

Peoples TWP LLC
Settlement Proof of Revenues

| | <u>Revenue Present Rates</u> | <u>Increase</u> | <u>Revenue Settlement Rates</u> |
|-----------------------------------|----------------------------------|-------------------|-------------------------------------|
| Gas Sales Revenue | | | |
| 1 Residential | \$ 56,125,894 | \$ 12,135,656 | \$ 68,261,550 |
| 2 Small General Service | \$ 9,462,664 | \$ 605,178 | \$ 10,067,842 |
| 3 Medium General Service | \$ 7,729,205 | \$ 512,151 | \$ 8,241,356 |
| 4 Large General Service | <u>\$ 1,809,390</u> | <u>\$ 44,128</u> | <u>\$ 1,853,519</u> |
| 5 Total Gas Sales Revenues | \$ 75,127,153 | \$ 13,297,113 | \$ 88,424,266 |
| Other Operating Revenues | | | |
| 6 Forfeited Discounts | \$ 230,139 | \$ 37,824 | \$ 267,963 |
| 7 Misc. Service Revenues | \$ 218,178 | \$ 18,445 | \$ 236,623 |
| Transportation: | | | |
| 8 Residential | \$ - | \$ - | \$ - |
| 9 Small General Service | \$ 28,717 | \$ (480) | \$ 28,237 |
| 10 Medium General Service | \$ 1,557,249 | \$ 29,563 | \$ 1,586,812 |
| 11 Large General Service | \$ 5,161,833 | \$ 182,532 | \$ 5,344,365 |
| 12 Other Gas Revenues | <u>\$ -</u> | <u>\$ 235,712</u> | <u>\$ 235,712</u> |
| 13 Total Other Operating Revenues | \$ 7,196,116 | \$ 503,597 | \$ 7,699,713 |
| 14 Rate Design Variance | | <u>\$ (710)</u> | <u>\$ (710)</u> |
| 15 TOTAL | \$ 82,323,269 | \$ 13,800,000 | \$ 96,123,269 |

| Summary by Class | | | |
|---------------------------|----------------------|----------------------|----------------------|
| 16 Residential | \$ 56,125,894 | \$ 12,135,656 | \$ 68,261,550 |
| 17 Small General Service | \$ 9,491,381 | \$ 604,698 | \$ 10,096,079 |
| 18 Medium General Service | \$ 9,286,454 | \$ 541,714 | \$ 9,828,168 |
| 19 Large General Service | \$ 6,971,223 | \$ 226,661 | \$ 7,197,884 |
| 20 Other Gas Revenues | <u>\$ 448,317</u> | <u>\$ 291,272</u> | <u>\$ 739,589</u> |
| 21 Total | <u>\$ 82,323,269</u> | <u>\$ 13,800,000</u> | <u>\$ 96,123,269</u> |

**Peoples TWP LLC
Residential Class**

Exhibit No. APW-13

| | Mcf/# cc | Rate | Revenues | | Proposed Increase | | | | | Proposed Rates | Revenues | |
|-----------------------------------|------------------|-------------|----------------------|-------------|-------------------|-------------|-----------|------------|----------------------|----------------------|----------------|----------------------|
| | | | Present Rates | % | Base Rate | Rider USP | GPC | Total Rate | Revenues | | Proposed Rates | Proposed Rates |
| Sales | | | | | | | | | | | | |
| Customer Charge | 656,245 | \$ 12.75 | \$ 8,367,124 | 23.5% | \$ 3.00 | | | | \$ 3.00 | \$ 1,968,735 | \$ 15.75 | \$ 10,335,859 |
| Usage | | | | | | | | | | | | |
| Base Cost of Gas | 4,658,810 | \$ 4.9216 | \$ 22,928,799 | 0.0% | | | | | \$ - | \$ - | \$ 4.9216 | \$ 22,928,799 |
| Delivery Rate | 4,658,810 | \$ 4.7703 | \$ 22,223,921 | 42.3% | \$ 2.0310 | \$ (0.0133) | | | \$ 2.0177 | \$ 9,400,043 | \$ 6.7880 | \$ 31,623,964 |
| Rider MFC | 4,658,810 | \$ 0.0935 | \$ 435,599 | -6.4% | \$ (0.0060) | | | | \$ (0.0060) | \$ (27,953) | \$ 0.0875 | \$ 407,646 |
| Rider STAS | 4,658,810 | \$ (0.0173) | \$ (80,597) | -100.0% | \$ 0.0173 | | | | \$ 0.0173 | \$ 80,597 | \$ - | \$ - |
| Rider USP | 4,658,810 | \$ 0.2875 | \$ 1,339,408 | 4.6% | | \$ 0.0133 | | | \$ 0.0133 | \$ 62,000 | \$ 0.3008 | \$ 1,401,408 |
| Rider GPC | 4,658,810 | \$ - | \$ - | 0.0% | | | \$ 0.1400 | | \$ 0.1400 | \$ 652,233 | \$ 0.1400 | \$ 652,233 |
| CAP Usage | <u>111,190</u> | \$ 8.1989 | \$ 911,640 | 0.0% | | | | | \$ - | \$ - | \$ 8.1989 | \$ 911,640 |
| Total Sales Revenues | 4,770,000 | | \$ 56,125,894 | | | | | | | \$ 12,135,656 | | \$ 68,261,550 |
| Transport | | | | | | | | | | | | |
| Customer Charge | - | \$ 12.75 | \$ - | 23.5% | \$ 3.00 | | | | \$ 3.00 | \$ - | \$ 15.75 | \$ - |
| Usage | | | | | | | | | | | | |
| Balancing Fee | - | \$ 0.9254 | \$ - | 0.0% | | | | | \$ - | \$ - | \$ - | \$ - |
| Delivery Rate | - | \$ 4.7703 | \$ - | 42.3% | \$ 2.0310 | \$ (0.0133) | | | \$ 2.0177 | \$ - | \$ 6.79 | \$ - |
| Rider STAS | - | \$ (0.0173) | \$ - | -100.0% | \$ 0.0173 | | | | \$ 0.0173 | \$ - | \$ - | \$ - |
| Rider USP | - | \$ 0.2875 | \$ - | 0.0% | | | | | \$ - | \$ - | \$ 0.2875 | \$ - |
| Total Transport Revenues | - | | \$ - | | | | | | \$ - | \$ - | | \$ - |
| Total Residential Revenues | 4,770,000 | | \$ 56,125,894 | \$ 0 | | | | | \$ 12,135,656 | | | \$ 68,261,550 |

