

DOCKET NO. 20230110-GU

FILED 9/26/2023

DOCUMENT NO. 05384-2023
FPSC - COMMISSION CLERK

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September 26, 2023

BY E-PORTAL

Mr. Adam Teitzman, Clerk
Florida Public Service Commission
2540 Shumard Oak Boulevard
Tallahassee, FL 32399-0850

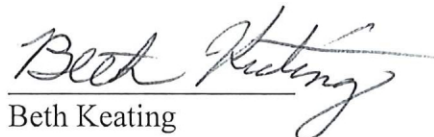
[New Filing/Docket]- Petition for approval of tariff modifications to implement transportation balancing charge rider, by Florida City Gas.

Dear Mr. Teitzman:

Attached for electronic filing, please find the Florida City Gas's Petition for Approval of Tariff Modifications designed to implement a transportation balancing charge.

As always, thank you for your assistance in connection with this filing. If you have any questions whatsoever, please do not hesitate to let me know.

Sincerely,



Beth Keating
Gunster, Yoakley & Stewart, P.A.
215 South Monroe St., Suite 601
Tallahassee, FL 32301
(850) 521-1706

BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

In re: Petition of Florida City Gas for Approval of
Tariff Modifications to Implement a Transportation
Balancing Charge Rider Tariff

Docket No. _____
Filed: September 26, 2023

**PETITION OF FLORIDA CITY GAS
FOR APPROVAL OF TARIFF MODIFICATIONS**

Florida City Gas (“FCG” or “the Company”) hereby submits this petition to the Florida Public Service Commission (“Commission”) requesting approval to implement a Tariff Rider “E” Transportation Balancing Charge (“Balancing Charge”) to allocate certain capacity costs incurred on behalf of Transportation Customers to balance differences between their monthly gas nominations and consumption. As explained below, FCG submits that the proposed Balancing Charge will more fairly allocate existing costs between its Sales Customers and Transportation Customers and better align with the rate-making principle of cost causation. In support thereof, FCG states as follows:

I. INTRODUCTION

1. The Company is a natural gas utility with its principal office located at:

Florida City Gas
700 Universe Blvd
Juno Beach, Florida 33408

2. Any pleading, motion, notice, order, or other document required to be served upon

FCG or filed by any party to this proceeding should be served upon the following individuals:

Beth Keating
Gunster, Yoakley & Stewart, P.A.
215 South Monroe St.,
Suite 601
Tallahassee, FL 32301
(850) 521-1980
BKeating@gunster.com

Christopher T. Wright
Managing Attorney
Florida Power & Light Company
700 Universe Boulevard (JB/LAW)
Juno Beach, Florida 33408
(561) 691-7144
christopher.wright@fpl.com

3. The Commission has jurisdiction pursuant to Sections 366.04, 366.05, and 366.06, Florida Statutes.

4. In this proceeding, FCG is seeking approval of a new tariff to implement a proposed Balancing Charge to better allocate capacity costs among its Sales Customers and Transportation Customers. A copy of the proposed new tariff sheet is provided in **Appendix 1**. As further described below, FCG submits that the proposed Balancing Charge is just, fair, and consistent with Commission practice.

II. BACKGROUND

5. On August 21, 1997, FCG filed a petition to implement an experimental Small Commercial Transportation Service Rate Schedule (“SCTS”), which was approved by Order No. PSC-97-1536-FOF-GU issued in Docket No. 971084-GU on December 8, 1997. Under the SCTS rate schedule, commercial customers on FCG’s system that met a minimum annual consumption (therm)¹ threshold were permitted to purchase their natural gas supplies (commodity) directly from the competitive gas supply market by entering into private gas supply agreements with Third Party Suppliers (“TPSs”).

6. On December 29, 1998, FCG petitioned to make the SCTS rate schedule permanent, which was approved by Order No. PSC-99-0484-FOF-GU issued in Docket No. 982003-GU on March 8, 1999. Subsequently, FCG filed a petition to amend its SCTS rate schedule to remove the minimum consumption threshold, which was approved by Order No. PSC-99-2399-TRF-GU issued in Docket No. 991564-GU on December 7, 1999. As a result, all commercial and industrial

¹ One therm is equal to 100,000 British thermal units (Btus) of natural gas.

customers on FCG's system were permitted to purchase their natural gas supply directly from TPSs.

7. On April 4, 2000, the Commission issued Order No. PSC-00-0630-FOF-GU adopting Rule 25-7.0335, Florida Administrative Code, Transportation Service. This Rule required all investor-owned natural gas utilities to offer transportation service to all non-residential customers.

8. As a result of the foregoing, FCG has two types of gas supply customers on its system, Sales Customers and Transportation Customers. Sales Customers include all residential customers and any commercial and industrial customers that elect not to purchase their gas supply from a TPS. Transportation customers are those commercial and industrial customers that elect to purchase their natural gas supply from any gas marketer or broker that becomes an authorized TPS under the Florida City Gas FPSC Natural Gas Tariff, Volume 10 ("FCG Tariff").²

9. Natural gas utilities are permitted to seek recovery of the total costs incurred to procure and provide natural gas supply and capacity for their Sales Customers through a reconcilable Purchased Gas Adjustment ("PGA") Factor. *See In re: Investigation of Purchased Gas Adjustment Clauses Utilized by Regulated Natural Gas Distributors*, Order No. 10237, Docket No. 800645-GU, 1981 Fla. PUC LEXIS 249 (FPSC Aug. 26, 1981); *In re: Surveillance of purchased gas adjustments*, Order No. 11212, Docket No. 820003-GU, 1982 Fla. PUC LEXIS 261

² See FCG Tariff, Sheet Nos. 60-69. FCG will provide gas delivery service to Transportation Customers that become Sales Customers if there is sufficient capacity to do so. See FCG Tariff, Rule 15.J, Sheet Nos. 22-23. Likewise, in the event a Transportation Customer's TPS fails to deliver gas sufficient to meet the Transportation Customer's needs, FCG may provide replacement gas suppliers. See FCG Tariff, Rule 15.E, Sheet No. 20.

(FPSC Sept. 29, 1982).³ As such, all gas supplies and capacity procured by FCG to serve its Sales Customers are charged to and recovered through the reconcilable PGA Factor paid by the Sales Customers.

10. Under the FCG Tariff, the TPSs are responsible for nominating their Transportation Customers' gas supply requirements and arranging for transportation of the gas supply from its source to FCG's interconnection with the delivering pipeline. *See* FCG Tariff, Rule 15.C, Sheet No. 20; *see also* FCG Tariff, Sheet Nos. 63-64.⁴ The costs for the gas supply and capacity provided by the TPSs to serve their Transportation Customers are paid by the Transportation Customer to the TPS pursuant to a gas supply agreement, which are separately negotiated and agreed to between the Transportation Customer and their applicable TPS.⁵

11. Customer usage can vary for a number of different reasons and factors, some of which are planned and some of which are unplanned. As a result, the gas that is nominated and delivered to FCG's system often differs from the quantity actually consumed by customers. The gas nominated and delivered on behalf of a customer may be more than actually consumed by that

³ The Commission has adopted a revised method for calculation and recovery of purchased gas costs by regulated natural gas utilities by means of a maximum levelized PGA Factor that may be charged to Sales Customers for each calendar year commencing January 1 and ending December 31. *See In re: Purchased Gas Adjustment*, Order Nos. 24463 and Order No. 24463-A, Docket No. 19910003-GU, 1191 Fla. PUC LEXIS 680 (FPSC May 17, 1991); *In re: Consideration of change in frequency and timing of hearings*, Order No. 1998-0691-FOF-PU, Docket No. 19980269-PU, 1998 Fla. PUC LEXIS 841 (FPSC May 19, 1998). The Commission has also adopted a method by which a natural gas utility may, at its option, request a mid-course correction if the projected gas costs significantly exceed projected revenues as calculated under the Commission-approved PGA Factor. *See id.*; *see also In Re: Purchased Gas Adjustment (PGA) True-up*, Order No. PSC-1993-0708-FOF-GU, Docket 19930003-GU (FPSC May 10, 1993).

⁴ TPSs are also required to obtain firm interstate pipeline capacity into FCG's distribution system that is sufficient to meet their respective Transportation Customers' gas supply needs. *See* FCG Tariff, Sheet No. 67.

⁵ FCG does not have access to or knowledge the terms and conditions of these TPS agreements.

customer (long) or the customer may consume more gas than was nominated and delivered for that customer (short).

12. FCG uses its available capacity and storage to balance the system on behalf of its Sales Customers. The TPSs on FCG's system typically take steps, such as swaps and spot market transactions, to mitigate these delivery and consumption imbalances. However, it is common for net imbalances to remain at the close of the month. As shown on **Appendix 2**, there was an average monthly system-wide total TPS imbalance of 9.63% for calendar year 2021 and 10.07% for calendar year 2022.

13. Importantly, FCG must ensure that its system is balanced to avoid significant imbalance penalties and charges from the interstate pipelines. To do so, FCG must use its available interstate and intrastate capacity and storage to "swing gas" to resolve any outstanding imbalances.

14. All costs for the FCG's interstate and intrastate capacity and storage are currently charged to the PGA and paid solely by the Sales Customers.⁶ Because FCG uses a portion of this capacity and storage to correct Transportation Customers' imbalances, a portion of the capacity and storage paid for by the Sales Customers through the PGA Factor is being used to balance the system on behalf of the Transportation Customers and their respective TPSs. Stated differently, FCG's Sales Customers are currently subsidizing the Transportation Customers.

15. To mitigate this subsidization, FCG herein proposes to implement a new Balancing Charge that, if approved, would allocate an incremental portion of the capacity and storage costs

⁶ FCG is required to hold sufficient capacity to serve its Sales Customers on a design day plus a reserve margin of not less than 5%. Further, the Company may elect to defer releasing capacity unless and until it has achieved 100% of the pipeline capacity necessary to serve its Sales Customers and its Essential Use Customers. *See* FCG Tariff, Rule 15.J, Sheet Nos. 22-23. To date, FCG has not obtained sufficient interstate pipeline capacity to trigger the capacity release provisions of its tariff. Moreover, FCG is not aware of and currently does not forecast any new interstate pipeline capacity becoming available in the reasonably foreseeable future.

currently recovered in the PGA Factor to the Transportation Customers through a bill rider as further explained below.

