



Town of Newmarket Council Information Package

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Date: November 3, 2023

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Township of McKellar

701 Hwy #124, P.O. Box 69, McKellar, Ontario POG 1C0

Phone: (705) 389-2842

Fax: (705) 389-1244

October 19, 2023

Hon. Doug Downey
 Attorney General
 McMurtry-Scott Bldg 11th Flr, 720 Bay St.
 Toronto, ON M7A 2S9

Sent via email: Doug.Downey@ontario.ca

RE: Call for an Amendment to the *Legislation Act, 2006*

Dear Mr. Downey,

At the Regular Meeting of Council held on October 17, 2023, the Council of the Corporation of the Township of McKellar carried the following resolution:

Resolution No. 23-671

Moved by: Councillor Kekkonen

Seconded by: Councillor Zulak

WHEREAS Metroland Media Group has sought bankruptcy protection and will cease the print publication of its weekly community newspapers across Ontario, moving to an online-only model; and

WHEREAS Neil Oliver, Chief Executive Officer and President of Metroland Media Group, said the 71 Metroland community publications will be digital only going forward; and

WHEREAS the *Legislation Act, 2006* provides a definition of “newspaper” which applies to every Ontario Act and Regulation, as in a provision requiring publication, means a document that, (a) **is printed in sheet form**, published at regular intervals of a week or less and circulated to the general public, and (b) consists primarily of news of current events of general interest; (“journal”); and

WHEREAS Ontario Municipalities are required to follow publication and notice requirements for Provincial Acts and Regulations; and

WHEREAS communities such as the West Parry Sound Area cannot comply with publication requirements in Provincial Acts and Regulations as the Parry Sound North Star news publication is no longer being printed in sheet form and there are no other local news publications fitting the definition of “newspaper”; and

WHEREAS some small, rural, Ontario Municipalities may not have the means to bring an application to the Court to ask for directions and approval of an alternate manner of providing notice;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of McKellar does hereby request the Provincial government to make an amendment to the *Legislation Act, 2006* to include digital publications as an acceptable means of publication and notice requirements for Provincial Acts and Regulations; and

FURTHER request the support of all Ontario Municipalities; and

FURTHER THAT this resolution be forwarded to the Minister of Municipal Affairs and Housing, Paul Calandra; Parry Sound-Muskoka MPP, Graydon Smith; The Association of Ontario Municipalities (AMO); CEO and President of Metroland Media Group, Neil Oliver and all Ontario Municipalities.

Carried

Regards,



Karlee Britton
Deputy Clerk
Township of McKellar
deputyclerk@mckellar.ca
(705) 389-2842 x5

cc:

Paul Calandra, Minister of Municipal Affairs and Housing
Graydon Smith, MPP Parry Sound-Muskoka
The Association of Ontario Municipalities (AMO)
Neil Oliver, CEO & President, Metroland Media Group
All Ontario Municipalities



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 Fax: (807) 825-9576

October 17, 2023

Premier Doug Ford
premier@ontario.ca

Dear Mr. Ford,

At the Township of Terrace Bay Regular Council Meeting held on Monday March 6, 2023, the following resolution of support was passed.

RE: Township of Aurora Motion 10.4 Councillor Weese, Re: Aurora Council Opposition to Strong Mayor Powers in Aurora”

Resolution: 257-2023

Moved by: Councillor Johnson

Seconded by: Councillor St. Louis

Whereas the Township of Aurora passed "Motion 10.4 - Councillor Weese; Re: Aurora Council Opposition to Strong Mayor Powers in Aurora at its meeting on September 26, 2023; and

Whereas these Strong Mayor Powers undermine democratic processes executed through municipal elections; and

Whereas Strong Mayor Powers may also violate by-laws established by municipalities that provides accepted and legal procedures for governance; and

Whereas Terrace Bay Council recognizes the important role each Councillor provides the residents in their Ward and the community-at-large;

Now Therefore Be it Hereby Resolved That the Township of Terrace Bay Council supports the Town of Aurora's motion 10.4 and opposes Strong Mayor Powers being provided to the Head of Council;

Be It Further Resolved That this approved Motion is to be sent to the Premier of Ontario, the Honourable Doug Ford; the Minister of Municipal Affairs and Housing, the Honourable Paul Calandra; Lise Vaugeois MPP, Thunder Bay—Superior North and each of the Municipalities in Ontario.

Sincerely,

Jon Hall
CAO/Clerk

CC:

Honourable Paul Calandra - minister.mah@ontario.ca

MPP – Thunder Bay Superior North - Lise Vaugeois - LVaugeois-QP@ndp.on.ca

All Ontario Municipalities



**Corporation of the
Municipality of West Grey**

402813 Grey Road 4, RR 2 Durham, ON N0G 1R0
519 369 2200

October 23, 2023

Honourable Michael Parsa, Minister
MinisterMCCSS@ontario.ca
Ministry Children, Community and Social Services
7th Flr, 438 University Ave
Toronto, ON, M5G 2K8

RE: Childcare availability in Ontario

Dear Minister Parsa,

Please be advised that at its meeting held on October 17, 2023, the council of the Municipality of West Grey considered the above-noted matter and passed Resolution No. R-231017-004 as follows:

"THAT in consideration of correspondence received from the Municipality of Bluewater respecting childcare availability, council directs staff to send a letter of support to the Ministry of Children, Community and Social Services with copies being sent to the Premier of Ontario and all Ontario municipalities."

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Jamie Eckenswiller".

Jamie Eckenswiller, AMP (he/him)
Director of Legislative Services/Clerk
Municipality of West Grey

Attachment: Municipality of Bluewater – Childcare availability in Ontario Resolution

Cc. Honourable Doug Ford, Premier of Ontario
Ontario municipalities

Municipality of *Bluewater*

October 2, 2023

The Honourable Lisa M. Thompson
Member of Provincial Parliament (MPP)
408 Queen Street, P.O. Box 426
Blyth, ON N0M 1H0

Re: Childcare availability in Ontario

Dear Minister Thompson:

The Municipality of Bluewater is concerned about the critical issue of childcare availability in our province and how it is linked to educational requirements and low wages within the childcare sector. We believe that addressing these issues is crucial for the well-being of our families and the future prosperity of Bluewater and Ontario.

Childcare availability in Ontario has become an increasingly pressing problem for parents and guardians. Access to affordable, high-quality childcare is essential for families to balance work and family responsibilities, and it plays a vital role in supporting the early development and education of our children. However, the lack of available childcare spaces is a significant barrier for many parents, limiting their ability to participate fully in the workforce and achieve financial stability.

We suspect that one of the key factors contributing to the shortage of childcare spaces is the educational requirements imposed on childcare workers. While it is important to ensure the safety and well-being of children in childcare settings, the current educational requirements may be overly restrictive. These requirements often result in a shortage of qualified childcare providers, making it challenging to expand the availability of childcare services.

This year in the Municipality of Bluewater, we have childcare facilities and before and after school programs that have closed or have reduced capacity due to lack of qualified staffing. These recent closures and capacity issues have imposed a significant amount of stress on families in our community.

Additionally, low wages within the childcare sector are a significant concern. Many qualified and passionate individuals are discouraged from pursuing a career in childcare

due to the low wages and limited opportunities for professional growth. This low-wage structure not only makes it difficult to attract and retain skilled childcare educators but also effects the quality of care children receive. Investing in the professional development and fair compensation of early childcare educators is essential to ensure that our children receive the best care possible and the best start in life.

To address these issues and improve childcare availability in Ontario, the Municipality urges you to consider the following actions:

1. Review and Reform Educational Requirements: Work with relevant stakeholders to review and potentially revise the training methods of early childcare educators, striking a balance between safety and accessibility by increasing the praxis model to learning.
2. Invest in Professional Development: Advocate for increased investment in professional development opportunities for childcare workers to enhance their skills and qualifications.
3. Increase Wages: Support initiatives to increase the wages of childcare workers, ensuring that they are paid a fair and competitive salary for the vital work they do.
4. Expand Funding: Work to secure additional funding for the expansion of childcare services and facilities, especially in underserved and rural communities.
5. Promote Public Awareness: Raise public awareness about the importance of accessible and high-quality childcare services and the need for policy changes.

This is an urgent matter that is expected to worsen and your timely response to these concerns is needed.

By addressing these issues, we can make significant strides toward improving childcare availability in Bluewater and Ontario and ensuring that families have the support they need to thrive. We kindly request your timely support and advocacy on these matters and would be grateful for any updates or initiatives related to childcare reform in our province.

Thank you for your attention to this critical issue. We look forward to your continued dedication to the well-being of Ontario's families and children.