Small General Service Class - Retail
0 to 1,000 Mcf/Yr.

Exhibit No. APW-13

| | Previous Class | Quantity or Mcf | Rate | Revenues Present Rates | Proposed Increase | | | | Revenues | Proposed Rates | Revenues Proposed Rates |
|-----------------------------|----------------|--------------------|-------------|---------------------------|-------------------|-------------|-----------|-------------|-------------------|-------------------|----------------------------|
| | | | | | % | Base Rate | GPC | Total Rate | | | |
| Sales | | | | | | | | | | | |
| 0-499 | GSS-1 | 29,263 | \$ 28.00 | \$ 819,363 | 25.0% | \$ 7.00 | | \$ 7.00 | \$ 204,841 | \$ 35.00 | \$ 1,024,204 |
| 0-499 | GSS-2 | 13,931 | \$ 60.00 | \$ 835,888 | -41.7% | \$ (25.00) | | \$ (25.00) | \$ (348,286) | \$ 35.00 | \$ 487,601 |
| 500-999.9 | GSS-1 | 37 | \$ 28.00 | \$ 1,035 | 132.1% | \$ 37.00 | | \$ 37.00 | \$ 1,367 | \$ 65.00 | \$ 2,402 |
| 500-999.9 | GSS-2 | 3,944 | \$ 60.00 | \$ 236,643 | 8.3% | \$ 5.00 | | \$ 5.00 | \$ 19,720 | \$ 65.00 | \$ 256,364 |
| 500-999.9 | GSL-1 | 11 | \$ 450.00 | \$ 4,925 | -85.6% | \$ (385.00) | | \$ (385.00) | \$ (4,214) | \$ 65.00 | \$ 711 |
| Mcf Usage | | | | | | | | | | | |
| Base Cost of Gas | GSS | 791,857 | \$ 5.0803 | \$ 4,022,871 | 0.0% | | | \$ - | \$ - | \$ 5.0803 | \$ 4,022,871 |
| Delivery Rate | GSS | 791,857 | \$ 4.3321 | \$ 3,430,404 | 17.7% | \$ 0.7687 | | \$ 0.7687 | \$ 608,700 | \$ 5.1008 | \$ 4,039,104 |
| Rider MFC | GSS | 791,857 | \$ 0.0218 | \$ 17,262 | -13.8% | \$ (0.0030) | | \$ (0.0030) | \$ (2,376) | \$ 0.0188 | \$ 14,887 |
| Rider STAS | GSS | 791,857 | \$ (0.0173) | \$ (13,699) | -100.0% | \$ 0.0173 | | \$ 0.0173 | \$ 13,699 | \$ - | \$ - |
| Rider GPC | GSS | 791,857 | \$ - | \$ - | 0.0% | | \$ 0.1400 | \$ 0.1400 | \$ 110,860 | \$ 0.1400 | \$ 110,860 |
| Mcf Usage | | | | | | | | | | | |
| Base Cost of Gas | GSL | 487 | \$ 4.3497 | \$ 2,118 | 0.0% | | | \$ - | \$ - | \$ 4.3497 | \$ 2,118 |
| Delivery Rate | GSL | 487 | \$ 3.4141 | \$ 1,663 | 49.4% | \$ 1.6867 | | \$ 1.6867 | \$ 821 | \$ 5.1008 | \$ 2,484 |
| Rider MFC | GSL | 487 | \$ - | \$ - | 0.0% | \$ 0.0188 | | \$ 0.0188 | \$ 9 | \$ 0.0188 | \$ 9 |
| Rider STAS | GSL | 487 | \$ (0.0173) | \$ (8) | -100.0% | \$ 0.0173 | | \$ 0.0173 | \$ 8 | \$ - | \$ - |
| Rider GPC | GSL | 487 | \$ - | \$ - | 0.0% | | \$ 0.1400 | \$ 0.1400 | \$ 68 | \$ 0.1400 | \$ 68 |
| Mcf Usage-Negotiated | | | | | | | | | | | |
| Base Cost of Gas | GSS Negotiated | 13,798 | \$ 5.0803 | \$ 70,098 | 0.0% | | | \$ - | \$ - | \$ 5.0803 | \$ 70,098 |
| Delivery Rate | GSS Negotiated | 13,798 | \$ 2.4497 | \$ 33,801 | 0.0% | | | \$ - | \$ - | \$ 2.4497 | \$ 33,801 |
| Rider MFC | GSS Negotiated | 13,798 | \$ 0.0218 | \$ 301 | -13.8% | \$ (0.0030) | | \$ (0.0030) | \$ (41) | \$ 0.0188 | \$ 259 |
| Rider STAS | GSS Negotiated | 13,798 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Rider GPC | GSS Negotiated | 13,798 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Total Sales Revenues | | 806,142 | | \$ 9,462,664 | | | | | \$ 605,178 | | \$ 10,067,842 |