III. BALANCING CHARGE RIDER

16. As explained above, a certain portion of FCG's capacity and storage is used to correct imbalances on behalf of Transportation Customers and their TPSs. More specifically, FCG uses this capacity and storage to correct an average monthly system-wide total TPS imbalance of 9.63% for calendar year 2021 and 10.07% for calendar year 2022 as shown on **Appendix 2**.

17. To help mitigate the potential for Sales Customers to subsidize the balancing costs incurred on behalf of the Transportation Customers, FCG proposes to implement a Balancing Charge to allocate these costs to the Transportation Customers and better align with the well-established ratemaking principle of cost causation. However, FCG's system currently cannot track daily TPS imbalances at the individual customer level, which would be necessary to directly assign the balancing costs incurred for each Transportation Customer to their applicable TPS. As a proxy, FCG proposes to allocate a portion of the total capacity and storage costs recovered through the PGA Factor based on the monthly average system-wide total TPS imbalance as a percentage of FCG's total capacity and storage.

18. As shown on **Appendix 3**, FCG's current combined total annual interstate and intrastate capacity and storage is 4.15 million maximum daily quantity ("MDQ") of gas at a total annual cost of \$12.8 million. Because FCG is currently unable to release any of this capacity under

its Tariff, this entire amount is charged to and recovered through the PGA Factor charged to Sales Customers.⁷

19. As shown on **Appendix 4**, the monthly average system-wide total TPS imbalance as a percentage of FCG's total capacity and storage was 7.81% for calendar year 2021 and 7.88% for calendar year 2022, or a combined two-year monthly average of 7.85%. Applying the TPS two-year monthly average of 7.85% to the total capacity and storage costs of \$12.8 million booked to the PGA results in total of \$1.0 million of estimated balancing costs incurred on behalf of Transportation Customers and their TPSs as shown on **Appendix 3**.

20. FCG herein proposes to allocate these costs to the Transportation Customers to mitigate the potential subsidization by Sales Customers. If approved, these allocated costs will be recovered from Transportation Customers through a Balancing Charge bill rider as shown in **Appendix 1**.⁸

21. FCG's current and future capacity and storage costs will continue to be booked to the annual PGA. All revenues recovered from the Balancing Charge bill rider will be booked to and reflected as an offset/credit to FCG's annual PGA filing.⁹

⁷ If FCG did release any of this capacity, the associated revenues would be reflected as an offset/credit to the PGA.

⁸ Although the methodologies for each are slightly different, FCG notes that the Commission has previously approved similar swing service mechanisms for both Peoples Gas System ("PGS") and Florida Public Utilities Company ("FPUC"). See, e.g., PGS Swing Service Charge approved by Order No. PSC-2000-1814-TRF-GU and modified by Order No. PSC-2015-0570-TRF-GU; FPUC Swing Service Rider Tariff approved by Order No. PSC-2015-0321-PAA-GU and modified by Order No. PSC-2016-0422-TRF-GU. FCG acknowledges that all three mechanisms are slightly different due largely to the facts that each utility's system and constraints are different and, as such, each utility treats and holds capacity differently. However, FCG submits that each approach, including FCG's proposed Balancing Charge, is designed to more fairly allocate balancing/swing costs consistent with the well-established principle of cost causation.

⁹ Because the population of Transportation Customer can vary over time (*i.e.*, new Transportation Customers begin service on FCG's system or existing Transportation Customers become Sales Customers),

(Continued on next page)

22. Based on the total 2024 forecast of annual therms for the Transportation Customer rate classes, the allocated costs per therm, including a gross-up for taxes, results in a Balancing Charge of \$0.00780/therm to be applied to the monthly bill for each current and future Transportation Customer as set forth in **Appendix 5**.¹⁰

23. FCG further proposes to set a fixed Balancing Charge rate based on the methodology described above and to periodically file to update the Balancing Charge rate if there are future material changes in the total capacity/costs booked to the PGA. FCG will also track the average monthly total TPS imbalances and will submit a filing to update the Balancing Charge if the three-year average monthly system-wide total TPS imbalances change by more than 10.0%.

24. FCG submits that its proposed Balancing Charge methodology is a fair and reasonably proxy to allocate the balancing costs incurred on behalf of the Transportation Customers and their TPSs. As proposed, the Balancing Charge will be simple to implement, administer, and track on a going-forward basis. Given the simplicity of the proposed Balancing Charge, and the fact that it is expected to remain fixed and relatively stable unless there are significant material changes in the future, FCG believes that the Balancing Charge will not result in undue customer confusion. Nonetheless, FCG commits to work with customers to promptly respond to and address any questions they may have regarding the Balancing Charge.

Customers) and Transportation Customers volumes can vary over any given year, FCG will not forecast or estimate the per-therm revenues to be received from the Balancing Charge bill rider in its annual PGA filings. Rather, FCG proposes to only reflect the actual revenues received as a credit in its final actual PGA true-up filed annually with the Commission, which is similar to the treatment of other PGA credits such as the sharing mechanism under FCG's Off System Sales Tariff.

¹⁰ The monthly bill impacts for the average customer in each commercial and industrial rate class is provided in **Appendix 6**.

25. Based on the foregoing, FCG submits that the proposed Balancing Charge bill rider and revenue treatment are fair, just, reasonable, and appropriate to reduce the potential for Sales Customers to subsidize the balancing costs incurred on behalf of the Transportation Customers and their TPSs and, therefore, should be approved.

IV. EFFECTIVE DATE AND NOTICE

26. To implement the proposed Balancing Charge, FCG will need to make changes to its billing system in order to apply the new bill rider to the monthly bills for all Transportation Customers. At this time, FCG reasonably believes that it could take approximately three to six months to complete, test, and implement the billing changes necessary.

27. To that end, FCG respectfully requests that the Commission approve the proposed Tariff Rider "E" Transportation Balancing Charge as reflected in **Appendix 1** to become effective thirty (30) days after the Commission vote approving said tariff sheet or once the billing system modifications are complete, whichever occurs later.

28. No later than thirty (30) days after filing this Petition, FCG will provide notice with the assigned docket number to all TPSs on its system through the customary and standard method used for TPS communications.

29. No later than thirty (30) days after filing this Petition, FCG will also provide notice of the proposed Balancing Charge to all existing Transportation Customers through either bill insert, bill message, mailer, or other customer-agreed upon form of communication. Further, FCG will provide notice through a bill message included in the Transportation Customers' monthly bill issued immediately prior to the effective date of the proposed Balancing Charge.

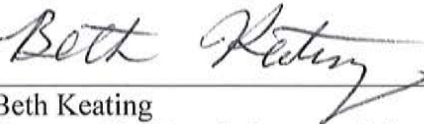
V. CONCLUSION

30. FCG submits that the proposed Balancing Charge is a simple, yet effective method to more fairly allocate existing costs between its Sales Customer and Transportation Customers and mitigate the potential for cross-subsidization. The proposed Balancing Charge is consistent with similar mechanisms previously approved by the Commission, as well as the rate-making principle of cost causation.

31. For these reasons, as further explained above, FCG requests that the proposed Balancing Charge be approved consistent with this Petition and supporting Appendices.

WHEREFORE, Florida City Gas respectfully requests that the Commission enter an order approving Tariff Rider "E" Transportation Balancing Charge set forth in **Appendix 1** to become effective thirty (30) days after the Commission vote approving said tariff sheet or once the billing system modifications are complete, whichever occurs later.

Respectfully submitted this 26th day of September 2023.



Beth Keating
Gunster, Yoakley & Stewart, P.A.
215 South Monroe St., Suite 601
Tallahassee, Florida 32301

Attorney for Florida City Gas

Appendix 1

Proposed Tariff Rider “E” Transportation Balancing Charge

Florida City Gas
FPSC Natural Gas Tariff
Volume No. 10

~~First-Second~~ Revised Sheet No. 2
Cancels ~~First Revised~~ Original Sheet No. 2

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Issued by: Kurt Howard
General Manager, Florida City Gas

Effective: ~~January 5, 2021-~~

Florida City Gas
FPSC Natural Gas Tariff
Volume No. 10

Second Revised Sheet No. 2
Cancels First Revised Sheet No. 2

INDEX TO RATE SCHEDULES AND RIDERS

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Issued by: Kurt Howard
General Manager, Florida City Gas

Effective:

RIDER "E"

Transportation Balancing Charge ("TBC")

Applicable to all Customers taking Transportation Service from a Third Party Supplier (TPS). The Transportation Balancing Charge (TBC), as defined herein, is designed to recover the incremental costs incurred by the Company to balance differences between the gas supply nominated by the TPS on behalf of the Transportation Customer and the gas supply consumed by the Transportation Customer. The TBC will become effective once the Company's billing system modifications are complete.

A. The TBC shall allocate a portion of the Company's total annual capacity and storage costs booked to its Purchased Gas Adjustment (PGA) based on a multi-year average system-wide total TPS imbalance as a percentage of FCG's total annual capacity and storage maximum daily quantities (MDQ).

B. The TBC shall be a fixed monthly rate per therm for gas consumed by a Transportation Customer in any billing period. The TBC determined as set forth above shall be multiplied by 1.00503 for regulatory assessment fees, and rounded to the nearest \$0.00001 per therm, to be applied to the total number of therms consumed by the Transportation Customer during the billing period.

C. Upon the effective date of this Rider E, the TBC shall be \$0.0078/therm, including regulatory assessment fees, and shall be applied to the monthly bills of all Customers taking Transportation Service during the billing month.

D. The TBC shall remain fixed until modified by order of the Florida Public Service Commission. The Company shall file to update the TBC rate if there are future material changes in the total capacity/costs booked to the PGA. The Company shall also track the average monthly TPS balances on an annual basis and shall submit a filing to update the Balancing Charge if the three-year average monthly system-wide total TPS imbalances change by more than 10.0%.

E. All revenues recovered through the TBC shall be used to reduce the Company's annual capacity and storage costs and shall be recorded to and reflected as an offset or credit to the annual PGA actual final true-up filing.