Sincerely,



Mayor Paul Klopp for the
Council of the Municipality of Bluewater

cc: Premier Doug Ford
Ben Lobb, Huron-Bruce MP
Hon. Michael Parsa, Minister of Children, Community and Social Services
All Ontario Municipalities



Town of Bradford West Gwillimbury
 100 Dissette St., Unit 7&8
 P.O. Box 100, Bradford, Ontario, L3Z 2A7
 Telephone: 905-775-5366
 Fax: 905-775-0153
www.townofbwg.com

October 24, 2023

VIA EMAIL

College Park 5th Floor
 777 Bay St
 Toronto, ON M7A 2J3

Dear Hon. Andrea Khanjin,

Re: Holland River and Surrounding Watershed Remediation and Cleanup Projects

At its Regular Meeting of Council held on Tuesday, September 5, 2023, the Town of Bradford West Gwillimbury Council approved the following resolution requesting an update to the Lake Simcoe Phosphorous Reduction Strategy.

Resolution 2023-259
 Moved by: Councillor Scott
 Seconded by: Councillor Harper

WHEREAS Bradford West Gwillimbury has a proud record of advocating for environmental protection for our Lake Simcoe watershed, including successful advocacy to secure funding from the Government of Canada and the Province of Ontario totaling \$44 million to build a “Lake Simcoe Phosphorous Recycling Facility”;

AND WHEREAS the *Lake Simcoe Protection Act 2008* received unanimous all-party support in the Ontario Legislature in 2008, and outlines a variety of measures to protect the watershed, including reducing phosphorous pollution in the watershed;

AND WHEREAS Town of Bradford West Gwillimbury staff have prepared several proposed projects that could be undertaken with modest provincial funding to remediate the health of the watershed, particularly the Holland River;

THEREFORE, BE IT RESOLVED:

1. That the Council for the Town of Bradford West Gwillimbury requests the Province of Ontario update the Lake Simcoe Phosphorus Reduction Strategy to create a time-bound action plan and associated budgets to achieve the 55% phosphorus pollution reduction to no more than 44 tonnes per year with a target date of 2030, including considering funding of the enclosed projects; and

2. That a copy of this resolution be sent to the Hon. Andrea Khanjin, Minister of the Environment, Conservation and Parks; the Hon. Caroline Mulroney, MPP for York-Simcoe; the Lake Simcoe Region Conservation Authority (LSRCA) and all Lake Simcoe watershed municipalities.

CARRIED

Regards,



Tara Reynolds
Deputy Clerk, Town of Bradford West Gwillimbury
(905) 775-5366 Ext 1104
treynolds@townofbwg.com

CC: Hon. Caroline Mulroney, MPP York-Simcoe
Lake Simcoe Conservation Authority
Lake Simcoe Watershed Municipalities

PO Box 488
201 Atwood Avenue
Rainy River, ON
P0W 1L0



Office Phone: (807) 852-3244
Clerk Phone: (807) 852-3978
Fax: (807) 852-3553
Email: rainyriver@tbaytel.net
Website: www.rainyriver.ca

Town of Rainy River

RESOLUTION

MOVED BY  DATE: **October 10, 2023**

SECONDED BY  RESOLUTION: **23-020**

“WHEREAS the Corporation of the Town of Rainy River is a small community in Northwestern Ontario with limited financial resources;

AND WHEREAS the Town of Rainy River owns and operates the water treatment facilities, water distribution facilities, wastewater treatment facilities and wastewater collection facilities which service the residents of the Town of Rainy River;

AND WHEREAS the Town of Rainy River requires Class II Water Treatment Operators for its facilities;

AND WHEREAS the Corporation of the Town of Rainy River attempts to provide training as prescribed by the Province of Ontario to obtain the necessary classification(s);

AND WHEREAS the Town of Rainy River has been fortunate in obtaining a full staff compliment eager to take on the responsibilities of water treatment and distribution and wastewater collection and treatment operations;

AND WHEREAS any new employees of the Town of Rainy River require certification;

AND WHEREAS training is becoming increasingly difficult to procure;

AND WHEREAS the Province of Ontario has implemented stringent review of water treatment plants to ensure compliance;

AND WHEREAS the Province of Ontario is promoting and providing an increased number of training opportunities for a variety of trades;

BE IT HEREBY RESOLVED that the Corporation of the Town of Rainy River petitions the Province of Ontario to expand water treatment training opportunities for communities within Ontario;

AND FURTHER the training be delivered in a method that is flexible and affordable;

AND FURTHER utilize existing networks, such as Contact North, for on-line exam preparation and exam supervision;

AND FURTHER the Council of the Corporation of the Town of Rainy River forward copies of this resolution to Premier Doug Ford, Minister of Environment, Conservation and Parks Andrea Khanjin, MPP Greg Rickford, Walkerton Clean Water Centre, Ontario Municipalities.”

ABSTAIN _____
AYES _____
NAYES _____

CARRIED _____ ✓
DEFEATED _____

D. ARMSTRONG _____
D. EWALD _____
J. HAGARTY _____
B. HELGESON _____
N. IVALL _____
M. KREGER _____
G. PROST _____


MAYOR OR ACTING MAYOR



**Enbridge Gas Inc. has applied to
increase its natural gas distribution rates**

Enbridge Gas Inc. has applied to increase its natural gas rates effective April 1, 2024, to recover costs associated with meeting its obligations under the *Greenhouse Gas Pollution Pricing Act* and the regulations under the *Ontario Emissions Performance Standards*, as well as to recover other related account balances.

If the application is approved as filed, a typical residential customer of Enbridge Gas Inc. would see the following annual increase:

EGD Rate Zone (2,400 m³)	\$69.91
Union South Rate Zone (2,200 m³)	\$63.72
Union North Rate Zone (2,200 m³)	\$63.97

For a typical residential customer, these increases include an annual bill increase arising from the 2024 carbon charges of \$68.79 (EGD) and \$62.91 (Union South and Union North); plus, a one-time charge of \$1.12 (EGD), \$0.81 (Union South) and \$1.06 (Union North) to recover the balances in the related deferral and variance accounts.

Other customers, including businesses, will also be affected. It's important to review the application carefully to determine whether you may be affected by the proposed changes.

The federal government's *Greenhouse Gas Pollution Pricing Act* establishes a carbon pricing program under which a natural gas utility in Ontario, such as Enbridge Gas Inc., is required to pay a carbon charge to the federal government on the volume of natural gas that it delivers to its customers, and on the volume of natural gas used in the operation of Enbridge Gas Inc.'s natural gas distribution system. The federal carbon charge came into effect on April 1, 2019, has increased annually on April 1st between 2020 and 2023 and will increase again on April 1, 2024.

The *Ontario Emissions Performance Standards* program is the Ontario government's carbon pricing system for industrial emitters that came into effect on January 1, 2022, and replaced the federal government's Output-Based Pricing System in Ontario.

This hearing will be held under section 78 of the ***Ontario Energy Board Act, 1998***.

Ce document est aussi disponible en français.

YOU SHOULD KNOW

There are three types of OEB hearings: oral, electronic and written. The applicant has applied for, and the OEB intends to proceed with, a written hearing. If you think a different hearing type is needed, you can write to us to explain why.

During this hearing, we will hear questions and arguments from participants about this case. We will also hear questions and arguments from participants that have registered as Intervenors. After the hearing, we will decide whether to approve the application.

HAVE YOUR SAY

You have the right to information about this application and to participate in the process. Visit www.oeb.ca/notice and use file number **EB-2023-0196** to:

- Review the application
- File a letter with your comments
- Apply to become an intervenor

IMPORTANT DATES

You must engage with the OEB on or before **November 7, 2023** to:

- Provide input on the hearing type (oral, electronic or written)
- Apply to be an intervenor

If you do not, the hearing will move forward without you, and you will not receive any further notice of the proceeding.

PRIVACY

If you write a letter of comment, your name and the content of your letter will be put on the public record and the OEB website. If you are a business or if you apply to become an intervenor, all the information you file will be on the OEB website.

LEARN MORE**Ontario Energy Board**

☎/TTY: 1 877-632-2727

🕒 Monday - Friday: 8:30 AM - 5:00 PM

🌐 oeb.ca/notice

Enbridge Gas Inc.

☎ 1 877-362-7434

🕒 Monday - Friday: 8:30 AM - 5:00 PM

🌐 <https://www.enbridgegas.com/en/about-enbridge-gas/regulatory>

**Enbridge Gas Inc. a déposé une requête en vue
d'augmenter ses tarifs de distribution du gaz naturel**

Enbridge Gas Inc. a déposé une requête en vue d'augmenter ses tarifs du gaz naturel à compter du 1^{er} avril 2024 pour récupérer les coûts associés au respect de ses obligations en vertu de la *Loi sur la tarification de la pollution causée par les gaz à effet de serre* et des règlements pris en vertu des normes de rendement à l'égard des émissions de l'Ontario, ainsi que pour recouvrer d'autres soldes de comptes connexes.