**Small General Service Class - Transport
0 to 1,000 Mcf/Yr.**

Exhibit No. APW-13

| | <u>Previous Class</u> | <u>Quantity or Mcf</u> | <u>Rate</u> | <u>Revenues Present Rates</u> | <u>Proposed Increase</u> | | | | <u>Proposed Rates</u> | <u>Revenues Proposed Rates</u> | |
|--------------------------|-----------------------|----------------------------|-------------|-----------------------------------|--------------------------|------------------|------------|-------------------|---------------------------|------------------------------------|-----------------|
| | | | | | <u>%</u> | <u>Base Rate</u> | <u>GPC</u> | <u>Total Rate</u> | | | <u>Revenues</u> |
| Transport | | | | | | | | | | | |
| 0-499 | GSS-1 | 60 | \$ 28.00 | \$ 1,680 | 25.0% | \$ 7.00 | | \$ 7.00 | \$ 420 | \$ 35.00 | \$ 2,100 |
| 0-499 | GSS-2 | 48 | \$ 60.00 | \$ 2,880 | -41.7% | \$ (25.00) | | \$ (25.00) | \$ (1,200) | \$ 35.00 | \$ 1,680 |
| 500-999.9 | GSS-2 | 60 | \$ 60.00 | \$ 3,600 | 8.3% | \$ 5.00 | | \$ 5.00 | \$ 300 | \$ 65.00 | \$ 3,900 |
| Mcf Usage | | | | | | | | | | | |
| Balancing Fee | GSS | - | \$ 1.0848 | \$ - | 0.0% | | | \$ - | \$ - | \$ 1.0848 | \$ - |
| Delivery Rate | GSS | - | \$ 4.3321 | \$ - | 17.7% | \$ 0.7687 | | \$ 0.7687 | \$ - | \$ 5.1008 | \$ - |
| Rider STAS | GSS | - | \$ (0.0173) | \$ - | -100.0% | \$ 0.0173 | | \$ 0.0173 | \$ - | \$ - | \$ - |
| Mcf Usage | | | | | | | | | | | |
| Balancing Fee | GSS Negotiated | 6,407 | \$ 1.0848 | \$ 6,950 | 0.0% | | | \$ - | \$ - | \$ 1.0848 | \$ 6,950 |
| Delivery Rate | GSS Negotiated | 6,407 | \$ 2.1237 | \$ 13,607 | 0.0% | | | \$ - | \$ - | \$ 2.1237 | \$ 13,607 |
| Rider STAS | GSS Negotiated | 6,407 | \$ - | \$ - | 0.0% | \$ - | | \$ - | \$ - | \$ - | \$ - |
| Total Transport Revenues | | 6,407 | | \$ 28,717 | | | | | \$ (480) | | \$ 28,237 |

Medium General Service Class - Retail
1,000 Mcf to 25,000 Mcf/Yr.

