF CHANGE (M-L-K)/K)
1	GENERAL SERVICE RATE SCHEDULE												
2	ALL GAS USED	First 1,000 MCF Over 1,000 MCF	0	0	0.0000	0.00%					0.0000		
3	MONTHLY DELIVERY CHARGE		0	0.00	0.0000	0.0%					0.0000		
4			0										
5			1										
6			5										
7			7										
8			10										
9			20										
10			50										
11			100										
12			200										
13			1,000										
14			1,010										
15			1,020										
16			1,030										
17			1,040										
18			1,050										
19			1,060										
20			1,070										
21			1,080										
22			1,090										
23			1,100										
24	GROSS RECEIPTS TAX RATE					4.9869%							

Includes all applicable riders currently in effect including applicable Gross Receipts Taxes.

TYPICAL BILL COMPARISON
TRANSPORTATION SERVICE RATE SCHEDULE

PROPOSED RATES EFFECTIVE :

January 2022

Line No.	RATE CODE	USAGE MCF (A)	MOST CURRENT RATE (B)	PROPOSED RATE (C)	PERCENT INCREASE (D-C-B)	CURRENT BILL (E=D/B)	PROPOSED BILL (F)	DOLLAR INCREASE (H=G-F)	ANNUALIZED FUEL COST (I=H/F/B)	CURRENT BILL (J)	PROPOSED BILL (K=F+I)	PERCENT OF ADDITIONS (L=H/I)	INCLUDING FUEL COST (M=L-K)/K)
1 TRANSPORTATION SERVICE RATE SCHEDULE													
2	ALL GAS USED	First 1,000 MCF Over 1,000 MCF	1,5741 0.9816	1,5741 0.0000	0.000%								
3	MONTHLY DELIVERY CHARGE		10.51	12.39	1.8800	17.89%							
4		0					11.03	13.00	1.97	17.86%	0.00	11.03	13.00
5		1					12.69	14.66	1.97	15.52%	4.80	17.49	19.46
6		5					19.30	21.27	1.97	10.21%	24.02	43.32	45.29
7		7					22.60	24.57	1.97	8.72%	33.62	56.22	58.19
8		10					27.56	29.53	1.97	7.15%	48.03	75.59	77.56
9		20					44.09	46.06	1.97	4.47%	96.06	140.15	142.12
10		50					93.66	95.63	1.97	2.10%	240.15	333.81	335.78
11		100					176.29	178.26	1.97	1.12%	480.30	656.59	658.56
12		200					341.55	343.52	1.97	0.58%	960.60	1302.15	1304.12
13		1,000					1,663.63	1,665.60	1.97	0.12%	4,803.00	6,466.63	6,468.60
14		1,010					1,673.94	1,675.91	1.97	0.12%	4,851.03	6,526.94	6,526.94
15		1,020					1,684.24	1,686.21	1.97	0.12%	4,899.06	6,583.30	6,585.27
16		1,030					1,694.55	1,696.52	1.97	0.12%	4,947.09	6,641.64	6,643.61
17		1,040					1,704.85	1,706.82	1.97	0.12%	4,995.12	6,699.97	6,701.94
18		1,050					1,715.16	1,717.13	1.97	0.11%	5,043.15	6,758.31	6,760.28
19		1,060					1,725.47	1,727.44	1.97	0.11%	5,091.18	6,816.65	6,818.62
20		1,070					1,735.77	1,737.74	1.97	0.11%	5,139.21	6,874.98	6,876.95
21		1,080					1,746.08	1,748.05	1.97	0.11%	5,187.24	6,933.32	6,935.29
22		1,090					1,756.38	1,758.35	1.97	0.11%	5,235.27	6,991.65	6,993.62
23		1,100					1,766.69	1,768.66	1.97	0.11%	5,283.30	7,049.99	7,051.96
24	GROSS RECEIPTS TAX RATE						4.9869%						

Includes all applicable riders in effect on the proposed effective date, including applicable Gross Receipts Taxes.

The 24 month amortization period for the GIS Rider, monthly delivery charge of 0.79 per customer, concludes December 31, 2021 with a final one-month reconciliation in January 2022.
This GIS Rider has been excluded in the presentation above.

Actual Right of Way Rider Costs

Schedule 4
Page 1 of 5

No.	Line 5110-10: 3P 1280' & 2P 112' IN CITY OF EDGERTON	Part A - Direct Costs	January	February	March	April	May	June	July	August	September	October	November	December	Total
1	Demolition costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2	PLANNING & DEVELOPMENT A&G, E&S OVERHEADS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,897.26	
3	Supervisory costs B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	ACCOUNTS PAYABLE-MAJAAC	\$ -	\$ -	\$ -	\$ 14,714.35	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,882.45	
5	ACCOUNTS PAYABLE-OTHER VENDORS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,369.57	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,369.57	
6	INVENTORY-MATERIAL ISSUES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,320.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,320.36	
7	PAYOUT	\$ -	\$ -	\$ -	\$ 345.48	\$ 4,073.36	\$ 1,391.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,810.64	
8	Total	\$ -	\$ -	\$ -	\$ -	\$ 15,060.03	\$ 23,931.29	\$ 1,391.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,280.38	

