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STATE OF INDIANA

INDIANA UTILITY REGULATORY COMMISSION

APPLICATION OF THE CITY OF LOGANSPORT)
ELECTRIC DEPARTMENT FOR A CHANGE IN) CAUSE NO. 38705 FAC 89
ITS FUEL CHARGE FOR ELECTRIC SERVICE)
FOR THE MONTHS OF JANUARY, FEBRUARY) APPROVED:
AND MARCH, 2011.)

BY THE COMMISSION:

Gregory R. Ellis, Administrative Law Judge

On October 18, 2010, in accordance with Indiana Code § 8-1-2-42, the City of Logansport Electric Department (“Applicant” or “Logansport”) filed its Application with the Indiana Utility Regulatory Commission (“Commission”) in this Cause requesting approval of a change in its fuel cost charge for the billing cycles of January, February, and March, 2011. Also on October 18, 2010, Applicant filed the testimony of Luann Davis, its Controller, as Exhibit 2 to the Application. On November 5, 2010, Applicant filed its Amended Exhibit, amending Appendix A, Pages 1, 2, and Appendix C of Exhibit 2 to the Application. On November 8, 2010, the Indiana Office of Utility Consumer Counselor (“OUCC”) filed the testimony of Stacie R. Gruca, Utility Analyst.

Pursuant to notice published as required by law, proof of which was incorporated into the Record by reference and placed in the official files of the Commission, a public hearing was held in this matter on December 2, 2010, at 10:00 a.m., in Room 224, PNC Center, 101 W. Washington St., Indianapolis, Indiana. Applicant and the OUCC appeared at the hearing and presented evidence relevant to this Cause. No member of the public appeared at the hearing or otherwise sought to testify.

Based upon the applicable law and the evidence herein, the Commission now finds:

1. Notice and Jurisdiction. Due, legal and timely notice of the commencement of the public hearing in this Cause was given and published by the Commission as required by law. Applicant operates a municipal electric utility, and as such, it is subject to the jurisdiction of this Commission as provided in the Public Service Commission Act, as amended. The provisions of said Act authorize the Commission to act in this proceeding. The Commission, therefore, has jurisdiction over Applicant and the subject matter therein.

2. Logansport's Characteristics. Applicant is engaged in rendering electric utility service to the public. Applicant owns and operates an electric utility generating plant and distribution system for the production, transmission, delivery and furnishing of this service.

3. Source of Fuel. Applicant’s Exhibit No. 2, the direct testimony of Luann Davis indicates Applicant purchases approximately 55% of its power from Duke Energy Indiana, Inc. (“Duke”). The remainder of its energy is self-produced through the use of coal-fired generation.

Applicant also has natural gas-fired generation that it uses for peak shaving and as standby power.

According to Ms. Davis, Logansport currently purchases up to 70% of its coal under a three-year contract. The remainder is purchased at the best available price in the open market when this is below its contractual cost. Applicant is still operating under an administrative consent order from the Environmental Protection Agency and must purchase coal meeting stringent standards, including low sulfur content; this causes increased costs. In addition, pursuant to contract provisions, Duke provides Logansport with firm electric capacity and electric energy. Duke also provides non-firm electric capacity and energy in excess of the maximum demand. The contract has a ratchet provision for non-firm maintenance energy, requiring Logansport to pay the higher of actual demand or 60% of the highest peak in the prior twelve-month period.

Applicant conducted a test burn using corn cob pellets as an alternative fuel during the month of September. The burning of this fuel does not produce as many British Thermal Units (“BTUs”) per pound of fuel as the burning of coal does, but the cost per pound is lower. Logansport found that should they use corn cob pellets in the future as a fuel, additional cost would likely be incurred for proper storage of and dust control associated with a large volume of this fuel.

The evidence shows Logansport, by its fuel purchase policies and its purchase of power, is endeavoring to obtain available fuel for power as economically as possible. The Commission finds Logansport has made every reasonable effort to acquire fuel and generate or purchase power, or both, so as to provide electricity to its retail customers at the lowest fuel cost reasonably possible.

4. Operating Expenses. Indiana Code § 8-1-2-42(d)(2) requires the Commission to examine whether actual increases in a utility’s fuel cost have been offset by decreases in other operating expenses when compared to the level approved in the last case approving the utility’s basic rates and charges. The Commission last approved Logansport’s basic rates and charges in its Order in Cause No. 42768, dated May 25, 2005. In that Cause, Logansport’s test year total operating expenses, excluding fuel costs, were found to be \$14,684,623. In this filing, Logansport’s total operating expenses, excluding fuel costs, for the twelve months ended September 30, 2010, are \$21,091,265, as shown by Appendix B, Page 1 of Logansport’s Exhibit No. 2. Thus, Logansport’s actual increases in fuel costs have not been offset by actual decreases in other operating expenses.