Exhibit No. APW-13

| | Previous Class | Quantity or Mcf | Rate | Revenues Present Rates | Proposed Increase | | | | Proposed Rates | Revenues Proposed Rates | |
|----------------------|----------------|--------------------|-------------|---------------------------|-------------------|-------------|-----------|-------------|-------------------|----------------------------|--------------|
| | | | | | % | Base Rate | GPC | Total Rate | | | |
| Sales | | | | | | | | | | | |
| 1,000-2,499.9 | GSS-1 | 12 | \$ 28.00 | \$ 345 | 167.9% | \$ 47.00 | | \$ 47.00 | \$ 579 | \$ 75.00 | \$ 924 |
| 1,000-2,499.9 | GSS-2 | 2,428 | \$ 60.00 | \$ 145,655 | 25.0% | \$ 15.00 | | \$ 15.00 | \$ 36,414 | \$ 75.00 | \$ 182,069 |
| 1,000-2,499.9 | GSL-1 | 11 | \$ 450.00 | \$ 4,925 | -83.3% | \$ (375.00) | | \$ (375.00) | \$ (4,104) | \$ 75.00 | \$ 821 |
| 1,000-2,499.9 | WS | 60 | \$ 730.00 | \$ 43,800 | -89.7% | \$ (655.00) | | \$ (655.00) | \$ (39,300) | \$ 75.00 | \$ 4,500 |
| | | | | | | | | | | | |
| 2,500-24,999.9 | GSS-1 | 12 | \$ 28.00 | \$ 345 | 525.0% | \$ 147.00 | | \$ 147.00 | \$ 1,811 | \$ 175.00 | \$ 2,155 |
| 2,500-24,999.9 | GSS-2 | 682 | \$ 60.00 | \$ 40,914 | 191.7% | \$ 115.00 | | \$ 115.00 | \$ 78,418 | \$ 175.00 | \$ 119,332 |
| 2,500-24,999.9 | GSL-1 | 223 | \$ 450.00 | \$ 100,400 | -61.1% | \$ (275.00) | | \$ (275.00) | \$ (61,356) | \$ 175.00 | \$ 39,044 |
| 2,500-24,999.9 | GSL-2 | 141 | \$ 550.00 | \$ 77,550 | -68.2% | \$ (375.00) | | \$ (375.00) | \$ (52,875) | \$ 175.00 | \$ 24,675 |
| 2,500-24,999.9 | GSL-3 | 51 | \$ 710.00 | \$ 35,973 | -75.4% | \$ (535.00) | | \$ (535.00) | \$ (27,107) | \$ 175.00 | \$ 8,867 |
| | | | | | | | | | | | |
| Mcf Usage | | | | | | | | | | | |
| Base Cost of Gas | GSS | 478,317 | \$ 5.0803 | \$ 2,429,994 | 0.0% | | | \$ - | \$ - | \$ 5.0803 | \$ 2,429,994 |
| Delivery Rate | GSS | 478,317 | \$ 4.3321 | \$ 2,072,117 | 12.2% | \$ 0.5283 | | \$ 0.5283 | \$ 252,695 | \$ 4.8604 | \$ 2,324,812 |
| Rider MFC | GSS | 478,317 | \$ 0.0218 | \$ 10,427 | -100.0% | \$ (0.0218) | | \$ (0.0218) | \$ (10,427) | \$ - | \$ - |
| Rider STAS | GSS | 478,317 | \$ (0.0173) | \$ (8,275) | -100.0% | \$ 0.0173 | | \$ 0.0173 | \$ 8,275 | \$ - | \$ - |
| Rider GPC | GSS | 478,317 | \$ - | \$ - | 0.0% | | \$ 0.1400 | \$ 0.1400 | \$ 66,964 | \$ 0.1400 | \$ 66,964 |
| | | | | | | | | | | | |
| Mcf Usage | | | | | | | | | | | |
| Base Cost of Gas | GSL | 123,623 | \$ 4.3497 | \$ 537,723 | 0.0% | | | \$ - | \$ - | \$ 4.3497 | \$ 537,723 |
| Delivery Rate | GSL | 123,623 | \$ 3.4141 | \$ 422,061 | 42.4% | \$ 1.4463 | | \$ 1.4463 | \$ 178,796 | \$ 4.8604 | \$ 600,857 |
| Rider STAS | GSL | 123,623 | \$ (0.0173) | \$ (2,139) | -100.0% | \$ 0.0173 | | \$ 0.0173 | \$ 2,139 | \$ - | \$ - |
| Rider GPC | GSL | 123,623 | \$ - | \$ - | 0.0% | | \$ 0.1400 | \$ 0.1400 | \$ 17,307 | \$ 0.1400 | \$ 17,307 |
| | | | | | | | | | | | |
| Mcf Usage | | | | | | | | | | | |
| Base Cost of Gas | WS | 31,276 | \$ 5.0803 | \$ 158,891 | 0.0% | | | \$ - | \$ - | \$ 5.0803 | \$ 158,891 |
| Delivery Rate | WS | 31,276 | \$ 2.9739 | \$ 93,012 | 63.4% | \$ 1.8865 | | \$ 1.8865 | \$ 59,002 | \$ 4.8604 | \$ 152,014 |
| Rider STAS | WS | 31,276 | \$ (0.0173) | \$ (541) | -100.0% | \$ 0.0173 | | \$ 0.0173 | \$ 541 | \$ - | \$ - |
| Rider GPC | WS | 31,276 | \$ - | \$ - | 0.0% | | \$ 0.1400 | \$ 0.1400 | \$ 4,379 | \$ 0.1400 | \$ 4,379 |
| | | | | | | | | | | | |
| Mcf Usage | | | | | | | | | | | |
| Base Cost of Gas | GSL Negotiated | 136,496 | \$ 4.3497 | \$ 593,717 | 0.0% | | | \$ - | \$ - | \$ 4.3497 | \$ 593,717 |
| Delivery Rate | GSL Negotiated | 136,496 | \$ 2.3839 | \$ 325,393 | 0.0% | | | \$ - | \$ - | \$ 2.3839 | \$ 325,393 |
| Rider MFC | GSL Negotiated | 136,496 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Rider STAS | GSL Negotiated | 136,496 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Rider GPC | GSL Negotiated | 136,496 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| | | | | | | | | | | | |
| Mcf Usage | | | | | | | | | | | |
| Base Cost of Gas | GSS Negotiated | 87,504 | \$ 5.0803 | \$ 444,547 | 0.0% | | | \$ - | \$ - | \$ 5.0803 | \$ 444,547 |
| Delivery Rate | GSS Negotiated | 87,504 | \$ 2.2909 | \$ 200,463 | 0.0% | | | \$ - | \$ - | \$ 2.2909 | \$ 200,463 |
| Rider MFC | GSS Negotiated | 87,504 | \$ 0.0218 | \$ 1,908 | 0.0% | | | \$ - | \$ - | \$ 0.0218 | \$ 1,908 |
| Rider STAS | GSS Negotiated | 87,504 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Rider GPC | GSS Negotiated | 87,504 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| | | | | | | | | | | | |
| Total Sales Revenues | | 857,216 | | \$ 7,729,205 | | | | \$ 512,151 | | \$ 8,241,356 | |

