

Northern Utilities, Inc.
Docket No. DG 17-070
PUC Staff Information Data Request Set 1



Received: April 12, 2019
Request No. Staff 5-3

Date of Response: April 17, 2019
Witness: Cindy Carroll and Christopher LeBlanc

Request:

Concerning any line extension project subject to the step increase where the actual costs were 30 percent or more above the original budgeted costs:

- a) Please provide an updated CIAC calculation using actual costs and provide the amount of CIAC actually paid by the customer(s).

If the full amount of the updated CIAC was not paid by the customer(s) please explain why not.

Response:

201 Atlantic Ave North Hampton NH – This project is to serve the North Hampton Elementary School. The original CIAC was approved through a warrant article vote with the town. Additional costs were associated with ledge removal and additional cut backs and paving required by the NHDOT. Ledge removal and the close proximity of the installed main to the edge of pavement caused the pavement to become undermined and the NHDOT requirements were to cut trench back 1 foot and repave. This required more ledge removal than originally estimated. The original CIAC assumed that the Company would connect nine residential customers within 5 years. The Company has connected 15 residential customers in the first year. The CIAC also assumed eight C&I customers within 4 years and the Company has not yet connected any C&I customers. The Company provided a revised CIAC calculation in response to Staff 1-4 Attachment 2. The revised CIAC calculation results in a higher CIAC than the CIAC collected from this customer.

10 Hampshire Rd, Salem NH – Revision 1 was to cover the costs associated with unanticipated ledge in areas and additional police detail needed for ledge removal. A revised estimate was provided and a new IRR was modeled. There was no CIAC required as a result of Revision 1. Revision 2 is for the costs associate with additional ledge incurred at the street crossing which made hole hogging the street not a viable option. The street needed an open cut removal of ledge and a pave and cutback of trench. This added additional traffic detail costs as well. See Staff 5-3 Attachment 1 for a revised CIAC calculation. The revised CIAC calculation results in a higher CIAC than the first revision.

121 Corporate Drive, Portsmouth NH – The original project included 4" HDPE main as required to serve the customer load. Revision 1 was developed because Engineering recommended the installation of 8" main in order to serve additional future load in the

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area. The additional cost for the 8" main was not included in the IRR calculation as it was a system improvement for future load in the area.

101 International Drive, Portsmouth NH – The revision was for the costs associated with the installation of 1350' of 8" HDPE gas main. It was originally estimated to be installed off pavement, but due to unknown underground facilities on both sides of the roadway, the main had to be installed entirely in pavement. The project was not run through the IRR because this improvement was recommended by engineering for future load considerations. However, the additional gas load added at this customer's facility would return an IRR of 33% over the 10 year term.