RIDER "E"

Transportation Balancing Charge ("TBC")

Applicable to all Customers taking Transportation Service from a Third Party Supplier (TPS). The Transportation Balancing Charge (TBC), as defined herein, is designed to recover the incremental costs incurred by the Company to balance differences between the gas supply nominated by the TPS on behalf of the Transportation Customer and the gas supply consumed by the Transportation Customer. The TBC will become effective once the Company's billing system modifications are complete.

A. The TBC shall allocate a portion of the Company's total annual capacity and storage costs booked to its Purchased Gas Adjustment (PGA) based on a multi-year average system-wide total TPS imbalance as a percentage of FCG's total annual capacity and storage maximum daily quantities (MDQ).

B. The TBC shall be a fixed monthly rate per therm for gas consumed by a Transportation Customer in any billing period. The TBC determined as set forth above shall be multiplied by 1.00503 for regulatory assessment fees, and rounded to the nearest \$0.00001 per therm, to be applied to the total number of therms consumed by the Transportation Customer during the billing period.

C. Upon the effective date of this Rider E, the TBC shall be \$0.0078/therm, including regulatory assessment fees, and shall be applied to the monthly bills of all Customers taking Transportation Service during the billing month.

D. The TBC shall remain fixed until modified by order of the Florida Public Service Commission. The Company shall file to update the TBC rate if there are future material changes in the total capacity/costs booked to the PGA. The Company shall also track the average monthly TPS balances on an annual basis and shall submit a filing to update the Balancing Charge if the three-year average monthly system-wide total TPS imbalances change by more than 10.0%.

E. All revenues recovered through the TBC shall be used to reduce the Company's annual capacity and storage costs and shall be recorded to and reflected as an offset or credit to the annual PGA actual final true-up filing.

Appendix 2

System-Wide Total Third-Party Supplier Imbalances for
Calendar Years 2021 and 2022

Florida City Gas
Monthly Average TPS Imbalances

2021 Summary				
January			4.79%	
February			6.72%	
March			9.00%	
April			15.66%	
May			9.97%	
June			12.60%	
July			9.17%	
August			9.09%	
September			12.47%	
October			10.84%	
November			5.33%	
December			9.91%	
2021 Average Percentage:				9.63%

	MDQ	TPS Imbalance	Percentage	Absolute Swing
January 1, 2021	68,955	2,594	3.76%	2,594
January 2, 2021	68,955	2,358	3.42%	2,358
January 3, 2021	68,955	2,800	4.06%	2,800
January 4, 2021	68,955	(2,036)	2.95%	2,036
January 5, 2021	68,955	(3,818)	5.54%	3,818
January 6, 2021	68,955	(7,021)	10.18%	7,021
January 7, 2021	68,955	(6,043)	8.76%	6,043
January 8, 2021	68,955	(3,889)	5.64%	3,889
January 9, 2021	68,955	5,689	8.25%	5,689
January 10, 2021	68,955	5,536	8.03%	5,536
January 11, 2021	68,955	5,962	8.65%	5,962
January 12, 2021	68,955	7,159	10.38%	7,159
January 13, 2021	68,955	1,854	2.69%	1,854
January 14, 2021	68,955	(878)	1.27%	878
January 15, 2021	68,955	542	0.79%	542
January 16, 2021	68,955	997	1.45%	997
January 17, 2021	68,955	1,553	2.25%	1,553
January 18, 2021	68,955	(3,759)	5.45%	3,759
January 19, 2021	68,955	(4,370)	6.34%	4,370
January 20, 2021	68,955	(6,421)	9.31%	6,421
January 21, 2021	68,955	(1,903)	2.76%	1,903
January 22, 2021	68,955	(774)	1.12%	774
January 23, 2021	68,955	2,807	4.07%	2,807
January 24, 2021	68,955	4,734	6.87%	4,734
January 25, 2021	68,955	(1,270)	1.84%	1,270
January 26, 2021	68,955	2,515	3.65%	2,515
January 27, 2021	68,955	(1,604)	2.33%	1,604
January 28, 2021	68,955	(938)	1.36%	938
January 29, 2021	68,955	2,062	2.99%	2,062
January 30, 2021	68,955	4,634	6.72%	4,634
January 31, 2021	68,955	3,780	5.48%	3,780
		12,852	4.79%	102,301

	MDQ	TPS Imbalance	Percentage	Absolute Swing
February 1, 2021	68,955	8,206	11.90%	8,206
February 2, 2021	68,955	1,869	2.71%	1,869
February 3, 2021	68,955	(694)	1.01%	694
February 4, 2021	68,955	4,062	5.89%	4,062
February 5, 2021	68,955	(1,352)	1.96%	1,352
February 6, 2021	68,955	(1,498)	2.17%	1,498
February 7, 2021	68,955	(5,079)	7.37%	5,079
February 8, 2021	68,955	4,403	6.39%	4,403
February 9, 2021	68,955	3,713	5.39%	3,713
February 10, 2021	68,955	9,965	14.45%	9,965
February 11, 2021	68,955	4,340	6.29%	4,340
February 12, 2021	68,955	(8,368)	12.14%	8,368
February 13, 2021	68,955	(4,460)	6.47%	4,460
February 14, 2021	68,955	(5,892)	8.54%	5,892
February 15, 2021	68,955	(4,815)	6.98%	4,815
February 16, 2021	68,955	(8,400)	12.18%	8,400
February 17, 2021	68,955	(6,642)	9.63%	6,642
February 18, 2021	68,955	(7,495)	10.87%	7,495
February 19, 2021	68,955	(8,914)	12.93%	8,914
February 20, 2021	68,955	(7,978)	11.57%	7,978
February 21, 2021	68,955	(5,078)	7.36%	5,078
February 22, 2021	68,955	2,772	4.02%	2,772
February 23, 2021	68,955	555	0.80%	555
February 24, 2021	68,955	2,207	3.20%	2,207
February 25, 2021	68,955	4,475	6.49%	4,475
February 26, 2021	68,955	3,595	5.21%	3,595
February 27, 2021	68,955	(73)	0.11%	73
February 28, 2021	68,955	2,910	4.22%	2,910
		(23,667)	6.72%	129,810

2022 Summary				
January			7.19%	
February			7.33%	
March			7.50%	
April			22.25%	
May			12.08%	
June			9.87%	
July			8.33%	
August			12.87%	
September			8.74%	
October			9.02%	
November			9.35%	
December			6.30%	
2022 Average Percentage:				10.07%

	MDQ	TPS Imbalance	Percentage	Absolute Swing
January 1, 2022	68,955	11,272	16.35%	11,272
January 2, 2022	68,955	7,892	11.45%	7,892
January 3, 2022	68,955	2,349	3.41%	2,349
January 4, 2022	68,955	(1,270)	1.84%	1,270
January 5, 2022	68,955	(4,218)	6.12%	4,218
January 6, 2022	68,955	1,702	2.47%	1,702
January 7, 2022	68,955	2,481	3.60%	2,481
January 8, 2022	68,955	(2,478)	3.59%	2,478
January 9, 2022	68,955	(2,288)	3.32%	2,288
January 10, 2022	68,955	(6,585)	9.55%	6,585
January 11, 2022	68,955	(10,905)	15.81%	10,905
January 12, 2022	68,955	(6,052)	8.78%	6,052
January 13, 2022	68,955	2,397	3.48%	2,397
January 14, 2022	68,955	6,130	8.89%	6,130
January 15, 2022	68,955	3,390	4.92%	3,390
January 16, 2022	68,955	2,547	3.69%	2,547
January 17, 2022	68,955	(4,654)	6.75%	4,654
January 18, 2022	68,955	3,280	4.76%	3,280
January 19, 2022	68,955	1,808	2.62%	1,808
January 20, 2022	68,955	(10,618)	15.40%	10,618
January 21, 2022	68,955	(6,343)	9.20%	6,343
January 22, 2022	68,955	5,680	8.24%	5,680
January 23, 2022	68,955	3,690	5.35%	3,690
January 24, 2022	68,955	(1,893)	2.75%	1,893
January 25, 2022	68,955	(2,442)	3.54%	2,442
January 26, 2022	68,955	(11,967)	17.36%	11,967
January 27, 2022	68,955	(1,925)	2.79%	1,925
January 28, 2022	68,955	13,730	19.91%	13,730
January 29, 2022	68,955	342	0.50%	342
January 30, 2022	68,955	9,790	14.20%	9,790
January 31, 2022	68,955	1,572	2.28%	1,572
		6,412	7.19%	153,689

	MDQ	TPS Imbalance	Percentage	Absolute Swing
February 1, 2022	68,955	(1,290)	1.87%	1,290
February 2, 2022	68,955	(1,831)	2.65%	1,831
February 3, 2022	68,955	(1,857)	2.69%	1,857
February 4, 2022	68,955	(3,802)	5.51%	3,802
February 5, 2022	68,955	7,169	10.40%	7,169
February 6, 2022	68,955	6,315	9.16%	6,315
February 7, 2022	68,955	91	0.13%	91
February 8, 2022	68,955	(5,990)	8.69%	5,990
February 9, 2022	68,955	(3,565)	5.17%	3,565
February 10, 2022	68,955	(5,582)	8.10%	5,582
February 11, 2022	68,955	444	0.64%	444
February 12, 2022	68,955	7,633	11.07%	7,633
February 13, 2022	68,955	14,062	20.39%	14,062
February 14, 2022	68,955	4,243	6.15%	4,243
February 15, 2022	68,955	375	0.54%	375
February 16, 2022	68,955	(1,770)	2.57%	1,770
February 17, 2022	68,955	1,630	2.36%	1,630
February 18, 2022	68,955	1,979	2.87%	1,979
February 19, 2022	68,955	6,046	8.77%	6,046
February 20, 2022	68,955	4,719	6.84%	4,719
February 21, 2022	68,955	(1,848)	2.68%	1,848
February 22, 2022	68,955	(5,627)	8.16%	5,627
February 23, 2022	68,955	(2,954)	4.28%	2,954
February 24, 2022	68,955	(8,317)	12.06%	8,317
February 25, 2022	68,955	(8,981)	13.02%	8,981
February 26, 2022	68,955	15,462	22.42%	15,462
February 27, 2022	68,955	14,653	21.25%	14,653
February 28, 2022	68,955	(3,235)	4.69%	3,235
		28,170	7.33%	141,469