Medium General Service Class - Transport
1,000 Mcf to 25000 Mcf/Yr.

Exhibit No. APW-13

| | <u>Previous Class</u> | <u>Quantity or Mcf</u> | <u>Rate</u> | <u>Revenues Present Rates</u> | <u>Proposed Increase</u> | | | | <u>Proposed Rates</u> | <u>Revenues Proposed Rates</u> | |
|---------------------------------|-----------------------|----------------------------|-------------|-----------------------------------|--------------------------|------------------|------------|-------------------|---------------------------|------------------------------------|---------------------|
| | | | | | <u>%</u> | <u>Base Rate</u> | <u>GPC</u> | <u>Total Rate</u> | | | <u>Revenues</u> |
| Transport | | | | | | | | | | | |
| 1,000-2,499.9 | GSS-2 | 132 | \$ 60.00 | \$ 7,920 | 25.0% | \$ 15.00 | | \$ 15.00 | \$ 1,980 | \$ 75.00 | \$ 9,900 |
| 2,500-24,999.9 | GSS-2 | 264 | \$ 60.00 | \$ 15,840 | 191.7% | \$ 115.00 | | \$ 115.00 | \$ 30,360 | \$ 175.00 | \$ 46,200 |
| 2,500-24,999.9 | GSL-1 | 540 | \$ 450.00 | \$ 243,000 | -61.1% | \$ (275.00) | | \$ (275.00) | \$ (148,500) | \$ 175.00 | \$ 94,500 |
| 2,500-24,999.9 | GSL-2 | 84 | \$ 550.00 | \$ 46,200 | -68.2% | \$ (375.00) | | \$ (375.00) | \$ (31,500) | \$ 175.00 | \$ 14,700 |
| 2,500-24,999.9 | GSL-3 | 24 | \$ 710.00 | \$ 17,040 | -75.4% | \$ (535.00) | | \$ (535.00) | \$ (12,840) | \$ 175.00 | \$ 4,200 |
| Mcf Usage | | | | | | | | | | | |
| Balancing Fee | GSL | 129,860 | \$ 0.2860 | \$ 37,140 | 0.0% | | | \$ - | \$ - | \$ 0.2860 | \$ 37,140 |
| Delivery Rate | GSL | 129,860 | \$ 3.4141 | \$ 443,355 | 42.4% | \$ 1.4463 | | \$ 1.4463 | \$ 187,817 | \$ 4.8604 | \$ 631,172 |
| Rider STAS | GSL | 129,860 | \$ (0.0173) | \$ (2,247) | -100.0% | \$ 0.0173 | | \$ 0.0173 | \$ 2,247 | \$ - | \$ - |
| Mcf Usage | | | | | | | | | | | |
| Balancing Fee | GSS-2 Negotiated | 113,795 | \$ 1.0848 | \$ 123,445 | 0.0% | | | \$ - | \$ - | \$ 1.0848 | \$ 123,445 |
| Delivery Rate | GSS-2 Negotiated | 113,795 | \$ 1.9518 | \$ 222,105 | 0.0% | | | \$ - | \$ - | \$ 1.9518 | \$ 222,105 |
| Rider STAS | GSS-2 Negotiated | 113,795 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Mcf Usage | | | | | | | | | | | |
| Balancing Fee | GSL Negotiated | 209,770 | \$ 0.2860 | \$ 59,994 | 0.0% | | | \$ - | \$ - | \$ 0.2860 | \$ 59,994 |
| Delivery Rate | GSL Negotiated | 209,770 | \$ 1.6373 | \$ 343,456 | 0.0% | | | \$ - | \$ - | \$ 1.6373 | \$ 343,456 |
| Rider STAS | GSL Negotiated | 209,770 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Total Transport Revenues | | 453,425 | | \$ 1,557,249 | | | | | \$ 29,563 | | \$ 1,586,812 |