5. Return Earned. Indiana Code § 8-1-2-42(d)(3), in effect, prohibits a fuel adjustment charge that results in an applicant earning a return in excess of the return authorized in the last Commission Order approving the applicant’s basic rates and charges. The Order in Cause No. 42768, dated May 25, 2005, did not authorize a specific return on original cost rate base. It did, however, allow Logansport a return in the form of net operating income of \$0.00. Appendix B, Page 2, of Logansport’s Exhibit No. 2, indicates Logansport’s net operating income for the twelve months ended September 30, 2010, is \$(1,791,741). The Calculation of Excess Earnings, Schedule #1 of Logansport’s Exhibit No. 2, shows the alternative method of calculation provided for in Indiana Code § 8-1-2-42.3 and indicates Logansport’s cumulative earnings during the relevant period is \$(19,172,515). Because Logansport’s cumulative earnings

based upon the alternative method of calculation as shown in the Calculation of Excess Earnings is not greater than zero, Logansport is not required to include an excess earning adjustment in the calculation of the fuel cost adjustment factor.

6. Estimation of Fuel Cost. Logansport's estimate of its prospective average fuel costs for the requisite three calendar months is reasonable after taking into consideration: (1) the actual fuel costs experienced by Logansport during the last three calendar months for which actual fuel costs are available and (2) the estimated fuel costs for the last three calendar months for which actual fuel costs are available.

Appendix A, Page 4 of Logansport's Exhibit No. 2 shows a comparison of estimated and actual fuel costs for the months of July, August and September 2010. An analysis of this data yields a weighted average error of 5.67% (actual < forecast). Based upon Petitioner's historical accuracy in estimating its fuel costs, the Commission finds Petitioner's estimating techniques are sound and Petitioner's prospective average estimate of fuel costs is reasonable.

7. Resulting Fuel Cost Factor. Logansport requests approval of an increase in the fuel cost charge to be applied in its January, February and March, 2011, billing cycles. Appendix A, Page 1 of Logansport's Exhibit No. 2 indicates the total sales for the months mentioned above are estimated to be an average of 34,302,000 kWh per month (line 5) and the associated costs are estimated to be an average of \$1,187,415.76 per month (line 10). The reconciliation of fuel cost variances for the months of July, August and September 2010, produced a total variance of \$(226,132.24) (line 13). Dividing the total variance by the total estimated sales of 102,906,000 kWh (line 5) generates a variance factor of (2.197) mills per kWh (line 14). Adding this factor to the fuel cost per sales ratio of 34.617 mills per kWh (line 11) results in an adjusted fuel cost factor of 32.420 mills per kWh (line 15). Deducting the base cost of fuel of 19.670 mills per kWh (line 16) and adjusting for the Indiana Utility Receipts Tax yields a final fuel cost factor of 12.931 mills per kWh (line 18). This factor is a decrease of 0.526 mills per kWh from the current factor.

The average residential customer, using 1,000 kWh per month, should experience a decrease of \$0.53 per month on his or her electric bill. The Commission finds Logansport's request for a fuel cost adjustment factor in the amount of \$.012931 per kWh for the billing cycles of January, February and March, 2011, appears reasonable and just, is supported by the evidence, and should be approved.

8. Benchmark Requirement. Petitioner made no power purchases during the three-month period other than its firm power purchase from Duke Energy Indiana, Inc. Accordingly, no benchmark evidence was presented herein.

9. Interim Rates. The Commission is unable to determine if Logansport will earn an excess rate of return while this fuel adjustment charge is in effect. The Commission therefore finds the rates approved herein should be interim rates, subject to refund in the event an excess rate of return is earned.

IT IS THEREFORE ORDERED BY THE INDIANA UTILITY REGULATORY COMMISSION that:

1. The City of Logansport Electric Department shall be and is hereby authorized to place into effect a \$.012931 per kWh fuel cost adjustment factor with respect to all of its tariffs for which the fuel cost adjustment charge is applicable. The fuel cost adjustment herein approved shall be in effect for the billing cycles January, February and March, 2011.

2. The rates approved herein shall be interim rates subject to refund, consistent with Finding No. 9 above.

3. The Applicant shall file with the Electricity Division of the Commission, prior to billing the fuel cost charge herein approved, a separate amendment to its rate schedules with reasonable reference therein reflecting such a change is applicable to the rate schedules reflected in the amendment.

4. In accordance with Indiana Code § 8-1-2-70, The City of Logansport Electric Department shall, within twenty (20) days from the date of this Order, pay into the Treasury of the State of Indiana, through the Secretary of this Commission, the following itemized charges, as well as any additional charges which were or may be incurred in connection with this Cause:

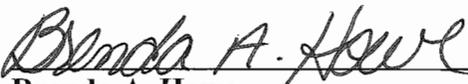
Commission charges:	\$ 664.69
OUCG Charges:	\$ 1,050.38
Legal Advertising Charges:	\$ <u>37.17</u>
TOTAL	\$ 1,752.24

5. This Order shall be effective on and after the date of its approval.

ATTERHOLT, MAYS AND ZIEGNER CONCUR; LANDIS ABSENT:

APPROVED: DEC 29 2010

**I hereby certify the above is a true
and correct copy of the Order as approved.**



Brenda A. Howe
Secretary to the Commission