Florida City Gas
Monthly Average TPS Imbalances

2021 Summary				
	MDQ	TPS Imbalance	Percentage	Absolute Swing
March 1, 2021	68,955	(4,480)	6.50%	4,480
March 2, 2021	68,955	(5,591)	8.11%	5,591
March 3, 2021	68,955	(9,804)	14.22%	9,804
March 4, 2021	68,955	(6,421)	9.31%	6,421
March 5, 2021	68,955	(25)	0.04%	25
March 6, 2021	68,955	2,386	3.46%	2,386
March 7, 2021	68,955	195	0.28%	195
March 8, 2021	68,955	(6,224)	9.03%	6,224
March 9, 2021	68,955	(2,031)	2.95%	2,031
March 10, 2021	68,955	(4,135)	6.00%	4,135
March 11, 2021	68,955	(190)	0.28%	190
March 12, 2021	68,955	4,104	5.95%	4,104
March 13, 2021	68,955	13,209	19.16%	13,209
March 14, 2021	68,955	12,038	17.46%	12,038
March 15, 2021	68,955	6,637	9.62%	6,637
March 16, 2021	68,955	(1,457)	2.11%	1,457
March 17, 2021	68,955	(5,335)	7.74%	5,335
March 18, 2021	68,955	(12,846)	18.63%	12,846
March 19, 2021	68,955	(8,948)	12.98%	8,948
March 20, 2021	68,955	(167)	0.24%	167
March 21, 2021	68,955	1,349	1.96%	1,349
March 22, 2021	68,955	288	0.42%	288
March 23, 2021	68,955	2,478	3.59%	2,478
March 24, 2021	68,955	13,245	19.21%	13,245
March 25, 2021	68,955	6,211	9.01%	6,211
March 26, 2021	68,955	17,594	25.52%	17,594
March 27, 2021	68,955	15,118	21.92%	15,118
March 28, 2021	68,955	8,656	12.55%	8,656
March 29, 2021	68,955	(6,170)	8.95%	6,170
March 30, 2021	68,955	(10,097)	14.64%	10,097
March 31, 2021	68,955	4,966	7.20%	4,966
		24,550	9.00%	192,396

	MDQ	TPS Imbalance	Percentage	Absolute Swing
April 1, 2021	38,704	(14,458)	37.35%	14,458
April 2, 2021	38,704	(13,053)	33.72%	13,053
April 3, 2021	38,704	(3,787)	9.78%	3,787
April 4, 2021	38,704	(4,593)	11.87%	4,593
April 5, 2021	38,704	(12,886)	33.29%	12,886
April 6, 2021	38,704	(8,707)	22.50%	8,707
April 7, 2021	38,704	(5,056)	13.06%	5,056
April 8, 2021	38,704	(5,504)	14.22%	5,504
April 9, 2021	38,704	1,668	4.31%	1,668
April 10, 2021	38,704	1,545	3.99%	1,545
April 11, 2021	38,704	7,329	18.94%	7,329
April 12, 2021	38,704	6,804	17.58%	6,804
April 13, 2021	38,704	2,820	7.29%	2,820
April 14, 2021	38,704	(3,073)	7.94%	3,073
April 15, 2021	38,704	6,511	16.82%	6,511
April 16, 2021	38,704	10,699	27.64%	10,699
April 17, 2021	38,704	13,318	34.41%	13,318
April 18, 2021	38,704	13,662	35.30%	13,662
April 19, 2021	38,704	6,037	15.60%	6,037
April 20, 2021	38,704	3,661	9.46%	3,661
April 21, 2021	38,704	2,554	6.60%	2,554
April 22, 2021	38,704	1,804	4.66%	1,804
April 23, 2021	38,704	(243)	0.63%	243
April 24, 2021	38,704	6,114	15.80%	6,114
April 25, 2021	38,704	5,551	14.34%	5,551
April 26, 2021	38,704	345	0.89%	345
April 27, 2021	38,704	2,770	7.16%	2,770
April 28, 2021	38,704	(8,401)	21.71%	8,401
April 29, 2021	38,704	(7,013)	18.12%	7,013
April 30, 2021	38,704	(1,832)	4.73%	1,832
		4,586	15.66%	181,799

2022 Summary				
	MDQ	TPS Imbalance	Percentage	Absolute Swing
March 1, 2022	68,955	(3,680)	5.34%	3,680
March 2, 2022	68,955	(1,102)	1.60%	1,102
March 3, 2022	68,955	(7,524)	10.91%	7,524
March 4, 2022	68,955	(1,318)	1.91%	1,318
March 5, 2022	68,955	691	1.00%	691
March 6, 2022	68,955	(1,322)	1.92%	1,322
March 7, 2022	68,955	(13,187)	19.12%	13,187
March 8, 2022	68,955	(16,637)	24.13%	16,637
March 9, 2022	68,955	(7,872)	11.42%	7,872
March 10, 2022	68,955	(718)	1.04%	718
March 11, 2022	68,955	(212)	0.31%	212
March 12, 2022	68,955	11,788	17.10%	11,788
March 13, 2022	68,955	9,139	13.25%	9,139
March 14, 2022	68,955	5,103	7.40%	5,103
March 15, 2022	68,955	8,873	12.87%	8,873
March 16, 2022	68,955	8,800	12.76%	8,800
March 17, 2022	68,955	2,457	3.56%	2,457
March 18, 2022	68,955	(1,019)	1.48%	1,019
March 19, 2022	68,955	5,494	7.97%	5,494
March 20, 2022	68,955	(618)	0.90%	618
March 21, 2022	68,955	(10,562)	15.32%	10,562
March 22, 2022	68,955	(514)	0.75%	514
March 23, 2022	68,955	5,788	8.39%	5,788
March 24, 2022	68,955	2,457	3.56%	2,457
March 25, 2022	68,955	6,641	9.63%	6,641
March 26, 2022	68,955	3,236	4.69%	3,236
March 27, 2022	68,955	3,226	4.68%	3,226
March 28, 2022	68,955	(3,647)	5.29%	3,647
March 29, 2022	68,955	2,416	3.50%	2,416
March 30, 2022	68,955	(8,423)	12.22%	8,423
March 31, 2022	68,955	(5,758)	8.36%	5,758
		(8,003)	7.50%	160,221

	MDQ	TPS Imbalance	Percentage	Absolute Swing
April 1, 2022	38,704	14,001	36.17%	14,001
April 2, 2022	38,704	24,668	63.73%	24,668
April 3, 2022	38,704	23,366	60.37%	23,366
April 4, 2022	38,704	(888)	2.30%	888
April 5, 2022	38,704	(21,614)	55.84%	21,614
April 6, 2022	38,704	(8,068)	20.84%	8,068
April 7, 2022	38,704	(3,873)	10.01%	3,873
April 8, 2022	38,704	(4,799)	12.40%	4,799
April 9, 2022	38,704	11,359	29.35%	11,359
April 10, 2022	38,704	14,238	36.79%	14,238
April 11, 2022	38,704	(3,716)	9.60%	3,716
April 12, 2022	38,704	(3,058)	7.90%	3,058
April 13, 2022	38,704	(10,037)	25.93%	10,037
April 14, 2022	38,704	(10,482)	27.08%	10,482
April 15, 2022	38,704	(10,741)	27.75%	10,741
April 16, 2022	38,704	(5,017)	12.96%	5,017
April 17, 2022	38,704	(1,150)	2.97%	1,150
April 18, 2022	38,704	(13,418)	34.67%	13,418
April 19, 2022	38,704	(8,970)	23.18%	8,970
April 20, 2022	38,704	(7,374)	19.05%	7,374
April 21, 2022	38,704	(8,339)	21.55%	8,339
April 22, 2022	38,704	(9,476)	24.48%	9,476
April 23, 2022	38,704	(739)	1.91%	739
April 24, 2022	38,704	10,418	26.92%	10,418
April 25, 2022	38,704	(2,324)	6.01%	2,324
April 26, 2022	38,704	(7,674)	19.83%	7,674
April 27, 2022	38,704	3,130	8.09%	3,130
April 28, 2022	38,704	(1,621)	4.19%	1,621
April 29, 2022	38,704	4,765	12.31%	4,765
April 30, 2022	38,704	8,974	23.19%	8,974
		(28,461)	22.25%	258,298

Florida City Gas
Monthly Average TPS Imbalances

2021 Summary				
	MDQ	TPS Imbalance	Percentage	Absolute Swing
May 1, 2021	32,235	911	2.83%	911
May 2, 2021	32,235	4,239	13.15%	4,239
May 3, 2021	32,235	(3,816)	11.84%	3,816
May 4, 2021	32,235	1,783	5.53%	1,783
May 5, 2021	32,235	3,642	11.30%	3,642
May 6, 2021	32,235	(2,023)	6.28%	2,023
May 7, 2021	32,235	(1,260)	3.91%	1,260
May 8, 2021	32,235	3,281	10.18%	3,281
May 9, 2021	32,235	2,585	8.02%	2,585
May 10, 2021	32,235	(5,771)	17.90%	5,771
May 11, 2021	32,235	(2,444)	7.58%	2,444
May 12, 2021	32,235	(2,401)	7.45%	2,401
May 13, 2021	32,235	(6,369)	19.76%	6,369
May 14, 2021	32,235	(621)	1.93%	621
May 15, 2021	32,235	(136)	0.42%	136
May 16, 2021	32,235	(640)	1.98%	640
May 17, 2021	32,235	(4,188)	12.99%	4,188
May 18, 2021	32,235	789	2.45%	789
May 19, 2021	32,235	(756)	2.35%	756
May 20, 2021	32,235	26	0.08%	26
May 21, 2021	32,235	(6,488)	20.13%	6,488
May 22, 2021	32,235	3,904	12.11%	3,904
May 23, 2021	32,235	2,903	9.01%	2,903
May 24, 2021	32,235	(2,824)	8.76%	2,824
May 25, 2021	32,235	5,172	16.05%	5,172
May 26, 2021	32,235	5,350	16.60%	5,350
May 27, 2021	32,235	4,866	15.09%	4,866
May 28, 2021	32,235	8,523	26.44%	8,523
May 29, 2021	32,235	9,019	27.98%	9,019
May 30, 2021	32,235	1,442	4.47%	1,442
May 31, 2021	32,235	1,435	4.45%	1,435
		<u>20,133</u>	<u>9.97%</u>	<u>99,604</u>