Large General Service I Class - Retail
25,000 Mcf to 200,000 Mcf/Yr.

Exhibit No. APW-13

| | <u>Previous Class</u> | <u>Quantity or Mcf</u> | <u>Rate</u> | <u>Revenues Present Rates</u> | <u>Proposed Increase</u> | | | | <u>Revenues</u> | <u>Proposed Rates</u> | <u>Revenues Proposed Rates</u> |
|-----------------------------|-----------------------|----------------------------|-------------|-----------------------------------|--------------------------|------------------|------------|-------------------|------------------|---------------------------|------------------------------------|
| | | | | | <u>%</u> | <u>Base Rate</u> | <u>GPC</u> | <u>Total Rate</u> | | | |
| Sales | | | | | | | | | | | |
| 25,000-49,999 | GSL-3 | 31 | \$ 710.00 | \$ 22,247 | 12.7% | \$ 90.00 | | \$ 90.00 | \$ 2,820 | \$ 800.00 | \$ 25,067 |
| 50,000-99,999 | | - | \$ 710.00 | \$ - | 111.3% | \$ 790.00 | | \$ 790.00 | \$ - | \$ 1,500.00 | \$ - |
| Mcf Usage | | | | | | | | | | | |
| Base Cost of Gas | GSL | 59,425 | \$ 4.3497 | \$ 258,481 | 0.0% | | | \$ - | \$ - | \$ 4.3497 | \$ 258,481 |
| Delivery Rate | GSL | 59,425 | \$ 3.4141 | \$ 202,883 | 9.8% | \$ 0.3359 | | \$ 0.3359 | \$ 19,961 | \$ 3.7500 | \$ 222,844 |
| Rider STAS | GSL | 59,425 | \$ (0.0173) | \$ (1,028) | -100.0% | \$ 0.0173 | | \$ 0.0173 | \$ 1,028 | \$ - | \$ - |
| Rider GPC | GSL | 59,425 | \$ - | \$ - | 0.0% | | \$ 0.1400 | \$ 0.1400 | \$ 8,320 | \$ 0.1400 | \$ 8,320 |
| Mcf Usage | | | | | | | | | | | |
| Base Cost of Gas | GSL Negotiated | 51,597 | \$ 4.3497 | \$ 224,431 | 0.0% | | | \$ - | \$ - | \$ 4.3497 | \$ 224,431 |
| Delivery Rate | GSL Negotiated | 51,597 | \$ 1.2500 | \$ 64,496 | 0.0% | | | \$ - | \$ - | \$ 1.2500 | \$ 64,496 |
| Rider STAS | GSL Negotiated | 51,597 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Rider GPC | GSL Negotiated | 51,597 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Total Sales Revenues | | 111,022 | | \$ 771,510 | | | | | \$ 32,128 | | \$ 803,639 |

Large General Service I Class - Transport
25,000 Mcf to 200,000 Mcf/Yr.