Si la demande est approuvée telle quelle, la facture mensuelle d'un client résidentiel type d'Enbridge Gas Inc. augmenterait de la manière suivante :

Zone de tarification d'EGD (2 400 m³)	69,91 \$
Zone de tarification d'Union Sud (2 200 m³)	63,72 \$
Zone de tarification d'Union Nord (2 200 m³)	63,97 \$

Pour un client résidentiel type, ces augmentations comprennent une augmentation annuelle de la facture découlant de la taxe sur le carbone 2024 de 68,79 \$ (EGD) et 62,91 \$ (Union Sud et Union Nord), ainsi que des frais non récurrents de 1,12 \$ (EGD), 0,81 \$ (Union Sud) et 1,06 \$ (Union Nord) visant à recouvrer les soldes des comptes de report et d'écart connexes.

D'autres clients, notamment les entreprises, seront également touchés. Il est important d'examiner la requête attentivement afin de déterminer si vous serez concernés par les changements proposés.

La *Loi sur la tarification de la pollution causée par les gaz à effet de serre* (loi fédérale) établit un programme de tarification du carbone en vertu duquel une compagnie de gaz naturel en Ontario, comme Enbridge Gas Inc., est tenue de payer une taxe sur le carbone au gouvernement fédéral pour le volume de gaz naturel qu'elle livre à ses clients et pour le volume de gaz naturel utilisé dans le cadre de l'exploitation du réseau de distribution de gaz naturel d'Enbridge Gas Inc. La taxe fédérale sur le carbone est entrée en vigueur le 1^{er} avril 2019, a augmenté annuellement le 1^{er} avril entre 2020 et 2023, et augmentera à nouveau le 1^{er} avril 2024.

Le programme de normes de rendement en matière d'émissions de l'Ontario est le système de tarification du carbone du gouvernement de l'Ontario pour les émetteurs industriels. Il est entré en vigueur le 1^{er} janvier 2022, et a remplacé le Système de tarification fondé sur le rendement du gouvernement fédéral en Ontario.

Cette audience sera tenue en vertu de l'article 78 de la *Loi de 1998 sur la Commission de l'énergie de l'Ontario*.

This document is also available in English.

À SAVOIR

Il existe trois types d'audiences à la Commission de l'énergie de l'Ontario (CEO) : les audiences orales, les audiences électroniques et les audiences écrites. Le requérant a demandé une audience écrite et la CEO a l'intention d'y procéder. Si vous estimez qu'avoir recours à un autre type d'audience serait préférable, vous pouvez écrire à la CEO pour lui présenter vos arguments.

Au cours de cette audience, nous entendrons les questions et les arguments des participants sur cette affaire. Nous entendrons également les questions et arguments des participants inscrits en tant qu'intervenants. Après l'audience, nous déciderons d'approuver ou non cette demande.

DONNEZ VOTRE AVIS

Vous avez le droit d'être informé au sujet de cette demande et de participer au processus. Visitez le site www.oeb.ca/notice et utilisez le numéro de dossier **EB-2023-0196** pour :

- Examiner la demande;
- Envoyer une lettre comportant vos commentaires;
- Présenter une demande pour devenir un intervenant.

DATES IMPORTANTES

Vous devez communiquer avec la CEO au plus tard le **7 novembre 2023** pour :

- Fournir des renseignements sur le type d'audience (orale, électronique ou écrite);
- Présenter une demande en vue de devenir un intervenant.

À défaut de cela, l'audience se déroulera sans vous et vous ne recevrez plus d'avis dans le cadre de la présente procédure.

PROTECTION DES RENSEIGNEMENTS PERSONNELS

Si vous écrivez une lettre de commentaires, votre nom et le contenu de cette lettre seront ajoutés au dossier public et au site Web de la CEO. Si vous êtes une entreprise ou si vous demandez à devenir un intervenant, tous les renseignements que vous déposez seront disponibles sur le site Web de la CEO.

POUR EN SAVOIR PLUS**Commission de l'énergie de l'Ontario**

☎ /ATS: 1 877-632-2727

🕒 Du lundi au vendredi, de 8 h 30 à 17 h

🌐 oeb.ca/notice-fr

Enbridge Gas Inc.

☎ 1-877-362-7434

🕒 Du lundi au vendredi, de 8 h 30 à 17 h

🌐 <https://www.enbridgegas.com/en/about-enbridge-gas/regulatory>



Anton Kacicnik
Manager
Regulatory Applications
Regulatory Affairs

Tel: 416-495-6087
Email: Anton.Kacicnik@enbridge.com
EGIRegulatoryProceedings@enbridge.com

Enbridge Gas Inc.
500 Consumers Road
North York, Ontario, M2J 1P8
Canada

September 28, 2023

VIA RESS AND EMAIL

Nancy Marconi
Registrar
Ontario Energy Board
2300 Yonge Street, 27th Floor
Toronto, ON M4P 1E4

Dear Nancy Marconi:

**Re: Enbridge Gas Inc. (Enbridge Gas)
Ontario Energy Board (OEB) File No.: EB-2023-0196
2024 Federal Carbon Pricing Program Application
Application and Evidence**

Enclosed is the application and pre-filed evidence of Enbridge Gas for its 2024 Federal Carbon Pricing Program (the Application).

Enbridge Gas is seeking OEB approval of just and reasonable rates effective April 1, 2024, for the EGD and Union rate zones, to recover the costs associated with the GGPPA and EPS Regulation as a pass-through to customers. Enbridge Gas is also seeking OEB approval to dispose of the 2022 balances recorded in its FCPP-related deferral and variance accounts, excluding the Customer Carbon Charge – Variance Accounts (CCCVAs), effective April 1, 2024.

Subject to the OEB's decision, Enbridge Gas intends to reflect 2024 increases to rates for the Federal Carbon Charge and Facility Carbon Charge, and the one-time billing adjustment related to the disposition of 2022 FCPP-related deferral and variance account balances as early as the April 1, 2024 Quarterly Rate Adjustment Mechanism (QRAM) application.

Enbridge Gas requests that the OEB issue orders granting the approvals requested on a final basis by February 8, 2024. Should the OEB determine that it is not possible to review and grant the approvals requested by such date, Enbridge Gas requests that the OEB grant approval of just and reasonable rates effective April 1, 2024 on an interim basis by February 8, 2024. Given the significance of Enbridge Gas's obligations under the GGPPA and EPS Regulation and considering the magnitude of the associated rate increases, it is appropriate to avoid continued accumulation of unbilled and uncollected

September 28, 2023

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amounts from customers that could result in a larger impact on bills when such amounts are recovered in the future.

If you have any questions, please contact the undersigned.

Sincerely,

(Original Signed)

Anton Kacicnik
Manager Regulatory Applications

EXHIBIT LIST

A – ADMINISTRATION

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B- FORECASTS

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B- FORECASTS

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C – DEFERRAL AND VARIANCE ACCOUNTS

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents</u>
C	1	1	Deferral and Variance Accounts

D - COST RECOVERY

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents</u>
D	1	1	Cost Recovery
	2	1	EGD Rate Zone – Derivation of Federal Carbon Charge and Facility Carbon Charge Unit Rates
		2	EGD Rate Zone - Bill Impacts
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EXHIBIT LIST

D - COST RECOVERY

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents</u>
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ONTARIO ENERGY BOARD

IN THE MATTER OF the *Ontario Energy Board Act*, 1998, S.O. 1998, c. 15, Sch. B;

AND IN THE MATTER OF an application by Enbridge Gas Inc., for an order or orders for gas distribution rate changes related to compliance obligations under the *Greenhouse Gas Pollution Pricing Act*, S.C. 2018, c. 12, s. 186.

APPLICATION

1. Enbridge Gas Inc. (Enbridge Gas), the Applicant, was formed by the amalgamation of Enbridge Gas Distribution Inc. and Union Gas Limited on January 1, 2019 pursuant to the *Ontario Business Corporations Act*, R.S.O. 1990, c. B. 16. Enbridge Gas carries on the business of distributing, transmitting and storing natural gas within Ontario.
2. On June 21, 2018, the *Budget Implementation Act, 2018, No. 1* received Royal Assent. Included in Part V is the *Greenhouse Gas Pollution Pricing Act*, S.C. 2018, c. 12, s. 186 (GGPPA). Under the GGPPA, a federal carbon pricing program (FCPP) applies in whole or in part to any province or territory that requested it or that did not have an equivalent carbon pricing system in place by January 1, 2019. On October 23, 2018, the federal government confirmed that the GGPPA would apply to Ontario.
3. Provinces or territories can submit their own carbon pricing systems to the federal government for approval, and if approved, are not subject to Part 1 and/or Part 2 of the GGPPA.
4. On March 29, 2021, the federal government announced that effective January 1, 2022, Ontario's carbon pricing system for industrial emitters, known as the Ontario Emissions Performance Standards program (EPS), will replace the federal Output-Based Pricing System (OBPS) in Ontario. The GGPPA was amended on September 1, 2021, to

remove Ontario from Part 2 of Schedule 1 of the GGPPA, enabling the EPS to take effect in Ontario as of January 1, 2022.