No.	Part A - Direct Costs	January	February	March	April	May	June	July	August	September	October	November	December	Total	
1	Demolition costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2	PLANNING & DEVELOPMENT A&G, E&S OVERHEADS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,392.59	
3	Supervisory costs B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	ACCOUNTS PAYABLE-MAIAAC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,363.95	
5	ACCOUNTS PAYABLE-OTHER VENDORS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,363.95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,000	
6	INVENTORY-MATERIAL ISSUES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,769.19	
7	PAYOUT	\$ -	\$ 53.91	\$ 79.59	\$ -	\$ -	\$ 783.12	\$ 2,069.71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,986.33	
8	Total	\$ 53.91	\$ 79.59	\$ -	\$ 16,916.26	\$ 2,679.71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,122.06	
Line	5110-30: 3P 946 IN SWANTON TWP OF SWANTON	2018	January	February	March	April	May	June	July	August	September	October	November	December	Total
No.	Part A - Direct Costs	January	February	March	April	May	June	July	August	September	October	November	December	Total	
1	Demolition costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2	PLANNING & DEVELOPMENT A&G, E&S OVERHEADS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,838.93	
3	Supervisory costs B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	ACCOUNTS PAYABLE-MAIAAC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,283.00	\$ -	\$ -	\$ -	\$ -	\$ 16,283.00	
5	ACCOUNTS PAYABLE-OTHER VENDORS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,040.00	\$ 892.31	\$ -	\$ -	\$ -	\$ 1,932.31	
6	INVENTORY-MATERIAL ISSUES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,903.39	\$ -	\$ -	\$ -	\$ 1,903.39	
7	PAYOUT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92.05	\$ 3,199.26	\$ -	\$ -	\$ -	\$ 3,291.31	
8	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,132.05	\$ 22,277.96	\$ -	\$ -	\$ -	\$ 26,248.94	

Actual Right of Way Rider Costs

Schedule 4
Page 3 of 5

Schedule 4
Page 4 of 5

Line No.	Part A - Direct Costs	January	February	March	April	May	June	July	August	September	October	November	December	Total	
Line 5110-30: 2P 240 IN SWANTON TWP OF SWANTON															
Line No.	Part A - Direct Costs	January	February	March	April	May	June	July	August	September	October	November	December	Total	
1	Demolition costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,181.60	
2	PLANNING & DEVELOPMENT A&G, E&S OVERHEADS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,181.60	
3	Supervision costs B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	ACCOUNTS PAYABLE-MAJAAC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,301.50	
5	ACCOUNTS PAYABLE-OTHER VENDORS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,784.81	
6	INVENTORY-MATERIAL ISSUES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 405.42	
7	PAYOUT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,413.75	
8	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000.00	\$ 9,649.82	\$ 1,405.11	\$ 32,850.25	\$ -	\$ 5,181.60
Line 5135-40: 3P 885' & 2P 168' IN CITY OF NAPOLEON															
Line No.	Part A - Direct Costs	January	February	March	April	May	June	July	August	September	October	November	December	Total	
1	Demolition costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2	PLANNING & DEVELOPMENT A&G, E&S OVERHEADS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,740.89	
3	Supervision costs B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	ACCOUNTS PAYABLE-MAJAAC	\$ 15,197.45	\$ 9,783.25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,980.70	
5	ACCOUNTS PAYABLE-OTHER VENDORS	\$ 250.75	\$ 690.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375.00	\$ -	\$ -	\$ -	\$ 1,815.81	
6	INVENTORY-MATERIAL ISSUES	\$ -	\$ 2,133.34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,133.34	
7	PAYOUT	\$ -	\$ 3,489.76	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,489.76	
8	Total	\$ 15,448.20	\$ 16,096.41	\$ -	\$ -	\$ -	\$ -	\$ 375.00	\$ -	\$ -	\$ -	\$ 500.00	\$ 3,740.89	\$ 36,160.50	
Line CUMULATIVE TOTAL FOR THE YEAR															
Line No.	Part A - Direct Costs	January	February	March	April	May	June	July	August	September	October	November	December	Total	
1	Demolition costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2	PLANNING & DEVELOPMENT A&G, E&S OVERHEADS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,609.98	
3	Supervision costs B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	ACCOUNTS PAYABLE-MAJAAC	\$ 15,197.45	\$ 24,387.05	\$ 49,630.09	\$ 57,229.63	\$ 38,078.31	\$ 18,846.74	\$ -	\$ 42,218.53	\$ 5,849.74	\$ -	\$ -	\$ -	\$ 251,537.54	
5	ACCOUNTS PAYABLE-OTHER VENDORS	\$ 250.75	\$ 690.06	\$ 1,150.08	\$ 2,133.34	\$ 13,489.50	\$ 17,899.89	\$ 612.27	\$ 1,375.00	\$ 3,162.10	\$ -	\$ 32,850.25	\$ 500.00	\$ 1,612.49	
6	INVENTORY-MATERIAL ISSUES	\$ -	\$ 3,489.76	\$ 4,768.71	\$ 5,934.46	\$ 6,879.37	\$ 7,532.62	\$ -	\$ -	\$ 15,800.35	\$ -	\$ -	\$ -	\$ 51,538.94	
7	PAYOUT	\$ -	\$ 15,448.20	\$ 30,700.21	\$ 55,548.88	\$ 77,177.26	\$ 64,648.48	\$ 26,991.63	\$ 1,375.00	\$ 48,738.72	\$ 30,589.29	\$ 33,830.58	\$ 500.00	\$ 55,222.47	
8	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440,770.72	
Line Part B - Municipal Imposed Costs															
Line No.	Part B - Municipal Imposed Costs	January	February	March	April	May	June	July	August	September	October	November	December	Total	
1	City Fee A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2	City Fee B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
3	City Fee C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	City Fee D	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Line CUMULATIVE TOTAL FOR THE 2018-2020															
Line No.	Part A - Direct Costs	January	February	March	April	May	June	July	August	September	October	November	December	Total	
1	Demolition costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92,532.43	
2	PLANNING & DEVELOPMENT A&G, E&S OVERHEADS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
3	Supervision costs B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 494,397.41	
4	ACCOUNTS PAYABLE-MAJAAC	\$ 18,326.05	\$ 24,387.05	\$ 49,630.09	\$ 115,779.58	\$ 79,197.61	\$ 26,378.84	\$ 17,706.75	\$ 96,034.59	\$ 26,572.24	\$ 36,101.31	\$ 4,286.30	\$ -	\$ 57,628.52	
5	ACCOUNTS PAYABLE-OTHER VENDORS	\$ 1,145.27	\$ 2,133.34	\$ 1,150.08	\$ 709.13	\$ 8,380.54	\$ 2,691.74	\$ 1,871.10	\$ 34,184.00	\$ 500.00	\$ 6,60	\$ 1,612.49	\$ 1,612.49	\$ 119,919.42	
6	INVENTORY-MATERIAL ISSUES	\$ 239.58	\$ -	\$ -	\$ -	\$ 15,285.79	\$ 35,679.34	\$ 4,005.20	\$ 4,298.84	\$ 1,903.39	\$ 64,469.87	\$ 5,851.18	\$ 4,246.740	\$ 4,318.24	
7	PAYOUT	\$ 2,956.86	\$ 3,569.35	\$ 4,768.71	\$ 9,320.25	\$ 25,612.88	\$ 12,596.39	\$ 4,133.70	\$ 13,263.75	\$ 19,007.00	\$ 7,798.94	\$ -	\$ -	\$ 107,356.07	
8	Total	\$ 22,667.76	\$ 30,779.80	\$ 55,548.88	\$ 141,067.75	\$ 48,879.37	\$ 42,977.43	\$ 28,831.03	\$ 119,372.83	\$ 92,049.11	\$ 83,936.43	\$ 11,571.94	\$ 94,151.52	\$ 871,833.85	