Exhibit No. APW-13

| | <u>Previous Class</u> | <u>Quantity or Mcf</u> | <u>Rate</u> | <u>Revenues Present Rates</u> | <u>Proposed Increase</u> | | | | <u>Proposed Rates</u> | <u>Revenues Proposed Rates</u> | |
|--------------------------|-----------------------|----------------------------|-------------|-----------------------------------|--------------------------|------------------|------------|-------------------|---------------------------|------------------------------------|-----------------|
| | | | | | <u>%</u> | <u>Base Rate</u> | <u>GPC</u> | <u>Total Rate</u> | | | <u>Revenues</u> |
| Transport | | | | | | | | | | | |
| 25,000-49,999 | GSL-3 | 72 | \$ 710.00 | \$ 51,120 | 12.7% | \$ 90.00 | | \$ 90.00 | \$ 6,480 | \$ 800.00 | \$ 57,600 |
| 50,000-99,999 | | - | \$ 710.00 | \$ - | 111.3% | \$ 790.00 | | \$ 790.00 | \$ - | \$ 1,500.00 | \$ - |
| Mcf Usage | | | | | | | | | | | |
| Balancing Fee | GSL | - | \$ 0.2860 | \$ - | 0.0% | | | \$ - | \$ - | \$ 0.2860 | \$ - |
| Delivery Rate | GSL | - | \$ 3.4141 | \$ - | 9.8% | \$ 0.3359 | | \$ 0.3359 | \$ - | \$ 3.7500 | \$ - |
| Rider STAS | GSL | - | \$ - | \$ - | 0.0% | \$ - | | \$ - | \$ - | \$ - | \$ - |
| Mcf Usage | | | | | | | | | | | |
| Balancing Fee | GSL Negotiated | 288,430 | \$ 0.2860 | \$ 82,491 | 0.0% | | | \$ - | \$ - | \$ 0.2860 | \$ 82,491 |
| Delivery Rate | GSL Negotiated | 288,430 | \$ 1.9403 | \$ 559,641 | 0.0% | | | \$ - | \$ - | \$ 1.9403 | \$ 559,641 |
| Rider STAS | GSL Negotiated | <u>288,430</u> | \$ - | <u>\$ -</u> | 0.0% | | | \$ - | <u>\$ -</u> | \$ - | <u>\$ -</u> |
| Total Transport Revenues | | 288,430 | | \$ 693,252 | | | | | \$ 6,480 | | \$ 699,732 |

Large General Service II Class - Retail
> 100,000 Mcf/Yr.

Exhibit No. APW-13

| | Previous Class | Quantity or Mcf | Rate | Revenues Present Rates | Proposed Increase | | | | Proposed Rates | Revenues Proposed Rates | |
|-----------------------------|----------------|--------------------|-------------|---------------------------|-------------------|-------------|-----------|-------------|-------------------|----------------------------|---------------------|
| | | | | | % | Base Rate | GPC | Total Rate | | | Revenues |
| Sales | | | | | | | | | | | |
| 100,000-199,999 | LGS-I | 12 | \$ 4,000.00 | \$ 48,000 | 25.0% | \$ 1,000.00 | | \$ 1,000.00 | \$ 12,000 | \$ 5,000.00 | \$ 60,000 |
| >199,999 | LGS-II | - | \$ 6,000.00 | \$ - | 25.0% | \$ 1,500.00 | | \$ 1,500.00 | \$ - | \$ 7,500.00 | \$ - |
| Mcf Usage | | | | | | | | | | | |
| Base Cost of Gas | LGS | - | \$ 4.0167 | \$ - | 0.0% | | | \$ - | \$ - | \$ 4.0167 | \$ - |
| Delivery Rate | LGS | - | \$ 0.9988 | \$ - | 0.0% | \$ - | | \$ - | \$ - | \$ 0.9988 | \$ - |
| Rider STAS | LGS | - | \$ (0.0173) | \$ - | -100.0% | \$ 0.0173 | | \$ 0.0173 | \$ - | \$ - | \$ - |
| Rider GPC | LGS | - | \$ - | \$ - | 0.0% | | \$ 0.1400 | \$ 0.1400 | \$ - | \$ 0.1400 | \$ - |
| Mcf Usage | | | | | | | | | | | |
| Base Cost of Gas | LGS Negotiated | 219,000 | \$ 4.0167 | \$ 879,657 | 0.0% | | | \$ - | \$ - | \$ 4.0167 | \$ 879,657 |
| Delivery Rate | LGS Negotiated | 219,000 | \$ 0.5033 | \$ 110,223 | 0.0% | | | \$ - | \$ - | \$ 0.5033 | \$ 110,223 |
| Rider STAS | LGS Negotiated | 219,000 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Rider GPC | LGS Negotiated | 219,000 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Total Sales Revenues | | 219,000 | | \$ 1,037,880 | | | | | \$ 12,000 | | \$ 1,049,880 |