5. In Ontario, the FCPP is composed of two elements: (i) a charge on fossil fuels (the Federal Carbon Charge) imposed on distributors, importers and producers effective April 1, 2019, and increasing each year on April 1; and (ii) an EPS for prescribed industrial facilities effective January 1, 2022.
6. Enbridge Gas's operations as a natural gas utility in Ontario fall under the purview of the GGPPA and EPS Regulation, which will result in the following costs being incurred that are tracked through OEB-approved deferral and variance accounts:
 - a. Incremental bad debt costs;¹
 - b. Customer-related Federal Carbon Charge costs for volumes delivered by Enbridge Gas to its residential, commercial and industrial customers who are not covered under the EPS; and
 - c. Facility-related costs (Facility Carbon Charge) arising from Enbridge Gas's facilities and operation of its gas distribution system.
7. Enbridge Gas hereby applies to the OEB, pursuant to the *Ontario Energy Board Act, 1998*, S.O. 1998, c.15, Schedule B (the Act), for:
 - a. an order or orders allowing it to charge customers a Federal Carbon Charge on a volumetric basis, in the amount of the Federal Carbon Charge required to be paid by Enbridge Gas pursuant to the GGPPA, effective April 1, 2024;
 - b. an order or orders approving or fixing just and reasonable rates for all Enbridge Gas rate zones (EGD, Union Northeast, Union Northwest and Union South),² effective April 1, 2024, to allow Enbridge Gas to recover

¹ Refer to Exhibit C, Tab 1, Schedule 1 for more information on the incremental bad debt costs.

² Collectively, the Union Northeast, Union Northwest and Union South rate zones are referred to as the "Union rate zones".

other costs (including Facility Carbon Charge costs) incurred in compliance with the GGPPA and EPS Regulation;

- c. an order or orders approving the 2022 balances for the FCPP-related deferral and variance accounts for all Enbridge Gas rate zones, as set out in Exhibit C and for an order to dispose of those balances, excluding the Customer Carbon Charge – Variance Accounts (CCCVAs), as early as the April 1, 2024 QRAM.³
8. Enbridge Gas further applies to the OEB for all necessary orders and directions concerning pre-hearing and hearing procedures for the determination of this application.
9. This application is supported by written evidence that has been filed with this application and may be amended from time to time as circumstances may require.
10. The persons affected by this application are the customers resident or located in the municipalities, police villages, Indigenous communities and Métis organizations served by Enbridge Gas, together with those to whom Enbridge Gas sells gas, or on whose behalf Enbridge Gas distributes, transmits or stores gas. It is impractical to set out in this application the names and addresses of such persons because they are too numerous.
11. Enbridge Gas requests that the OEB's review of this application proceed by way of written hearing in English.
12. Enbridge Gas requests that all documents relating to this application and its supporting evidence, including the responsive comments of any interested party, be served on Enbridge Gas and its counsel as follows:

³ Refer to Exhibit C, Tab 1, Schedule 1 for more information on the proposal to defer disposition of the CCCVAs.

The Applicant:

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Dated: September 28, 2023

Enbridge Gas Inc.

(Original Signed)

Anton Kacicnik
Manager Regulatory Applications
Regulatory Affairs

GLOSSARY OF ACRONYMS AND DEFINED TERMS

This glossary is intended to serve as a reference for the benefit of readers in their overall understanding of the terminology used in Enbridge Gas's Application. More detailed definitions may apply to specific terms when used in the context of this Application.

2019 Application – Enbridge Gas's 2019 Federal Carbon Pricing Program Application and pre-filed evidence (EB-2018-0205).

2020 Application – Enbridge Gas's 2020 Federal Carbon Pricing Program Application and pre-filed evidence (EB-2019-0247).

2021 Application – Enbridge Gas's 2021 Federal Carbon Pricing Program Application and pre-filed evidence (EB-2020-0212).

2022 Application – Enbridge Gas's 2022 Federal Carbon Pricing Program Application and pre-filed evidence (EB-2021-0209).

2023 Application – Enbridge Gas's 2023 Federal Carbon Pricing Program Application and pre-filed evidence (EB-2022-0194).

BEI – Baseline Emissions Intensity

CCBDDA – Carbon Charges Bad Debt Deferral Account

CCCVA – Customer Carbon Charge - Variance Account

CO₂ – Carbon dioxide.

CO_{2e} – Carbon dioxide equivalent.

Company Use – Volumes of natural gas consumed in the operation of Enbridge Gas’s facilities including distribution buildings, boilers/line heaters, and NGV fleet volumes (which are subject to the Federal Carbon Charge under Part 1 of the GGPPA).

Covered Facility – An entity registered under the EPS and therefore exempt from the Federal Carbon Charge for volumes of fuel delivered by Enbridge Gas. Covered Facilities are classified as mandatory or voluntary based on annual emissions. Covered Facilities are not exempt from Enbridge Gas’s Facility Carbon Charges or administration-related costs.

CRA – Canada Revenue Agency.

Customer Volumes – Distribution volumes delivered by Enbridge Gas in Ontario, except for volumes delivered to customers that hold an Exemption Certificate.

Customer-Related Obligations – The obligations under the GGPPA related to GHG emissions associated with the natural gas delivered by Enbridge Gas, other than to Covered Facilities.

DCQ – Daily Contract Quantity.

Distributor – An entity that imports or delivers marketable and non-marketable natural gas, and/or that measures consumption of marketable natural gas and is required to register as a Distributor under the GGPPA.¹

DSM – Demand Side Management.

ECCC – Environment and Climate Change Canada.

EITE – Energy Intensive and Trade Exposed.

¹ The GGPPA, s.55. <https://laws-lois.justice.gc.ca/PDF/G-11.55.pdf>

EPS – Ontario Emissions Performance Standards program; effective January 1, 2022, the EPS replaced the OBPS for Covered Facilities. These facilities will have a compliance obligation based on the portion of its emissions that exceed the annual emissions limit.

EPS Regulation – The *Greenhouse Gas Emissions Performance Standards* made effective July 4, 2019 under the *Environmental Protection Act*, R.S.O. 1990, c. E. 19, as they may be amended from time to time.²

EPS Volumes – Volumes of natural gas consumed in the operation of Enbridge Gas’s transmission and storage compressor facilities (which are subject to the EPS as Enbridge Gas’s transmission and storage system is a “covered facility” under the EPS Regulation effective January 1, 2022).

EPUs – Emissions Performance Units issued by the provincial government, under the EPS, to facilities that achieve annual emissions volumes below their annual PS. Each EPU represents one tonne of CO₂e, can be banked for future use against emissions or traded, has a useful life of five years from the period following the year for which the credit was issued, and will be tracked using a centralized system.

Exemption Certificate – A certificate issued by the CRA to eligible entities, exempting the entity from the application of the Federal Carbon Charge.³

Facility Carbon Charge – The common volumetric charge proposed by Enbridge Gas, for the EGD rate zone and Union rate zones, to recover the costs resulting from the GGPPA and EPS Regulation related to Enbridge Gas’s: (i) Company Use Volumes including distribution buildings, boiler/line heaters and NGV fleet volumes (which are subject to the Federal Carbon Charge under Part 1 of the GGPPA); and, (ii)

² The EPS, <https://www.ontario.ca/laws/regulation/190241#BK18>

³ The GGPPA, s.36. <https://laws-lois.justice.gc.ca/PDF/G-11.55.pdf>

transmission and storage compression volumes (which are subject to the EPS as Enbridge Gas's transmission and storage system is listed as an industrial activity in Schedule 2 of the EPS Regulation).

Facility Volumes – Composed of: (i) Company Use Volumes including distribution buildings, boilers/line heaters, and NGV fleet volumes; and, (ii) transmission and storage compression volumes.

FCCVA – Facility Carbon Charge – Variance Account

FCPP – As part of the GGPPA, a federal carbon pricing program (also known as the “Backstop”) applies in any province or territory that requested it or that does not have an equivalent carbon pricing system in place that meets federal carbon pricing requirements.⁴ The FCPP is composed of the Federal Carbon Charge and an Emissions Performance Standards (EPS) Program. The EPS Program replaced the federal OBPS effective January 1, 2022.