	MDQ	TPS Imbalance	Percentage	Absolute Swing
June 1, 2021	32,235	3,861	11.98%	3,861
June 2, 2021	32,235	8,307	25.77%	8,307
June 3, 2021	32,235	2,921	9.06%	2,921
June 4, 2021	32,235	1,063	3.30%	1,063
June 5, 2021	32,235	4,922	15.27%	4,922
June 6, 2021	32,235	3,854	11.95%	3,854
June 7, 2021	32,235	3,525	10.94%	3,525
June 8, 2021	32,235	457	1.42%	457
June 9, 2021	32,235	2,404	7.46%	2,404
June 10, 2021	32,235	4,406	13.67%	4,406
June 11, 2021	32,235	2,617	8.12%	2,617
June 12, 2021	32,235	4,434	13.75%	4,434
June 13, 2021	32,235	2,609	8.09%	2,609
June 14, 2021	32,235	221	0.68%	221
June 15, 2021	32,235	(8,593)	26.66%	8,593
June 16, 2021	32,235	(15,312)	47.50%	15,312
June 17, 2021	32,235	(8,653)	26.84%	8,653
June 18, 2021	32,235	(4,704)	14.59%	4,704
June 19, 2021	32,235	2,226	6.91%	2,226
June 20, 2021	32,235	2,522	7.82%	2,522
June 21, 2021	32,235	(2,909)	9.02%	2,909
June 22, 2021	32,235	(4,659)	14.45%	4,659
June 23, 2021	32,235	(6,575)	20.40%	6,575
June 24, 2021	32,235	(421)	1.31%	421
June 25, 2021	32,235	976	3.03%	976
June 26, 2021	32,235	3,137	9.73%	3,137
June 27, 2021	32,235	2,205	6.84%	2,205
June 28, 2021	32,235	(3,313)	10.28%	3,313
June 29, 2021	32,235	(2,308)	7.16%	2,308
June 30, 2021	32,235	7,698	23.88%	7,698
		<u>6,919</u>	<u>12.60%</u>	<u>121,813</u>

2022 Summary				
	MDQ	TPS Imbalance	Percentage	Absolute Swing
May 1, 2022	32,235	3,387	10.51%	3,387
May 2, 2022	32,235	4,098	12.71%	4,098
May 3, 2022	32,235	6,166	19.13%	6,166
May 4, 2022	32,235	4,627	14.35%	4,627
May 5, 2022	32,235	4,167	12.93%	4,167
May 6, 2022	32,235	2,698	8.37%	2,698
May 7, 2022	32,235	6,798	21.09%	6,798
May 8, 2022	32,235	5,978	18.55%	5,978
May 9, 2022	32,235	(1,337)	4.15%	1,337
May 10, 2022	32,235	2,901	9.00%	2,901
May 11, 2022	32,235	621	1.93%	621
May 12, 2022	32,235	113	0.35%	113
May 13, 2022	32,235	(2,526)	7.84%	2,526
May 14, 2022	32,235	906	2.81%	906
May 15, 2022	32,235	(2,573)	7.98%	2,573
May 16, 2022	32,235	(1,708)	5.30%	1,708
May 17, 2022	32,235	1,460	4.53%	1,460
May 18, 2022	32,235	(564)	1.75%	564
May 19, 2022	32,235	(1,615)	5.01%	1,615
May 20, 2022	32,235	(6,607)	20.50%	6,607
May 21, 2022	32,235	(8,723)	27.06%	8,723
May 22, 2022	32,235	(4,726)	14.66%	4,726
May 23, 2022	32,235	(11,674)	36.22%	11,674
May 24, 2022	32,235	(6,849)	21.25%	6,849
May 25, 2022	32,235	(4,371)	13.56%	4,371
May 26, 2022	32,235	(2,621)	8.13%	2,621
May 27, 2022	32,235	(257)	0.80%	257
May 28, 2022	32,235	4,264	13.23%	4,264
May 29, 2022	32,235	5,132	15.92%	5,132
May 30, 2022	32,235	4,549	14.11%	4,549
May 31, 2022	32,235	6,706	20.80%	6,706
		<u>8,420</u>	<u>12.08%</u>	<u>120,724</u>

	MDQ	TPS Imbalance	Percentage	Absolute Swing
June 1, 2022	32,235	3,819	11.85%	3,819
June 2, 2022	32,235	5,299	16.44%	5,299
June 3, 2022	32,235	337	1.04%	337
June 4, 2022	32,235	1,663	5.16%	1,663
June 5, 2022	32,235	5,922	18.37%	5,922
June 6, 2022	32,235	468	1.45%	468
June 7, 2022	32,235	(1,032)	3.20%	1,032
June 8, 2022	32,235	(95)	0.29%	95
June 9, 2022	32,235	975	3.03%	975
June 10, 2022	32,235	(936)	2.91%	936
June 11, 2022	32,235	(1,774)	5.50%	1,774
June 12, 2022	32,235	(272)	0.84%	272
June 13, 2022	32,235	(4,457)	13.83%	4,457
June 14, 2022	32,235	1,601	4.97%	1,601
June 15, 2022	32,235	663	2.06%	663
June 16, 2022	32,235	1,566	4.86%	1,566
June 17, 2022	32,235	2,347	7.28%	2,347
June 18, 2022	32,235	(1,233)	3.83%	1,233
June 19, 2022	32,235	5,663	17.57%	5,663
June 20, 2022	32,235	(2,247)	6.97%	2,247
June 21, 2022	32,235	(15,510)	48.12%	15,510
June 22, 2022	32,235	1,362	4.22%	1,362
June 23, 2022	32,235	2,720	8.44%	2,720
June 24, 2022	32,235	(255)	0.79%	255
June 25, 2022	32,235	5,103	15.83%	5,103
June 26, 2022	32,235	9,487	29.43%	9,487
June 27, 2022	32,235	1,532	4.75%	1,532
June 28, 2022	32,235	(8,160)	25.31%	8,160
June 29, 2022	32,235	(5,636)	17.48%	5,636
June 30, 2022	32,235	(3,282)	10.18%	3,282
		<u>5,637</u>	<u>9.87%</u>	<u>95,415</u>

Florida City Gas
Monthly Average TPS Imbalances

2021 Summary				
	MDQ	TPS Imbalance	Percentage	Absolute Swing
July 1, 2021	32,235	(2,515)	7.80%	2,515
July 2, 2021	32,235	1,709	5.30%	1,709
July 3, 2021	32,235	3,278	10.17%	3,278
July 4, 2021	32,235	6,187	19.19%	6,187
July 5, 2021	32,235	2,149	6.67%	2,149
July 6, 2021	32,235	(5,300)	16.44%	5,300
July 7, 2021	32,235	(6,262)	19.43%	6,262
July 8, 2021	32,235	(2,544)	7.89%	2,544
July 9, 2021	32,235	688	2.13%	688
July 10, 2021	32,235	(37)	0.12%	37
July 11, 2021	32,235	2,640	8.19%	2,640
July 12, 2021	32,235	(3,636)	11.28%	3,636
July 13, 2021	32,235	(1,084)	3.36%	1,084
July 14, 2021	32,235	(4,985)	15.46%	4,985
July 15, 2021	32,235	(1,432)	4.44%	1,432
July 16, 2021	32,235	(289)	0.90%	289
July 17, 2021	32,235	4,586	14.23%	4,586
July 18, 2021	32,235	1,483	4.60%	1,483
July 19, 2021	32,235	(2,312)	7.17%	2,312
July 20, 2021	32,235	(2,421)	7.51%	2,421
July 21, 2021	32,235	60	0.19%	60
July 22, 2021	32,235	(97)	0.30%	97
July 23, 2021	32,235	4,633	14.37%	4,633
July 24, 2021	32,235	5,010	15.54%	5,010
July 25, 2021	32,235	5,231	16.23%	5,231
July 26, 2021	32,235	497	1.54%	497
July 27, 2021	32,235	965	2.99%	965
July 28, 2021	32,235	(5,418)	16.81%	5,418
July 29, 2021	32,235	(6,903)	21.41%	6,903
July 30, 2021	32,235	(821)	2.55%	821
July 31, 2021	32,235	6,489	20.13%	6,489
		(450)	9.17%	91,660

	MDQ	TPS Imbalance	Percentage	Absolute Swing
August 1, 2021	32,235	3,409	10.58%	3,409
August 2, 2021	32,235	(272)	0.84%	272
August 3, 2021	32,235	4,230	13.12%	4,230
August 4, 2021	32,235	2,387	7.41%	2,387
August 5, 2021	32,235	(1,229)	3.81%	1,229
August 6, 2021	32,235	(2,260)	7.01%	2,260
August 7, 2021	32,235	3,725	11.55%	3,725
August 8, 2021	32,235	2,647	8.21%	2,647
August 9, 2021	32,235	(3,003)	9.32%	3,003
August 10, 2021	32,235	(3,945)	12.24%	3,945
August 11, 2021	32,235	(6,441)	19.98%	6,441
August 12, 2021	32,235	(2,461)	7.64%	2,461
August 13, 2021	32,235	1,145	3.55%	1,145
August 14, 2021	32,235	4,045	12.55%	4,045
August 15, 2021	32,235	5,220	16.19%	5,220
August 16, 2021	32,235	(1,961)	6.08%	1,961
August 17, 2021	32,235	(1,382)	4.29%	1,382
August 18, 2021	32,235	(847)	2.63%	847
August 19, 2021	32,235	2,291	7.11%	2,291
August 20, 2021	32,235	4,802	14.90%	4,802
August 21, 2021	32,235	4,416	13.70%	4,416
August 22, 2021	32,235	3,889	12.06%	3,889
August 23, 2021	32,235	(79)	0.24%	79
August 24, 2021	32,235	305	0.95%	305
August 25, 2021	32,235	987	3.06%	987
August 26, 2021	32,235	1,887	5.85%	1,887
August 27, 2021	32,235	(1,338)	4.15%	1,338
August 28, 2021	32,235	6,131	19.02%	6,131
August 29, 2021	32,235	5,481	17.00%	5,481
August 30, 2021	32,235	978	3.03%	978
August 31, 2021	32,235	7,680	23.83%	7,680
		40,438	9.09%	90,873