NU Response to Staff DR 5-3, Attachment 1

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Interest Expense	973	927	882	839	799	760	722	686	650	614	578	543	507	471	435	399	363	328	292	256	229	211	192	174	156	137	119	101	82	64	46	27	9	(0)	(0)
Net Income	\$ 2,452	\$ 2,189	\$ 2,233	\$ 2,276	\$ 2,317	\$ 2,358	\$ 2,398	\$ 2,436	\$ 2,475	\$ 2,513	\$ 2,552	\$ 2,591	\$ 2,629	\$ 2,668	\$ 2,706	\$ 2,745	\$ 2,783	\$ 2,822	\$ 2,861	\$ 2,899	\$ 2,932	\$ 2,960	\$ 2,988	\$ 3,016	\$ 3,044	\$ 3,072	\$ 3,100	\$ 3,128	\$ 3,156	\$ 3,184	\$ 3,212	\$ 3,240	\$ 3,268	\$ 3,589	\$ 3,897
Cash Flows																																			
Revenue - Base	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	\$ 6,432	
Prop Tax & Insur	(904)	(876)	(848)	(821)	(793)	(765)	(737)	(709)	(681)	(654)	(626)	(598)	(570)	(542)	(515)	(487)	(459)	(431)	(403)	(376)	(348)	(320)	(292)	(264)	(236)	(209)	(181)	(153)	(125)	(97)	(70)	(42)	(14)	-	-
O&M Incentive Costs	(1,595)	(1,424)	(1,453)	(1,480)	(1,507)	(1,534)	(1,560)	(1,585)	(1,610)	(1,635)	(1,660)	(1,685)	(1,710)	(1,735)	(1,760)	(1,785)	(1,811)	(1,836)	(1,861)	(1,886)	(1,907)	(1,926)	(1,944)	(1,962)	(1,980)	(1,998)	(2,017)	(2,035)	(2,053)	(2,071)	(2,089)	(2,107)	(2,126)	(2,335)	(2,535)
Inc Tax (Incl Tax Synch Impact on Interest)	295	553	482	415	354	298	245	197	189	189	189	189	189	189	189	189	189	189	189	189	189	(106)	(400)	(400)	(400)	(400)	(400)	(400)	(400)	(400)	(400)	(400)	(400)	(200)	-
Deferred Tax (from tax vs book depr)	(973)	(927)	(882)	(839)	(799)	(760)	(722)	(686)	(650)	(614)	(578)	(543)	(507)	(471)	(435)	(399)	(363)	(328)	(292)	(256)	(229)	(211)	(192)	(174)	(156)	(137)	(119)	(101)	(82)	(64)	(46)	(27)	(9)	0	0
Interest On RateBase	(3,177)	(2,674)	(2,702)	(2,725)	(2,745)	(2,761)	(2,773)	(2,783)	(2,792)	(2,714)	(2,675)	(2,637)	(2,598)	(2,560)	(2,521)	(2,483)	(2,444)	(2,405)	(2,367)	(2,328)	(2,289)	(2,250)	(2,211)	(2,172)	(2,133)	(2,094)	(2,055)	(2,016)	(1,977)	(1,938)	(1,899)	(1,860)	(1,821)	(1,782)	(1,743)
Expense Components	(3,177)	(2,674)	(2,702)	(2,725)	(2,745)	(2,761)	(2,773)	(2,783)	(2,792)	(2,714)	(2,675)	(2,637)	(2,598)	(2,560)	(2,521)	(2,483)	(2,444)	(2,405)	(2,367)	(2,328)	(2,289)	(2,250)	(2,211)	(2,172)	(2,133)	(2,094)	(2,055)	(2,016)	(1,977)	(1,938)	(1,899)	(1,860)	(1,821)	(1,782)	(1,743)
Oper & Financing Cash Flow (Incl Interest Related)	3,255	3,758	3,730	3,707	3,687	3,671	3,658	3,648	3,679	3,718	3,756	3,795	3,833	3,872	3,911	3,949	3,988	4,026	4,065	4,103	3,842	3,575	3,603	3,631	3,659	3,687	3,715	3,743	3,771	3,799	3,827	3,855	3,883	3,897	3,897
PreTax Interest (Cash Out) on RateBase	(973)	(927)	(882)	(839)	(799)	(760)	(722)	(686)	(650)	(614)	(578)	(543)	(507)	(471)	(435)	(399)	(363)	(328)	(292)	(256)	(229)	(211)	(192)	(174)	(156)	(137)	(119)	(101)	(82)	(64)	(46)	(27)	(9)	0	0
Interest-Driven Income Tax [Cash In/(Out)]	384	365	348	331	315	299	285	270	256	242	228	214	200	186	171	157	143	129	115	101	90	83	76	69	61	54	47	40	32	25	18	11	4	(0)	(0)
Net CashFlow from Financing	(590)	(561)	(534)	(509)	(484)	(460)	(437)	(416)	(394)	(372)	(350)	(329)	(307)	(285)	(264)	(242)	(220)	(198)	(177)	(155)	(139)	(128)	(116)	(105)	(94)	(83)	(72)	(61)	(50)	(39)	(28)	(17)	(6)	0	0
CashFlow from Operations Only	3,844	4,319	4,264	4,215	4,171	4,131	4,096	4,064	4,073	4,090	4,107	4,123	4,140	4,157	4,174	4,191	4,208	4,225	4,242	4,258	3,981	3,703	3,720	3,737	3,754	3,770	3,787	3,804	3,821	3,838	3,855	3,871	3,888	3,897	3,897
Investment Cash Flow In/(Out) (From Above)	(33,502)																																		
Net Cash Flow (Excl Financing)	(29,658)	4,319	4,264	4,215	4,171	4,131	4,096	4,064	4,073	4,090	4,107	4,123	4,140	4,157	4,174	4,191	4,208	4,225	4,242	4,258	3,981	3,703	3,720	3,737	3,754	3,770	3,787	3,804	3,821	3,838	3,855	3,871	3,888	3,897	3,897
Cumulative Net Cash Flow (Excl Financing)	(29,658)	(25,339)	(21,075)	(16,860)	(12,689)	(8,558)	(4,462)	(398)	3,675	7,765	11,872	15,995	20,135	24,293	28,467	32,658	36,865	41,090	45,332	49,590	53,570	57,273	60,993	64,730	68,483	72,254	76,041	79,845	83,666	87,504	91,358	95,230	99,118	103,015	106,912
Simple Payback									8																										
IRR on Net Cash Flow (Excl Financing)		35.44%	54.11%	32.79%	19.21%	10.44%	4.51%	0.34%	2.70%	4.96%	6.71%	9.86%	9.13%	9.97%	10.65%	11.21%	11.67%	12.04%	12.35%	12.66%	12.82%	12.98%	13.12%	13.24%	13.34%	13.43%	13.50%	13.57%	13.62%	13.67%	13.71%	13.75%	13.76%	13.81%	13.83%
Net Present Value - at AltTax WACC	6.71%	(27,792)	(24,000)	(20,491)	(17,240)	(14,226)	(11,429)	(8,831)	(6,414)	(4,145)	(2,009)	1,891	3,669	5,343	6,918	8,400	9,794	11,105	12,339	13,500	14,517	15,403	16,238	17,023	17,762	18,458	19,113	19,730	20,310	20,857	21,371	21,855	22,310	22,738	23,139
Net Cash Flows (Excl Financing) over Dynamic 10-year period																																			
Incremental Cap Ex	79,452	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
RelativeYear of Cap Ex	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Last Relative year of Analysis	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
IRR	6.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
NPV	0																																		
Net Cash Flows (Excl Financing) over Dynamic 20-year period																																			
Incremental Cap Ex	79,452	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
RelativeYear of Cap Ex	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Last Relative year of Analysis	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
IRR	12.82%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
NPV	14,517																				12.82%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Net Cash Flows (Excl Financing) for Dual Fuel Customer																																			
Number of Contract Years																																			