Federal Carbon Charge – As part of the FCPP, a charge applied to fossil fuels imposed on distributors, importers and producers applicable from 2019-2030 and equivalent to \$80/tCO_{2e} as of April 1, 2024. This charge applies to volumes delivered by Enbridge Gas to its customers (other than Covered Facilities) and to Enbridge Gas's Company Use Volumes (i.e. distribution buildings, boilers/line heaters and NGV fleet volumes).

FTE – Full-Time Equivalents.

⁴ Government of Canada – Carbon pollution pricing systems across Canada.
<https://www.canada.ca/en/environment-climate-change/services/climate-change/pricing-pollution-how-it-will-work.html>

Fuel Charge Regulations – The *Fuel Charge Regulations*, 2018, c. 12, s. 187, as amended from time to time, is enacted under the GGPPA to further define the application and enforcement of the Federal Carbon Charge.⁵

GGEADA – Greenhouse Gas Emissions Administration Deferral Account.

GGPPA – The *Greenhouse Gas Pollution Pricing Act*, S.C.2018, c 12, s. 186, as amended from time to time.⁶

GHG – Greenhouse Gas as set out in Section 3 the GGPPA.⁷

ktCO_{2e} – Kilo-tonne of carbon dioxide equivalent.

Listed Province – A province or territory covered, in whole or in part under the GGPPA.⁸

Mandatory Participant – Entities that emit 50 ktCO_{2e} or greater annually, where the primary activity engaged in at the facility is listed as an industrial activity under the EPS Regulation, are required to register under the EPS.

Marketable Natural Gas – Natural gas that meets the specifications for pipeline transport and sale for general distribution to the public, as defined by the Fuel Charge Regulations.⁹

MECP – Ministry of the Environment, Conservation and Parks.

MW – Megawatt.

MWh – Megawatt hour.

⁵ Fuel Charge Regulations, <https://laws.justice.gc.ca/PDF/SOR-2018-12187.pdf>

⁶ The GGPPA, <https://laws-lois.justice.gc.ca/PDF/G-11.55.pdf>

⁷ Ibid, Schedule 3, Greenhouse Gases, Column 1.

⁸ Ibid, Schedule 1.

⁹ Fuel Charge Regulations, s.1.1, <https://laws.justice.gc.ca/PDF/SOR-2018-12187.pdf>

NGV – Natural gas vehicle.

Non-Marketable Natural Gas – Natural gas other than marketable natural gas, as defined by the GGPPA.¹⁰

OBPS – Output-based pricing system; a component of the FCPP applicable in Ontario from January 1, 2019 to December 31, 2021 that applies to certain registered facilities instead of the Federal Carbon Charge. A registered entity had a compliance obligation based on the portion of its emissions that exceed the annual output-based emissions limit.

OEB – Ontario Energy Board.

Offset Credits – Represent GHG emissions reductions or removal enhancements generated from Canadian voluntary project-based activities that are not subject to carbon pricing and that would not have occurred under business as usual conditions.¹¹

PS – Performance Standard; a percentage of the baseline emissions intensity applied to the annual facility production to determine the facility's total annual emissions limit under the EPS.

PDCI – Parkway Delivery Commitment Incentive.

QRAM – Quarterly Rate Adjustment Mechanism.

RNG – Renewable Natural Gas; also referred to as *Biomethane* in the GGPPA, means a substance that is derived entirely from biological matter available on a renewable or recurring basis and that is primarily methane.

¹⁰ The GGPPA, s.3. <https://laws-lois.justice.gc.ca/PDF/G-11.55.pdf>

¹¹ <https://www.canada.ca/en/environment-climate-change/services/climate-change/pricing-pollution-how-it-will-work/output-based-pricing-system.html>

tCO_{2e} – Metric tonne of carbon dioxide equivalent. The unit of measure of GHG emissions. A quantity of GHG, expressed in tonnes, is converted into tCO_{2e} by multiplying the quantity by the applicable global warming potential.¹²

Voluntary Participant – Entities that emit between 10 ktCO_{2e} and 50 ktCO_{2e} annually, where the primary activity engaged in at the facility is listed as an industrial activity under the EPS Regulation may voluntarily register to be part of the EPS.

¹² The GGPPA, Schedule 3, Column 2. <https://laws-lois.justice.gc.ca/PDF/G-11.55.pdf>

OVERVIEW

1. The purpose of this evidence is to further outline the application (Application) of Enbridge Gas Inc. (Enbridge Gas) for: (i) approval to charge customers a Federal Carbon Charge on a volumetric basis, in the amount of the Federal Carbon Charge required to be paid by Enbridge Gas pursuant to the Greenhouse Gas Pollution Pricing Act (GGPPA), effective April 1, 2024; (ii) approval of just and reasonable rates for all Enbridge Gas rate zones, effective April 1, 2024, to allow Enbridge Gas to recover other costs (including the Facility Carbon Charge costs) incurred in compliance with the GGPPA and the Greenhouse Gas Emissions Performance Standards Regulation (EPS Regulation); and (iii) approval of 2022 balances for the federal carbon pricing program (FCPP) related deferral and variance accounts, excluding the Customer Carbon Charge – Variance Accounts (CCCVAs) for all Enbridge Gas rate zones, and disposition of the same, effective April 1, 2024.¹
2. Enbridge Gas’s Application is being submitted at this time to facilitate compliance with the GGPPA, the EPS Regulation, and to allow customers to be charged the 2024 Federal Carbon Charge rate for natural gas in a timely fashion without accruing uncharged amounts, in accordance with the FCPP, beginning April 1, 2024.
3. This exhibit of evidence is organized as follows:
 1. Background
 - 1.1 The Federal Carbon Pricing Program
 2. Enbridge Gas’s Obligations Under the GGPPA and EPS Regulation
 - 2.1 Volumes Subject to Federal Carbon Charge
 - 2.2 Volumes Subject to EPS
 - 2.3 Management of Facility-Related Emissions and Costs

¹ Refer to Exhibit C, Tab 1, Schedule 1 for more information on the proposal to defer disposition of the CCCVAs.

3. Bill Impacts
4. Requested Approvals

1. Background

4. On June 21, 2018, the Budget Implementation Act, 2018, No. 1 received Royal Assent. Part V included the GGPPA. The FCPP applies in whole or in part to any province or territory that requested it or that did not have an equivalent carbon pricing system in place by January 1, 2019. On October 23, 2018, the federal government confirmed that the GGPPA would apply to Ontario.
5. On March 29, 2021, the federal government announced that effective January 1, 2022, Ontario's carbon pricing system for industrial emitters, known as the Ontario Emissions Performance Standards program (EPS), will replace the federal Output-Based Pricing System (OBPS). The GGPPA was amended on September 1, 2021 to remove Ontario from Part 2 of Schedule 1 of the GGPPA, enabling the EPS to take effect in Ontario as of January 1, 2022.
6. On September 29, 2021, Enbridge Gas filed its 2022 Federal Carbon Pricing Program application (EB-2021-0209) (2022 Application). To reflect the transition from the federal OBPS to the Ontario EPS program and recognize that Enbridge Gas would be subject to both federal and provincial regulations beginning January 1, 2022, in its 2022 Application, Enbridge Gas proposed to amend the accounting orders by updating the applicable account definitions and account names.² The OEB approved the amendments to the wording of the FCPP deferral and variance accounting orders as filed in its Decision and Order on Enbridge Gas's 2022 Application.³

² EB-2021-0209, EGI 2022 FCPP Application, September 29, 2021, Exhibit C, p.3.

³ EB-2021-0209, OEB Decision and Order, February 10, 2022, p.10.

7. On October 31, 2022, Enbridge Gas submit its 2024 Rebasing Application which included a proposal to harmonize the established FCPP-related deferral and variance accounts effective January 1, 2024 and to record administrative costs associated with current federal and provincial regulations related to greenhouse gas emissions requirements through 2024 base rates.⁴ In the Settlement Proposal, parties agreed on harmonizing the FCPP deferral and variance accounts, on the condition the existing Greenhouse Gas Emissions Administration Deferral Account (GGEADA) be renamed to Carbon Charges Bad Debt Deferral Account (CCBDDA) and the scope of the account be limited to recording bad debt costs associated with carbon charges.⁵ The OEB approved the changes to the FCPP deferral and variance accounts, effective January 1, 2024, in its Decision on the Settlement Proposal to Enbridge Gas's 2024 Rebasing Application.⁶ Accordingly, starting in 2024, the only FCPP-related administrative costs Enbridge Gas will record in the CCBDDA are bad debt costs.
8. As set out at Exhibit D, Tab 1, Schedule 1, Enbridge Gas is seeking OEB approval to increase the Federal Carbon Charge and Facility Carbon Charge to recover the costs associated with meeting its obligations under the GGPPA and EPS Regulation, on a final basis, effective April 1, 2024. Further, as set out at Exhibit C, Tab 1, Schedule 1 and Exhibit D, Tab 1, Schedule 1, Enbridge Gas proposes to clear the final 2022 balance in its OEB-approved FCPP-related deferral and variance accounts, excluding the small balances in the CCCVAs.⁷

⁴ EB-2022-0200, 2024 Rebasing Application, October 31, 2022, Exhibit 9, Tab 1, Schedule 1.