2022 Summary				
	MDQ	TPS Imbalance	Percentage	Absolute Swing
July 1, 2022	32,235	2,368	7.35%	2,368
July 2, 2022	32,235	6,576	20.40%	6,576
July 3, 2022	32,235	9,064	28.12%	9,064
July 4, 2022	32,235	9,376	29.09%	9,376
July 5, 2022	32,235	2,430	7.54%	2,430
July 6, 2022	32,235	1,176	3.65%	1,176
July 7, 2022	32,235	2,551	7.92%	2,551
July 8, 2022	32,235	2,498	7.75%	2,498
July 9, 2022	32,235	3,154	9.79%	3,154
July 10, 2022	32,235	1,776	5.51%	1,776
July 11, 2022	32,235	(449)	1.39%	449
July 12, 2022	32,235	(3,308)	10.26%	3,308
July 13, 2022	32,235	(2,608)	8.09%	2,608
July 14, 2022	32,235	3,671	11.39%	3,671
July 15, 2022	32,235	616	1.91%	616
July 16, 2022	32,235	3,025	9.39%	3,025
July 17, 2022	32,235	2,166	6.72%	2,166
July 18, 2022	32,235	(10,650)	33.04%	10,650
July 19, 2022	32,235	(1,254)	3.89%	1,254
July 20, 2022	32,235	(163)	0.51%	163
July 21, 2022	32,235	425	1.32%	425
July 22, 2022	32,235	(379)	1.18%	379
July 23, 2022	32,235	(369)	1.14%	369
July 24, 2022	32,235	(231)	0.72%	231
July 25, 2022	32,235	(1,185)	3.68%	1,185
July 26, 2022	32,235	(722)	2.24%	722
July 27, 2022	32,235	(4,240)	13.15%	4,240
July 28, 2022	32,235	(2,556)	7.93%	2,556
July 29, 2022	32,235	1,655	5.14%	1,655
July 30, 2022	32,235	2,556	7.93%	2,556
July 31, 2022	32,235	(34)	0.11%	34
		26,937	8.33%	83,232

	MDQ	TPS Imbalance	Percentage	Absolute Swing
August 1, 2022	32,235	7,647	23.72%	7,647
August 2, 2022	32,235	1,266	3.93%	1,266
August 3, 2022	32,235	(313)	0.97%	313
August 4, 2022	32,235	271	0.84%	271
August 5, 2022	32,235	3,276	10.16%	3,276
August 6, 2022	32,235	5,138	15.94%	5,138
August 7, 2022	32,235	886	2.75%	886
August 8, 2022	32,235	376	1.17%	376
August 9, 2022	32,235	(2,583)	8.01%	2,583
August 10, 2022	32,235	(2,866)	8.89%	2,866
August 11, 2022	32,235	(3,606)	11.19%	3,606
August 12, 2022	32,235	(4,211)	13.06%	4,211
August 13, 2022	32,235	(12,484)	38.73%	12,484
August 14, 2022	32,235	(8,698)	26.98%	8,698
August 15, 2022	32,235	(16,512)	51.22%	16,512
August 16, 2022	32,235	(1,624)	5.04%	1,624
August 17, 2022	32,235	3,473	10.77%	3,473
August 18, 2022	32,235	824	2.56%	824
August 19, 2022	32,235	3,920	12.16%	3,920
August 20, 2022	32,235	6,826	21.17%	6,826
August 21, 2022	32,235	3,001	9.31%	3,001
August 22, 2022	32,235	2,506	7.78%	2,506
August 23, 2022	32,235	7,086	21.98%	7,086
August 24, 2022	32,235	1,611	5.00%	1,611
August 25, 2022	32,235	864	2.68%	864
August 26, 2022	32,235	(6,956)	21.58%	6,956
August 27, 2022	32,235	3,295	10.22%	3,295
August 28, 2022	32,235	2,999	9.30%	2,999
August 29, 2022	32,235	(4,963)	15.40%	4,963
August 30, 2022	32,235	2,752	8.54%	2,752
August 31, 2022	32,235	5,761	17.87%	5,761
		(1,030)	12.87%	128,593

Florida City Gas
Monthly Average TPS Imbalances

2021 Summary				
	MDQ	TPS Imbalance	Percentage	Absolute Swing
September 1, 2021	32,235	6,796	21.08%	6,796
September 2, 2021	32,235	(280)	0.87%	280
September 3, 2021	32,235	2,126	6.59%	2,126
September 4, 2021	32,235	3,861	11.98%	3,861
September 5, 2021	32,235	3,526	10.94%	3,526
September 6, 2021	32,235	1,720	5.33%	1,720
September 7, 2021	32,235	(4,688)	14.54%	4,688
September 8, 2021	32,235	(1,487)	4.61%	1,487
September 9, 2021	32,235	(3,501)	10.86%	3,501
September 10, 2021	32,235	832	2.58%	832
September 11, 2021	32,235	2,395	7.43%	2,395
September 12, 2021	32,235	84	0.26%	84
September 13, 2021	32,235	(4,596)	14.26%	4,596
September 14, 2021	32,235	(5,379)	16.69%	5,379
September 15, 2021	32,235	(7,559)	23.45%	7,559
September 16, 2021	32,235	(7,553)	23.43%	7,553
September 17, 2021	32,235	(4,994)	15.49%	4,994
September 18, 2021	32,235	10	0.03%	10
September 19, 2021	32,235	1,552	4.82%	1,552
September 20, 2021	32,235	(6,935)	21.51%	6,935
September 21, 2021	32,235	(4,583)	14.22%	4,583
September 22, 2021	32,235	1,498	4.65%	1,498
September 23, 2021	32,235	6,443	19.99%	6,443
September 24, 2021	32,235	5,692	17.66%	5,692
September 25, 2021	32,235	6,280	19.48%	6,280
September 26, 2021	32,235	5,998	18.61%	5,998
September 27, 2021	32,235	(1,358)	4.21%	1,358
September 28, 2021	32,235	(2,910)	9.03%	2,910
September 29, 2021	32,235	1,358	4.21%	1,358
September 30, 2021	32,235	14,632	45.39%	14,632
		<u>8,978</u>	<u>12.47%</u>	<u>120,626</u>

	MDQ	TPS Imbalance	Percentage	Absolute Swing
October 1, 2021	46,949	8,052	17.15%	8,052
October 2, 2021	46,949	9,423	20.07%	9,423
October 3, 2021	46,949	9,640	20.53%	9,640
October 4, 2021	46,949	3,554	7.57%	3,554
October 5, 2021	46,949	3,381	7.20%	3,381
October 6, 2021	46,949	(3,713)	7.91%	3,713
October 7, 2021	46,949	(3,426)	7.30%	3,426
October 8, 2021	46,949	(7,643)	16.28%	7,643
October 9, 2021	46,949	(2,702)	5.76%	2,702
October 10, 2021	46,949	(1,887)	4.02%	1,887
October 11, 2021	46,949	(3,548)	7.56%	3,548
October 12, 2021	46,949	1,767	3.76%	1,767
October 13, 2021	46,949	(1,349)	2.87%	1,349
October 14, 2021	46,949	(5,497)	11.71%	5,497
October 15, 2021	46,949	2,371	5.05%	2,371
October 16, 2021	46,949	5,899	12.56%	5,899
October 17, 2021	46,949	4,456	9.49%	4,456
October 18, 2021	46,949	(522)	1.11%	522
October 19, 2021	46,949	(21)	0.05%	21
October 20, 2021	46,949	(4,135)	8.81%	4,135
October 21, 2021	46,949	(4,436)	9.45%	4,436
October 22, 2021	46,949	(3,458)	7.37%	3,458
October 23, 2021	46,949	2,668	5.68%	2,668
October 24, 2021	46,949	1,678	3.57%	1,678
October 25, 2021	46,949	(9,123)	19.43%	9,123
October 26, 2021	46,949	(9,669)	20.59%	9,669
October 27, 2021	46,949	(1,681)	3.58%	1,681
October 28, 2021	46,949	6,895	14.69%	6,895
October 29, 2021	46,949	6,679	14.23%	6,679
October 30, 2021	46,949	13,080	27.86%	13,080
October 31, 2021	46,949	15,402	32.81%	15,402
		<u>32,134</u>	<u>10.84%</u>	<u>157,758</u>

2022 Summary				
	MDQ	TPS Imbalance	Percentage	Absolute Swing
September 1, 2022	32,235	515	1.60%	515
September 2, 2022	32,235	640	1.98%	640
September 3, 2022	32,235	(576)	1.79%	576
September 4, 2022	32,235	1,906	5.91%	1,906
September 5, 2022	32,235	535	1.66%	535
September 6, 2022	32,235	334	1.04%	334
September 7, 2022	32,235	1,330	4.13%	1,330
September 8, 2022	32,235	(1,826)	5.66%	1,826
September 9, 2022	32,235	(239)	0.74%	239
September 10, 2022	32,235	2,977	9.24%	2,977
September 11, 2022	32,235	628	1.95%	628
September 12, 2022	32,235	(5,861)	18.18%	5,861
September 13, 2022	32,235	1,114	3.46%	1,114
September 14, 2022	32,235	(906)	2.81%	906
September 15, 2022	32,235	4,969	15.42%	4,969
September 16, 2022	32,235	572	1.77%	572
September 17, 2022	32,235	967	3.00%	967
September 18, 2022	32,235	3,650	11.32%	3,650
September 19, 2022	32,235	(7,835)	24.31%	7,835
September 20, 2022	32,235	(847)	2.63%	847
September 21, 2022	32,235	(96)	0.30%	96
September 22, 2022	32,235	10,363	32.15%	10,363
September 23, 2022	32,235	(32)	0.10%	32
September 24, 2022	32,235	2,087	6.47%	2,087
September 25, 2022	32,235	1,481	4.59%	1,481
September 26, 2022	32,235	(3,215)	9.97%	3,215
September 27, 2022	32,235	2,283	7.08%	2,283
September 28, 2022	32,235	5,532	17.16%	5,532
September 29, 2022	32,235	(10,059)	31.20%	10,059
September 30, 2022	32,235	(11,150)	34.59%	11,150
		<u>(758)</u>	<u>8.74%</u>	<u>84,523</u>