**Large General Service II Class - Transport
> 100,000 Mcf/Yr.**

Exhibit No. APW-13

| | <u>Previous Class</u> | <u>Quantity or Mcf</u> | <u>Rate</u> | <u>Revenues Present Rates</u> | <u>Proposed Increase</u> | | | <u>Revenues</u> | <u>Proposed Rates</u> | <u>Revenues Proposed Rates</u> | |
|--------------------------|-----------------------|----------------------------|-------------|-----------------------------------|--------------------------|------------------|------------|-----------------|---------------------------|------------------------------------|--------------|
| | | | | | <u>%</u> | <u>Base Rate</u> | <u>GPC</u> | | | | |
| Transport | | | | | | | | | | | |
| 100,000-199,999 | LGS-I | 120 | \$ 4,000.00 | \$ 480,000 | 25.0% | \$ 1,000.00 | | \$ 1,000.00 | \$ 120,000 | \$ 5,000.00 | \$ 600,000 |
| >199,999 | LGS-II | 36 | \$ 6,000.00 | \$ 216,000 | 25.0% | \$ 1,500.00 | | \$ 1,500.00 | \$ 54,000 | \$ 7,500.00 | \$ 270,000 |
| Mcf Usage | | | | | | | | | | | |
| Balancing Fee | LGS | 118,625 | \$ 0.0492 | \$ 5,836 | 0.0% | | | \$ - | \$ - | \$ 0.0492 | \$ 5,836 |
| Delivery Rate | LGS | 118,625 | \$ 0.9988 | \$ 118,483 | 0.0% | \$ - | | \$ - | \$ - | \$ 0.9988 | \$ 118,483 |
| Rider STAS | LGS | 118,625 | \$ (0.0173) | \$ (2,052) | -100.0% | \$ 0.0173 | | \$ 0.0173 | \$ 2,052 | \$ - | \$ - |
| Mcf Usage | | | | | | | | | | | |
| Balancing Fee | LGS | 9,216,702 | \$ 0.0492 | \$ 453,462 | 0.0% | | | \$ - | \$ - | \$ 0.0492 | \$ 453,462 |
| Delivery Rate | LGS | 9,216,702 | \$ 0.3469 | \$ 3,196,853 | 0.0% | | | \$ - | \$ - | \$ 0.3469 | \$ 3,196,853 |
| Rider STAS | LGS | <u>9,216,702</u> | \$ - | <u>\$ -</u> | 0.0% | | | \$ - | <u>\$ -</u> | \$ - | <u>\$ -</u> |
| Total Transport Revenues | | 9,216,702 | | \$ 4,468,582 | | | | \$ 176,052 | | | \$ 4,644,634 |

**Field Transportation Service
>9,000 Mcf per month**

Exhibit No. APW-13

| | <u>Previous Class</u> | <u>Quantity or Mcf</u> | <u>Rate</u> | <u>Revenues Present Rates</u> | <u>Proposed Increase</u> | | | | <u>Proposed Rates</u> | <u>Revenues Proposed Rates</u> | |
|--------------------|-----------------------|----------------------------|-------------|-----------------------------------|--------------------------|------------------|------------|-------------------|---------------------------|------------------------------------|-------------------|
| | | | | | <u>%</u> | <u>Base Rate</u> | <u>GPC</u> | <u>Total Rate</u> | | | <u>Revenues</u> |
| All Volumes | FTS | 24 | \$ - | \$ - | 0.0% | | | \$ - | \$ - | \$ - | \$ - |
| Mcf Usage | FTS - Maximum | 135,050 | \$ 0.3440 | \$ 46,457 | 38.9% | \$ 0.1337 | | \$ 0.13 | \$ 18,060 | \$ 0.4777 | \$ 64,517 |
| Mcf Usage | FTS - Negotiated | <u>1,250,000</u> | \$ 0.1400 | <u>\$ 175,000</u> | 0.0% | | | \$ - | <u>\$ -</u> | \$ 0.1400 | <u>\$ 175,000</u> |
| Total FTS Revenues | | 1,385,050 | | \$ 221,457 | | | | \$ 18,060 | | | \$ 239,517 |

Peoples TWP LLC
Acquisition Settlement Credit Calculation

Customer Charge

| | Rate Class | Rate Credit Share | # of Bills | Rate Per Customer Charge |
|-----|-------------------|--------------------------|-------------------|---------------------------------|
| RS | | \$ (455,708) | 656,245 | \$ (0.6944) |
| SGS | | \$ (38,696) | 46,946 | \$ (0.8243) |
| MGS | | \$ (9,921) | 4,664 | \$ (2.1273) |
| | | <u>\$ (504,325)</u> | <u>707,855</u> | |

Delivery Rate & Other Revenue

| | Rate Class | Rate Credit Share | Full Tariff Volume (Mcf) | Rate Per Mcf |
|-----|-------------------|--------------------------|---------------------------------|---------------------|
| RS | | \$ (1,272,168) | 4,658,810 | \$ (0.2731) |
| SGS | | \$ (138,256) | 792,344 | \$ (0.1745) |
| MGS | | \$ (85,251) | 763,076 | \$ (0.1117) |
| | | <u>\$ (1,495,675)</u> | <u>6,214,230</u> | |

Total \$ (2,000,000)