⁵ EB-2022-0200, 2024 Rebasing Application, Partial Settlement Proposal, June 28, 2023, Exhibit O1, Tab 1, Schedule 1, pp. 53-55.

⁶ EB-2022-0200, Decision on Settlement Proposal, August 17, 2023, p.1.

⁷ Refer to Exhibit C, Tab 1, Schedule 1, for more information on the proposal to defer disposition of the CCCVAs.

9. This evidence also includes cost estimates and volume forecasts for 2024 that are meant to be used for informational purposes only. Customers will be charged the Federal Carbon Charge and Facility Carbon Charge based on actual volumes. Enbridge Gas will seek disposition of any variance to forecast for 2024 as well as FCPP-related 2024 bad debt costs through a future application to the OEB.

1.1 The Federal Carbon Pricing Program

10. The FCPP is composed of two elements:

- a. A charge on fossil fuels (the Federal Carbon Charge) as a cost per unit of fuel, including natural gas (cubic meters or m³), imposed on distributors, importers and producers applicable as of April 1, 2019 under Part 1 of the GGPPA. This charge applies to fuel delivered by Enbridge Gas to its customers and to Enbridge Gas's own fuel use within its distribution system (i.e. its Company Use for distribution buildings, boilers/line heaters and Natural Gas Vehicle (NGV) fleet fuel). Exemptions from the Federal Carbon Charge are explained below.

In December 2020, the federal government released its updated climate plan, "A Healthy Environment and A Healthy Economy", outlining the strategy to reduce greenhouse gas (GHG) emissions which included a proposal to increase the Federal Carbon Charge by \$15/tCO₂e annually starting in 2023, increasing to \$170/tCO₂e in 2030.⁸ The federal government confirmed this Federal Carbon Charge increase in July 2021.⁹

⁸ A Healthy Environment and a Healthy Economy, Environment and Climate Change Canada, December 2020, https://www.canada.ca/content/dam/eccc/documents/pdf/climate-change/climate-plan/healthy_environment_healthy_economy_plan.pdf

⁹ Update to the Pan-Canadian Approach to Carbon Pollution Pricing 2023-2030, Government of Canada, August 05, 2021, <https://www.canada.ca/en/environment-climate-change/services/climate-change/pricing-pollution-how-it-will-work/carbon-pollution-pricing-federal-benchmark-information/federal-benchmark-2023-2030.html>

Schedule 2 of the GGPPA was amended on April 1, 2023 to include the Federal Carbon Charge rates from 2023 to 2030. In 2024, the Federal Carbon Charge is equivalent to \$80 per tonne of carbon dioxide equivalent (tCO_{2e}) or 15.25 ¢/m³ (see Table 1). The Federal Carbon Charge became effective April 1, 2019 and increases each subsequent year on April 1.

Table 1
 2019 – 2030 Federal Carbon Charge Rates for Marketable Natural Gas¹⁰

Year	\$/tCO_{2e}	¢/m³
2019	\$20	3.91
2020	\$30	5.87
2021	\$40	7.83
2022	\$50	9.79
2023	\$65	12.39
2024	\$80	15.25
2025	\$95	18.11
2026	\$110	20.97
2027	\$125	23.83
2028	\$140	26.69
2029	\$155	29.54
2030	\$170	32.40

- b. Entities that are covered under the Ontario EPS Regulation are exempt from coverage under Part 1 of the GGPPA, “Fuel Charge” and Part 2 of the GGPPA, “Industrial Greenhouse Gas Emissions”. Under the EPS Regulation, the Ontario Ministry of Environment, Conservation and Parks (MECP) established a mandatory emissions threshold for entities identified as being in an Energy Intensive and Trade Exposed (EITE) sector (facilities which have a primary activity listed in Schedule 2 of the EPS Regulation) of 50 ktCO_{2e} or more per year and a voluntary emissions threshold of 10 – 50 ktCO_{2e} per

¹⁰ The GGPPA, Schedule 2 and Schedule 4, <https://laws-lois.justice.gc.ca/PDF/G-11.55.pdf>

year for those entities that choose to voluntarily participate in the EPS. This component of the FCPP became effective January 1, 2022.¹¹

The EPS creates a pricing incentive to reduce GHG emissions from EITE industrial facilities while limiting the impacts of carbon pricing on their respective competitiveness. Entities subject to the EPS Regulation are required to apply to the MECP and the Canada Revenue Agency (CRA) for exemption from the Federal Carbon Charge. The exemption certificate issued by the CRA must then be submitted to Enbridge Gas to ensure that the entity is not charged the Federal Carbon Charge on its natural gas bill. Participants in the EPS Program are required to report and manage their own compliance obligations and if their annual emissions are greater than the total annual emissions limit, participants will have the following options to satisfy their compliance obligations:¹²

- (i) Pay the excess emissions charge;¹³ or
- (ii) Submit emissions performance units (EPUs) issued by the provincial government.

The EPS currently has no provision for use of offset credits.

13. Any natural gas volumes delivered by Enbridge Gas for the period of January 1, 2024 to March 31, 2024 will continue to be charged the Federal Carbon Charge and

¹¹ On March 29, 2021, the federal government announced that Ontario will transition from the federal OBPS to the Ontario EPS effective January 1, 2022 and on September 1, 2021, the Order Amending Part 2 of Schedule 1 to the GGPPA was published in the Canada Gazette, Part II, removing Ontario from Part 2 of the GGPPA as of January 1, 2022.

¹² MECP: GHG Emissions Performance Standards and Methodology for the Determination of the Total Annual Emissions Limit, December 2022.
<https://www.ontariocanada.com/registry/showAttachment.do?postingId=28727&attachmentId=41017>

¹³ Excess emissions charge is the price per unit in \$/tCO₂e. For the 2024 compliance period, the excess emissions charge is \$80/tCO₂e. <https://www.ontario.ca/laws/regulation/190241>

Facility Carbon Charge rates approved by the OEB as part of Enbridge Gas's 2023 Application.

2. Enbridge Gas's Obligations Under the GGPPA and EPS Regulation

16. As a natural gas utility in Ontario, a "listed province" in the GGPPA, Enbridge Gas is required to register under Part 1 of the GGPPA with the CRA as a "distributor" for volumes of natural gas delivered to its customers.¹⁴
17. As a "distributor", Enbridge Gas is required to remit Federal Carbon Charges related to the GGPPA to the Government of Canada monthly.
18. Enbridge Gas is also required to register under the EPS Regulation as a "covered facility" since its transmission and storage operations are covered by an industrial activity listed in Schedule 2 of the EPS Regulation.¹⁵
19. As a "covered facility" under the EPS Regulation, Enbridge Gas is required to remit payment annually for any excess emissions under the EPS.
20. Enbridge Gas has estimated its 2024 cost of compliance with the GGPPA and EPS Regulation to be approximately \$2,647.47 million: \$1,613.26 million for the EGD rate zone (see Exhibit B, Tab 2 for additional detail) and \$1,034.21 million for the Union rate zones (see Exhibit B, Tab 3 for additional detail). In addition, Enbridge Gas estimates that it will incur 2024 bad debt costs of approximately \$8.80 million based on the forecasted costs recoverable from customers as a result of the GGPPA and EPS Regulation (see Exhibit C, Tab 1, Schedule 1 for additional detail).

¹⁴ The GGPPA, s.55 (1). The GGPPA requires registration of distributors of marketable or non marketable natural gas. <https://laws-lois.justice.gc.ca/PDF/G-11.55.pdf>

¹⁵ The EPS, O.Reg. 241/19. <https://www.ontario.ca/laws/regulation/r19241>

2.1 Volumes Subject to Federal Carbon Charge

21. Except for customer volumes that are covered under the EPS, or those that are otherwise fully or partially exempt from the Federal Carbon Charge, all distribution volumes delivered by Enbridge Gas in Ontario (Customer Volumes) are covered under Part 1 of the GGPPA and are subject to the Federal Carbon Charge.¹⁶

22. Under the GGPPA Enbridge Gas is required, on a monthly basis, to:¹⁷

- calculate and report to the CRA the volume of fuel consumed which is covered under Part 1 of the GGPPA, including Enbridge Gas's own use within its distribution system (i.e. distribution buildings, boilers/line heaters and NGV fleet volumes); and
- remit the amount of the Federal Carbon Charge in respect of the monthly volume that has been calculated.