	MDQ	TPS Imbalance	Percentage	Absolute Swing
October 1, 2022	46,949	4,799	10.22%	4,799
October 2, 2022	46,949	6,396	13.62%	6,396
October 3, 2022	46,949	3,907	8.32%	3,907
October 4, 2022	46,949	(1,654)	3.52%	1,654
October 5, 2022	46,949	2,300	4.90%	2,300
October 6, 2022	46,949	(1,176)	2.50%	1,176
October 7, 2022	46,949	(2,579)	5.49%	2,579
October 8, 2022	46,949	2,850	6.07%	2,850
October 9, 2022	46,949	3,545	7.55%	3,545
October 10, 2022	46,949	2,830	6.03%	2,830
October 11, 2022	46,949	7,272	15.49%	7,272
October 12, 2022	46,949	4,861	10.35%	4,861
October 13, 2022	46,949	1,946	4.14%	1,946
October 14, 2022	46,949	(116)	0.25%	116
October 15, 2022	46,949	1,626	3.46%	1,626
October 16, 2022	46,949	2,480	5.28%	2,480
October 17, 2022	46,949	(3,089)	6.58%	3,089
October 18, 2022	46,949	(735)	1.57%	735
October 19, 2022	46,949	(1,646)	3.51%	1,646
October 20, 2022	46,949	(3,617)	7.70%	3,617
October 21, 2022	46,949	(4,805)	10.24%	4,805
October 22, 2022	46,949	7,343	15.64%	7,343
October 23, 2022	46,949	4,181	8.90%	4,181
October 24, 2022	46,949	(10,014)	21.33%	10,014
October 25, 2022	46,949	(7,736)	16.48%	7,736
October 26, 2022	46,949	(9,536)	20.31%	9,536
October 27, 2022	46,949	(9,909)	21.11%	9,909
October 28, 2022	46,949	1,810	3.85%	1,810
October 29, 2022	46,949	(912)	1.94%	912
October 30, 2022	46,949	9,793	20.86%	9,793
October 31, 2022	46,949	5,880	12.52%	5,880
		<u>16,294</u>	<u>9.02%</u>	<u>131,343</u>

Florida City Gas
Monthly Average TPS Imbalances

2021 Summary				
	MDQ	TPS Imbalance	Percentage	Absolute Swing
November 1, 2021	68,955	(1,747)	2.53%	1,747
November 2, 2021	68,955	1,717	2.49%	1,717
November 3, 2021	68,955	3,096	4.49%	3,096
November 4, 2021	68,955	4,451	6.46%	4,451
November 5, 2021	68,955	3,922	5.69%	3,922
November 6, 2021	68,955	6,463	9.37%	6,463
November 7, 2021	68,955	4,231	6.14%	4,231
November 8, 2021	68,955	(616)	0.89%	616
November 9, 2021	68,955	(4,026)	5.84%	4,026
November 10, 2021	68,955	(5,260)	7.63%	5,260
November 11, 2021	68,955	(5,497)	7.97%	5,497
November 12, 2021	68,955	(3,172)	4.60%	3,172
November 13, 2021	68,955	3,772	5.47%	3,772
November 14, 2021	68,955	703	1.02%	703
November 15, 2021	68,955	(2,454)	3.56%	2,454
November 16, 2021	68,955	(1,018)	1.48%	1,018
November 17, 2021	68,955	(2,128)	3.09%	2,128
November 18, 2021	68,955	3,469	5.03%	3,469
November 19, 2021	68,955	1,608	2.33%	1,608
November 20, 2021	68,955	5,485	7.95%	5,485
November 21, 2021	68,955	9,967	14.45%	9,967
November 22, 2021	68,955	1,267	1.84%	1,267
November 23, 2021	68,955	(2,128)	3.09%	2,128
November 24, 2021	68,955	1,360	1.97%	1,360
November 25, 2021	68,955	4,297	6.23%	4,297
November 26, 2021	68,955	1,554	2.25%	1,554
November 27, 2021	68,955	1,530	2.22%	1,530
November 28, 2021	68,955	(3,763)	5.46%	3,763
November 29, 2021	68,955	(12,974)	18.81%	12,974
November 30, 2021	68,955	(6,570)	9.53%	6,570
		<u>7,541</u>	<u>5.83%</u>	<u>110,246</u>

	MDQ	TPS Imbalance	Percentage	Absolute Swing
December 1, 2021	68,955	(1,160)	1.68%	1,160
December 2, 2021	68,955	1,438	2.09%	1,438
December 3, 2021	68,955	296	0.43%	296
December 4, 2021	68,955	4,793	6.95%	4,793
December 5, 2021	68,955	3,391	4.92%	3,391
December 6, 2021	68,955	(2,148)	3.11%	2,148
December 7, 2021	68,955	5,589	8.11%	5,589
December 8, 2021	68,955	(1,660)	2.41%	1,660
December 9, 2021	68,955	(9,875)	14.32%	9,875
December 10, 2021	68,955	(4,541)	6.58%	4,541
December 11, 2021	68,955	(3,235)	4.69%	3,235
December 12, 2021	68,955	(4,596)	6.67%	4,596
December 13, 2021	68,955	(10,328)	14.98%	10,328
December 14, 2021	68,955	(9,387)	13.61%	9,387
December 15, 2021	68,955	(9,381)	13.60%	9,381
December 16, 2021	68,955	(1,557)	2.26%	1,557
December 17, 2021	68,955	1,070	1.55%	1,070
December 18, 2021	68,955	5,457	7.91%	5,457
December 19, 2021	68,955	388	0.56%	388
December 20, 2021	68,955	(8,223)	11.93%	8,223
December 21, 2021	68,955	(11,133)	16.15%	11,133
December 22, 2021	68,955	3,341	4.85%	3,341
December 23, 2021	68,955	15,718	22.79%	15,718
December 24, 2021	68,955	13,458	19.52%	13,458
December 25, 2021	68,955	16,528	23.97%	16,528
December 26, 2021	68,955	15,482	22.45%	15,482
December 27, 2021	68,955	9,222	13.37%	9,222
December 28, 2021	68,955	(9,738)	14.12%	9,738
December 29, 2021	68,955	(5,382)	7.80%	5,382
December 30, 2021	68,955	(9,876)	14.32%	9,876
December 31, 2021	68,955	13,362	19.38%	13,362
		<u>7,314</u>	<u>9.91%</u>	<u>211,752</u>

2022 Summary				
	MDQ	TPS Imbalance	Percentage	Absolute Swing
November 1, 2022	68,955	5,314	7.71%	5,314
November 2, 2022	68,955	(2,560)	3.71%	2,560
November 3, 2022	68,955	(1,215)	1.76%	1,215
November 4, 2022	68,955	11,412	16.55%	11,412
November 5, 2022	68,955	12,806	18.57%	12,806
November 6, 2022	68,955	2,642	3.83%	2,642
November 7, 2022	68,955	(6,195)	8.98%	6,195
November 8, 2022	68,955	2,226	3.23%	2,226
November 9, 2022	68,955	10,124	14.68%	10,124
November 10, 2022	68,955	9,958	14.44%	9,958
November 11, 2022	68,955	7,796	11.31%	7,796
November 12, 2022	68,955	9,792	14.20%	9,792
November 13, 2022	68,955	2,441	3.54%	2,441
November 14, 2022	68,955	3,980	5.77%	3,980
November 15, 2022	68,955	(3,270)	4.74%	3,270
November 16, 2022	68,955	(16,734)	24.27%	16,734
November 17, 2022	68,955	(9,275)	13.45%	9,275
November 18, 2022	68,955	(7,798)	11.31%	7,798
November 19, 2022	68,955	1,649	2.39%	1,649
November 20, 2022	68,955	5,497	7.97%	5,497
November 21, 2022	68,955	709	1.03%	709
November 22, 2022	68,955	2,604	3.78%	2,604
November 23, 2022	68,955	1,495	2.17%	1,495
November 24, 2022	68,955	2,717	3.94%	2,717
November 25, 2022	68,955	2,717	3.94%	2,717
November 26, 2022	68,955	8,137	11.80%	8,137
November 27, 2022	68,955	153	0.22%	153
November 28, 2022	68,955	(9,440)	13.69%	9,440
November 29, 2022	68,955	(16,346)	23.71%	16,346
November 30, 2022	68,955	(16,368)	23.74%	16,368
		<u>14,968</u>	<u>9.35%</u>	<u>193,368</u>

	MDQ	TPS Imbalance	Percentage	Absolute Swing
December 1, 2022	68,955	4,936	7.16%	4,936
December 2, 2022	68,955	9,669	14.02%	9,669
December 3, 2022	68,955	7,770	11.27%	7,770
December 4, 2022	68,955	7,169	10.40%	7,169
December 5, 2022	68,955	2,323	3.37%	2,323
December 6, 2022	68,955	(4,553)	6.60%	4,553
December 7, 2022	68,955	(2,752)	3.99%	2,752
December 8, 2022	68,955	(3,226)	4.68%	3,226
December 9, 2022	68,955	1,363	1.98%	1,363
December 10, 2022	68,955	3,882	5.63%	3,882
December 11, 2022	68,955	2,542	3.69%	2,542
December 12, 2022	68,955	(3,751)	5.44%	3,751
December 13, 2022	68,955	(5,288)	7.67%	5,288
December 14, 2022	68,955	11,714	16.99%	11,714
December 15, 2022	68,955	7,383	10.71%	7,383
December 16, 2022	68,955	3,387	4.91%	3,387
December 17, 2022	68,955	(2,395)	3.47%	2,395
December 18, 2022	68,955	429	0.62%	429
December 19, 2022	68,955	1,739	2.52%	1,739
December 20, 2022	68,955	(1,708)	2.48%	1,708
December 21, 2022	68,955	(2,738)	3.97%	2,738
December 22, 2022	68,955	1,947	2.82%	1,947
December 23, 2022	68,955	1,919	2.78%	1,919
December 24, 2022	68,955	6,263	9.08%	6,263
December 25, 2022	68,955	6,056	8.78%	6,056
December 26, 2022	68,955	(67)	0.10%	67
December 27, 2022	68,955	396	0.57%	396
December 28, 2022	68,955	(7,520)	10.91%	7,520
December 29, 2022	68,955	(7,593)	11.01%	7,593
December 30, 2022	68,955	(6,886)	9.99%	6,886
December 31, 2022	68,955	(5,405)	7.84%	5,405
		<u>27,004</u>	<u>6.30%</u>	<u>134,769</u>