Computation of Proposed Right-of-Way Rate

Line No.	Schedule Reference	Total
1	Schedule 4, Sheet 2	\$ 313,938
2	Schedule 4, Sheet 3	\$ 117,125
3	Schedule 4, Sheet 5	\$ 440,771
4	Schedule 6	\$ -
5	Total Right of Way Costs	\$ 871,834
6	Projected Bills Nine Months Ended September 30, 2022*	\$ 463,500
7	Proposed Right-of-Way Rider Rate (Line 5 /Line 6)	\$ 1.88

* In future filings this will be a 12 month amount

Right-of-Way Rider Reconciliation Adjustment

Schedule 6
Page 1 of 1

Line No.	Description	Total
1	Balance of Unrecovered Right-of-Way Costs at December 31, 2020 (Schedule 7)	\$ 871,834
2	Actual/Projected Right-of-Way Revenue for prior period	\$ -
3	(Over)/Under Collection	\$ 871,834

Computation of Right-of-Way Balance

Schedule 7
Page 1 of 1

Line No.		January	February	March	April	May	June	July	August	September	October	November	December
1	Balance as of December 31, 2017	\$ -											
2	Right-of-Way Costs: 2018 - 2020 (Schedule 4)	\$ 22,668	\$ 30,780	\$ 55,549	\$ 141,068	\$ 148,879	\$ 42,977	\$ 28,831	\$ 119,373	\$ 92,049	\$ 83,936	\$ 11,572	\$ 94,152
3	Monthly Right-of-Way Revenue/Recovery: 2018 - 2020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Monthly Balance	\$ 22,668	\$ 53,448	\$ 108,956	\$ 250,064	\$ 398,944	\$ 441,921	\$ 470,752	\$ 590,125	\$ 632,174	\$ 766,110	\$ 777,682	\$ 871,834

This foregoing document was electronically filed with the Public Utilities

Commission of Ohio Docketing Information System on

9/15/2021 3:28:55 PM

in

Case No(s). 21-0943-GA-RDR, 21-0944-GA-ATA, 21-0945-GA-AAM

Summary: Application for Authority to Establish a Right-of-Way Rider electronically filed by Mr. Matthew R. Pritchard on behalf of Ohio Gas Company