Forecast Customer Volumes and Costs

23. As set out in Table 1, Enbridge Gas is required to remit the 2024 Federal Carbon Charge rate of 15.25 ¢/m³ of natural gas consumed for applicable customers from April 1, 2024 to March 31, 2025. As outlined at Exhibit D, Tab 1, Schedule 1 and consistent with Enbridge Gas's treatment of 2019 to 2023 FCPP-related charges, Enbridge Gas will present these charges as a separate line item on customers' bills. Enbridge Gas's forecast cost associated with Customer Volumes for the period of April 1, 2024 to March 31, 2025 is \$2,640.33 million: \$1,612.20 million for the EGD rate zone and \$1,028.14 million for the Union rate zones (please see Exhibit B for

¹⁶ To calculate Enbridge Gas's 2024 customer volume forecast at Exhibit B, Tab 2, Schedule 2, and at Exhibit B, Tab 3, Schedule 2, Enbridge Gas excluded customers who have provided Enbridge Gas with an exemption certificate, in accordance with Section 17(2) of the GGPPA. This includes downstream distributors, entities covered under the EPS, and customers who use natural gas in a non-covered activity. RNG volumes, hydrogen volumes and 80% of volumes for eligible greenhouses are also excluded.

¹⁷ The GGPPA, s.68 (2b), s.71 (3). <https://laws-lois.justice.gc.ca/PDF/G-11.55.pdf>

additional detail on costs associated with Customer Volumes for the period of April 1, 2024 to March 31, 2025).

24. These cost estimates are subject to change based on actual distribution volumes and are meant to be used for informational purposes only. Customers will be charged the Federal Carbon Charge rate monthly based on actual billed volumes.
25. Customers that hold an Exemption Certificate must provide a copy to Enbridge Gas no later than two weeks in advance of the first day of the month in which they wish to have their consumption volumes exempted from the Federal Carbon Charge. Similarly, if a customer is no longer eligible to hold an Exemption Certificate, they must provide notice to Enbridge Gas of that fact, as soon as the facility ceases to be eligible for exemption.

Forecast Company Use Volumes and Costs

26. As set out in Table 1, Enbridge Gas is required to remit the 2024 Federal Carbon Charge rate of 15.25 ¢/m³ for natural gas consumed in the operation of Enbridge Gas's facilities which are not covered by the EPS (i.e. distribution buildings, boilers/line heaters and NGV fleet volumes) ("Company Use Volumes"). The costs associated with Company Use Volumes will be recovered from customers as part of the Facility Carbon Charge, as detailed at Exhibit D, Tab 1, Schedule 1, included in delivery or transportation charges on customers' bills. Enbridge Gas's forecast cost associated with Company Use Volumes for the period of April 1, 2024 to March 31, 2025 is approximately \$2.17 million: \$0.63 million for the EGD rate zone and \$1.54 million for the Union rate zones (please see Exhibit B for additional detail on costs associated with Company Use Volumes for the period of April 1, 2024 to March 31, 2025).

27. The forecast Company Use Volumes and associated Facility Carbon Charge cost estimate are subject to change based on actual Facility Volumes. Any cost impacts due to the variance between forecast and actual Facility Volumes will be recorded in the Facility Carbon Charge – Variance Account for future disposition.

2.2 Volumes Subject to EPS

28. Transmitting natural gas is a covered “industrial activity” under the EPS and includes installations and equipment such as compressor stations, storage installations, and compressor units that have a common owner/operator within a province.¹⁸ For Enbridge Gas, this includes fuel used in transmission and storage compressor facilities (EPS Volumes).

29. Under the EPS, Enbridge Gas is required, on an annual basis, to:

- calculate and report to the Ontario MECP, Enbridge Gas’s covered emissions and total annual emissions limit for each compliance period; and
- provide compensation for, or otherwise obtain EPU, to cover any excess emissions by the applicable deadline.

30. Owners and operators of EPS-covered facilities have a compliance obligation for the portion of the emissions from those facilities that exceed their total annual emissions limit. Under the EPS, a covered facility’s total annual emissions limit is calculated based on the applicable Performance Standard (PS) and its associated annual production.¹⁹ As outlined by the MECP, the PS for facilities transmitting natural gas is 76.1% of the production-weighted facility baseline emissions intensity in 2024.²⁰

¹⁸ The EPS, O.Reg. 241/19. <https://www.ontario.ca/laws/regulation/r19241>

¹⁹ MECP: GHG Emissions Performance Standards and Methodology for the Determination of the Total Annual Emissions Limit, December 2022. [https://prod-environmental-registry.s3.amazonaws.com/2022-12/GHG%20EPS%20and%20Methodology%20for%20determination%20of%20TAEL_December%202022%20\(EN\).pdf](https://prod-environmental-registry.s3.amazonaws.com/2022-12/GHG%20EPS%20and%20Methodology%20for%20determination%20of%20TAEL_December%202022%20(EN).pdf)

²⁰ Ibid, Table 4.2, p. 36.

The costs associated with EPS Volumes will be recovered from customers as part of the Facility Carbon Charge, as detailed at Exhibit D, Tab 1, Schedule 1, included in delivery or transportation charges on customers' bills. Enbridge Gas's forecast 2024 (January 1, 2024 to December 31, 2024) regulated cost associated with EPS Volumes is \$4.97 million: \$0.43 million for the EGD rate zone and \$4.54 million for the Union rate zones (please see Exhibit B for additional detail on costs associated with EPS Volumes for the period of January 1, 2024 to December 31, 2024).

2.3 Management of Facility-Related Emissions and Costs

31. Consistent with Enbridge Gas's commitment in the 2021 Application "...to identify, track and report on emission reduction opportunities using criteria that effectively balance management of its compliance obligations under the FCPP, estimated capital costs, safety and operational reliability,"²¹ and the OEB's Decision and Order on the 2022 Application that "Enbridge Gas's next FCPP application set out in a comprehensive fashion the management of Enbridge's own obligations that identifies its approaches towards achieving efficiencies and reduction of carbon emission related costs to its customers", this section of evidence contains details on the potential options for reducing Enbridge Gas's facility-related emissions and associated costs.²² Facility-related emissions and associated costs can be reduced through the reduction of either Company Use Volumes or EPS Volumes, or, in the case of EPS emissions, through the use of lower cost compliance options.

Facility-Related Volume Reductions

32. To support the achievement of federal, provincial and Enbridge Inc. GHG emission targets, and to support the reduction of facility-related emissions costs, Enbridge Gas continues to update its emission reduction strategy for emissions resulting directly from Enbridge Gas's operations. This strategy covers emissions from

²¹ EB-2020-0212, EGI 2021 FCPP Application, September 30, 2020, Exhibit A, p. 14.

²² EB-2021-0209, OEB Decision and Order, February 10, 2022, p.10.

combustion of fuels in Company-operated buildings, equipment and vehicles, and methane emissions from venting and leaked natural gas.

33. Enbridge Gas's facility-related emissions covered under the GGPPA and EPS only include stationary combustion and flaring emissions, and therefore only opportunities which address these emissions sources will be further discussed in this evidence. Opportunities to reduce GHG emissions from fugitive and vented sources were addressed in Enbridge Gas's 2024 Rebasing Application.²³

34. In order to prioritize emission reduction opportunities, Enbridge Gas has classified GHG reduction opportunities as follows:

- a) Business as Usual (BAU) Opportunities – planned emissions reductions included in the Asset Management Plan (AMP), including improved operating practices, modernization, and current and emerging policies and regulations. Although these opportunities are part of Enbridge Gas's GHG Reduction Strategy work, they are being driven by the Company's standard operational maintenance program; and
- b) High Impact/Low Risk Opportunities – emissions reductions opportunities that are not already included in the AMP.

35. Opportunities identified to date with the potential to reduce EPS volumes are listed below in Table 2 and Table 3. Table 2 provides a summary of the opportunities that Enbridge Gas is implementing to reduce emissions and facility-related costs. Table 3 provides a summary of additional opportunities to reduce emissions and facility-related costs that Enbridge Gas has identified, however are not considered feasible at this point in time.

²³ EB-2022-0200, 2024 Rebasing Application, October 31, 2022, Exhibit 1, Tab 10, Schedule 8, Table 1 & Table 2.