Appendix 3

Total Annual Interstate and Intrastate Capacity and Storage, and
Estimated Balancing Costs

Florida City Gas
Capacity Costs and Allocation to Balancing Charge

Florida Gas Transmission Contract 5034

Month	MDQ	Daily Demand	Daily Total	Days	Monthly Total
January	38,923	\$0.515	\$20,045.35	31	\$621,405.85
February	38,923	\$0.515	\$20,045.35	28	\$561,269.80
March	38,923	\$0.515	\$20,045.35	31	\$621,405.85
April	20,672	\$0.515	\$10,646.08	30	\$319,382.40
May	20,658	\$0.515	\$10,638.87	31	\$329,804.97
June	20,658	\$0.515	\$10,638.87	30	\$319,166.10
July	20,658	\$0.515	\$10,638.87	31	\$329,804.97
August	20,658	\$0.515	\$10,638.87	31	\$329,804.97
September	20,658	\$0.515	\$10,638.87	30	\$319,166.10
October	23,372	\$0.515	\$12,036.58	31	\$373,133.98
November	38,923	\$0.515	\$20,045.35	30	\$601,360.50
December	38,923	\$0.515	\$20,045.35	31	\$621,405.85
Total	341,949				\$5,347,111.34

Florida Gas Transmission Contract 113811

Month	MDQ	Daily Demand	Daily Total	Days	Monthly Total
January	30,032	\$0.515	\$15,466.48	31	\$479,460.88
February	30,032	\$0.515	\$15,466.48	28	\$433,061.44
March	30,032	\$0.515	\$15,466.48	31	\$479,460.88
April	18,032	\$0.515	\$9,286.48	30	\$278,594.40
May	11,577	\$0.515	\$5,962.16	31	\$184,826.96
June	11,577	\$0.515	\$5,962.16	30	\$178,864.80
July	11,577	\$0.515	\$5,962.16	31	\$184,826.96
August	11,577	\$0.515	\$5,962.16	31	\$184,826.96
September	11,577	\$0.515	\$5,962.16	30	\$178,864.80
October	23,577	\$0.515	\$12,142.16	31	\$376,406.96
November	30,032	\$0.515	\$15,466.48	30	\$463,994.40
December	30,032	\$0.515	\$15,466.48	31	\$479,460.88
Total	249,654				\$3,902,650.32

Bay Gas Storage

Month	MDQ	Demand	Total
January	150,000	\$0.11	\$16,500.00
February	150,000	\$0.11	\$16,500.00
March	150,000	\$0.11	\$16,500.00
April	150,000	\$0.18	\$27,000.00
May	150,000	\$0.18	\$27,000.00
June	150,000	\$0.18	\$27,000.00
July	150,000	\$0.18	\$27,000.00
August	150,000	\$0.18	\$27,000.00
September	150,000	\$0.18	\$27,000.00
October	150,000	\$0.18	\$27,000.00
November	150,000	\$0.18	\$27,000.00
December	150,000	\$0.18	\$27,000.00
Total	1,800,000		\$292,500.00

Penninsula Pipeline

Month	MDQ	Demand
January	149,575	\$271,141.00
February	135,100	\$271,141.00
March	149,575	\$271,141.00
April	144,750	\$271,141.00
May	149,575	\$271,141.00
June	144,750	\$271,141.00
July	149,575	\$271,141.00
August	149,575	\$271,141.00
September	144,750	\$271,141.00
October	149,575	\$271,141.00
November	144,750	\$271,141.00
December	149,575	\$271,141.00
Total	1,761,125	\$3,253,692.00

Total FCG Capacity Costs Booked to PGA

Pipeline	Total Annual MDQ	Total Annual FCG Capacity Costs
Bay Gas	1,800,000	\$ 292,500.00
FGT 5034	341,949	\$ 5,347,111.34
FGT 113811	249,654	\$ 3,902,650.32
Penninsula	1,761,125	\$ 3,253,692.00
Total	4,152,728	\$12,795,953.66

Costs to be Allocated to Transportation Balancing Charge

Pipeline	TPS Imbalance as % of FCG Capacity	Annual Costs Allocated to TBC
Bay Gas	7.85%	\$ 22,961.25
FGT 5034	7.85%	\$ 419,748.24
FGT 113811	7.85%	\$ 306,358.05
Penninsula	7.85%	\$ 255,414.82
Total		\$1,004,482.36

Appendix 4

Monthly Average System-Wide Total
Third-Party Supplier Imbalance

Florida City Gas
TPS Imbalances as Percentage of FCG Total Capacity

2021							
<u>Month</u>	<u>Bay Gas</u>	<u>FGT - 5034</u>	<u>FGT - 113811</u>	<u>Peninsula</u>	<u>Total</u>	<u>TPS Imbalance</u>	<u>Percentage of FCG Capacity</u>
January	150,000	1,206,613	930,992	149,575	2,437,180	102,301	4.20%
February	150,000	1,089,844	840,896	135,100	2,215,840	129,810	5.86%
March	150,000	1,206,613	930,992	149,575	2,437,180	192,396	7.89%
April	150,000	620,160	540,960	144,750	1,455,870	181,799	12.49%
May	150,000	640,398	358,887	149,575	1,298,860	99,604	7.67%
June	150,000	619,740	347,310	144,750	1,261,800	121,813	9.65%
July	150,000	640,398	358,887	149,575	1,298,860	91,660	7.06%
August	150,000	640,398	358,887	149,575	1,298,860	90,873	7.00%
September	150,000	619,740	347,310	144,750	1,261,800	120,626	9.56%
October	150,000	724,532	730,887	149,575	1,754,994	157,758	8.99%
November	150,000	1,167,690	900,960	144,750	2,363,400	110,246	4.66%
December	150,000	1,206,613	930,992	149,575	2,437,180	211,752	8.69%
						Average	7.81%

2022							
<u>Month</u>	<u>Bay Gas</u>	<u>FGT - 5034</u>	<u>FGT - 113811</u>	<u>Peninsula</u>	<u>Total</u>	<u>TPS Imbalance</u>	<u>Percentage of FCG Capacity</u>
January	150,000	1,206,613	930,992	149,575	2,437,180	153,689	6.31%
February	150,000	1,089,844	840,896	135,100	2,215,840	141,469	6.38%
March	150,000	1,206,613	930,992	149,575	2,437,180	160,221	6.57%
April	150,000	620,160	540,960	144,750	1,455,870	258,298	17.74%
May	150,000	640,398	358,887	149,575	1,298,860	120,724	9.29%
June	150,000	619,740	347,310	144,750	1,261,800	95,415	7.56%
July	150,000	640,398	358,887	149,575	1,298,860	83,232	6.41%
August	150,000	640,398	358,887	149,575	1,298,860	128,593	9.90%
September	150,000	619,740	347,310	144,750	1,261,800	84,523	6.70%
October	150,000	724,532	730,887	149,575	1,754,994	131,343	7.48%
November	150,000	1,167,690	900,960	144,750	2,363,400	110,246	4.66%
December	150,000	1,206,613	930,992	149,575	2,437,180	134,769	5.53%
						Average	7.88%

Combined Two-Year Average (2021 and 2022)	
2021	7.81%
2022	7.88%
Average	7.85%

Appendix 5

Proposed Transportation Balancing Charge Rates

Florida City Gas
 Transportation Balancing Charge Rate

Rate Class	2024 Annual Therm Forecast	Percentage	Cost Allocation	Rate Dollars per Therm	Tax Factor	Balancing Charge Rates
GS-1 (Transportation)	4,032,443	3%	\$ 31,294.23	\$ 0.0078	1.00503	0.00780
GS-6K (Transportation)	15,653,811	12%	\$ 121,483.17	\$ 0.0078	1.00503	0.00780
GS-25K (Transportation)	10,583,508	8%	\$ 82,134.51	\$ 0.0078	1.00503	0.00780
GS-120K (Transportation)	31,534,447	24%	\$ 244,726.64	\$ 0.0078	1.00503	0.00780
GS-1250K (Transportation)	23,186,247	18%	\$ 179,939.49	\$ 0.0078	1.00503	0.00780
KDS (Combined)	44,442,920	34%	\$ 344,904.31	\$ 0.0078	1.00503	0.00780
	129,433,376	100%	\$ 1,004,482.36	\$ 0.0078	1.00503	0.00780

Bill Impacts	Bills	Annual Therm Forecast	Annual Use Per Customer	Annual Bill Increase	Monthly Bill Increase	% Of Increase Compared to Current Bill
GS-1 (Transportation)	1,265	4,032,443	3,188	\$ 25	\$ 2	0.95%
GS-6K (Transportation)	1,298	15,653,811	12,060	\$ 94	\$ 8	1.32%
GS-25K (Transportation)	254	10,583,508	41,667	\$ 325	\$ 27	0.58%
GS-120K (Transportation)	86	31,534,447	366,680	\$ 2,860	\$ 238	2.31%
GS-1250K (Transportation)	9	23,186,247	2,576,250	\$ 20,094	\$ 1,674	5.35%
KDS (Combined)	2	44,442,920	44,442,920	\$ 346,639	\$ 28,887	11.44%
	2,914	129,433,376				

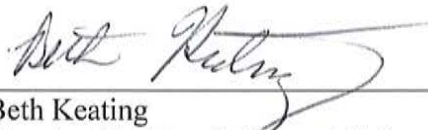
Appendix 6

Estimated Monthly Bill Impacts for the Average Commercial
and Industrial Customer Rate Classes

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a true and correct copy of the foregoing has been furnished by Electronic Mail to the following this 26th day of September 2023:

Keith Hetrick Florida Public Service Commission 2540 Shumard Oak Boulevard Tallahassee, FL 32399 khetrick@psc.state.fl.us	Office of Public Counsel c/o The Florida Legislature 111 West Madison Street, Room 812 Tallahassee, FL 32399-1400 Trierweiler.walt@leg.state.fl.us
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