36. The cost per tonne of GHG emissions shown for each opportunity in Table 2 and Table 3 was calculated using a Discounted Cash Flow analysis (cost represented by a positive \$/tCO₂e figure and savings represented by a negative \$/tCO₂e figure). Cash outflows include incremental capital costs of each opportunity. Cash inflows include resulting natural gas savings, avoided carbon charges, any other incremental O&M costs or savings, income tax impacts and any operating costs or savings resulting from the opportunity. The net present value (NPV) of cash inflows and outflows is divided by the total estimated emissions avoided over the life of the project to determine the \$/tCO₂e.

Table 2
 Facility-Related Emission Reduction Project Summary – In-Progress Opportunities

Opportunity	Total Estimated Capital Cost (\$millions)	Estimated Emissions Reductions – 2022 (tCO ₂ e)	Estimated EPS Cost Impact - 2022 (\$) ²⁴	Forecasted Emissions Reductions – 2024 (tCO ₂ e)	Forecasted Project Emissions Reductions (tCO ₂ e) ²⁵	Cost per Tonne of GHG Emissions (\$/tCO ₂ e)
1 Storage and Transmission Operations (STO) Online Monitoring	0.05	960	-48,000	1,100 ²⁶	1,100	-32
2 Air Filter Replacements for Turbines	0 ²⁷	0 ²⁸	0	200	1,500	-47

37. Implementation of the STO online monitoring opportunity was completed in 2022, with the final unit being brought online.

²⁴ Estimated based on estimated emissions reductions and excess emissions charge for 2022.

²⁵ Forecasted total annual project emissions reductions once project is fully implemented.

²⁶ No additional units to be brought online post 2022, and therefore forecasted emissions reductions for 2024 will be the same as the forecasted project emission reductions.

²⁷ Initial O&M costs for the air filter replacement program are estimated to be \$10,000 but once the program is fully implemented, it is estimated that there will be an O&M savings of approximately \$150,000/year.

²⁸ There were no filter upgrades in 2022. The only filter changes in 2022 were direct replacements on units that did not require filter upgrades.

38. The air filter replacements for turbines opportunity is ongoing, with higher efficiency filters being installed on applicable units at the next filter change opportunity.

39. The online monitoring and air filter replacements for turbines opportunities were driven by Enbridge Gas's standard operational maintenance program and therefore Enbridge Gas is not seeking cost recovery for these opportunities through this Application.

Table 3
 Facility-Related Emission Reduction Project Summary – Currently Not Feasible Opportunities

	Opportunity	Total Estimated Capital Cost (\$millions)	Forecasted Project Emissions Reductions (tCO ₂ e) ²⁹	Cost per Tonne of GHG Emissions (\$/tCO ₂ e)
1	Electric Drive Compressors – Dawn Plant C Replacment	70	16,000	105
2	Electric Drive Compressors – Parkway	140	12,000	199
3	Re-wheeling Turbines	17	3,100	191
4	Compressor Fuel Switch to RNG	0 ³⁰	275,000	178
5	Own Use Gas Fuel Switch to RNG Blend (5%)	0 ³¹	1,300	203

40. Re-wheeling Turbines, Fuel Switching to RNG and Electrification opportunities are currently not feasible due to the high costs per tonne as compared to the excess emissions charge.

²⁹ Forecasted total annual project emissions reductions once project is fully implemented.

³⁰ It is estimated that the incremental O&M costs will be approximately \$151 million/year once fully implemented.

³¹ It is estimated that the incremental O&M costs will be approximately \$0.7 million/year once fully implemented.

41. The Compression Modernization Strategy in the AMP is a long-term plan to replace identified compression. Under this project several factors are being considered in the evaluation of alternatives, including meeting the operating requirements for the storage and transmission systems, reliability, environmental compliance, and GHG emissions reduction strategy. Electrification will be considered as an alternative for both Dawn Plant C and Parkway A engine replacements. Ongoing modernization of Enbridge Gas's compressor fleet is expected to reduce EPS emissions in the long-term.
42. As part of Enbridge Gas's GHG emissions reduction strategy, identified opportunities will be reviewed on an annual basis, including revisiting any previous assumptions, project costs and the cost of carbon. Part of the process is to continue to identify new opportunities, and further assess those opportunities that have been previously identified.
43. Actual GHG emissions and reductions in EPS costs resulting from these opportunities will be reflected in Enbridge Gas's future FCPP applications for clearance of FCPP-related deferral and variance accounts.

EPS Compliance Cost Reductions

44. Enbridge Gas has an alternative compliance option to satisfy its annual EPS compliance obligation aside from paying the excess emissions charge; the purchase of EPU's from other EPS participants. The EPS Regulation does not allow for the use of Offset Credits as a viable compliance option.
45. Enbridge Gas has made an effort to procure EPU's for use towards its 2022 EPS compliance obligation, but to date no opportunities have been found. With 2022 being the first compliance period under the EPS program, the EPU market is nascent and the availability of EPU's is currently difficult to determine. The EPS Regulations allow an entity to hold EPU's in their account for a period of up to five

years for use towards a future compliance period or to sell into the market at a higher carbon price at a future date, which will likely reduce the supply of EPU's sold into the market, especially for this first compliance year.³²

46. Additionally, Enbridge Gas understands that the MECP will disctriubte EPU's on or before November 1, 2023, which is only one month before the December 15, 2023 compliance deadline. The limited timelines to procure and retire EPU's for use towards the Company's 2022 compliance period are anticipated to make it difficult to execute a transaction later in the year.

47. Due to the difficulty in finding EPU's, Enbridge Gas anticipates satisfying the 2022 EPS compliance obligation by paying the excess emissions charge. If Enbridge Gas is able to procure EPU's at a lower price than the excess emissions charge in the timeperiod between the submission of this Application and the 2022 compliance deadline of December 15, 2023, the cost savings will be recorded in the FCCVAs.

48. For Enbridge Gas's 2024 EPS compliance obligation, the availability and pricing of EPU's will be reviewed to determine if they present a viable means of reducing compliance costs. If Enbridge Gas procures EPU's at a lower price than the excess emissions charge, the difference between these two costs will be recorded in the FCCVA³³ and Enbridge Gas will seek to dispose of those amounts through a future FCPP application.³⁴

³² EPU's can be banked for the duration of their useful life which is five years after the compliance period for which the credit was issued.

³³ As of January 1, 2024, the existing FCPP deferral and variance accounts will be harmonized. Please refer to Exhibit C, Tab 1, Schedule 1 for more information.

³⁴ EB-2019-0247, Exhibit I.STAFF.8 b) and c), June 18, 2020; EB-2019-0247, Enbridge Gas Reply Argument, July 16, 2020, p. 12.

3. Bill Impacts

49. The bill impact of the 2024 carbon charges for a typical residential customer with annual consumption of 2,400 m³ is \$366.35 per year in the EGD rate zone, which is an increase of \$68.79 per year over 2023. The bill impact of the 2024 carbon charges for a typical residential customer with annual consumption of 2,200 m³ is \$335.83 per year in the Union rate zones, which is an increase of \$62.91 per year over 2023.
50. The bill impact of the proposed 2022 FCPP-related deferral and variance account balance disposition for a typical residential customer with annual consumption of 2,400 m³ is \$1.12 in the EGD rate zone. The bill impact of the proposed 2022 FCPP-related deferral and variance account balance disposition for a typical residential customer with annual consumption of 2,200 m³ is \$0.81 in the Union South rate zone and \$1.06 in the Union North rate zone.

4. Requested Approvals

51. As the costs to comply with the GGPPA and EPS Regulation in 2024 form part of Enbridge Gas's ongoing operating costs as a utility, and consistent with Enbridge Gas's 2023 Application, Enbridge Gas proposes to continue to treat all prudently incurred costs of compliance with the GGPPA and EPS Regulation as a pass-through to customers (Y Factor).
52. Through this Application and by February 8, 2024, Enbridge Gas is seeking:
- a) OEB approval of rates to be applied to customer bills beginning April 1, 2024. Following the issuance of the OEB's Decision and Order for this Application, Enbridge Gas intends to reflect 2024 rate increases associated with the Federal Carbon Charge and other costs (including the Facility Carbon Charge costs) incurred in compliance with the GGPPA and EPS Regulation as early as part of its April 1, 2024 QRAM application.

- b) OEB approval to dispose of the 2022 balances recorded in Enbridge Gas's FCPP-related deferral and variance accounts, excluding the CCCVAs, effective April 1, 2024. Following the issuance of the OEB's Decision and Order for this Application, Enbridge Gas intends to dispose of these balances as a one-time adjustment as early as part of the April 1, 2024 QRAM.³⁵

³⁵ Refer to Exhibit C, Tab 1, Schedule 1, for more information on the proposal to defer disposition of the CCCVAs.

FEDERAL CARBON CHARGE IMPACT ON CUSTOMER CONSUMPTION

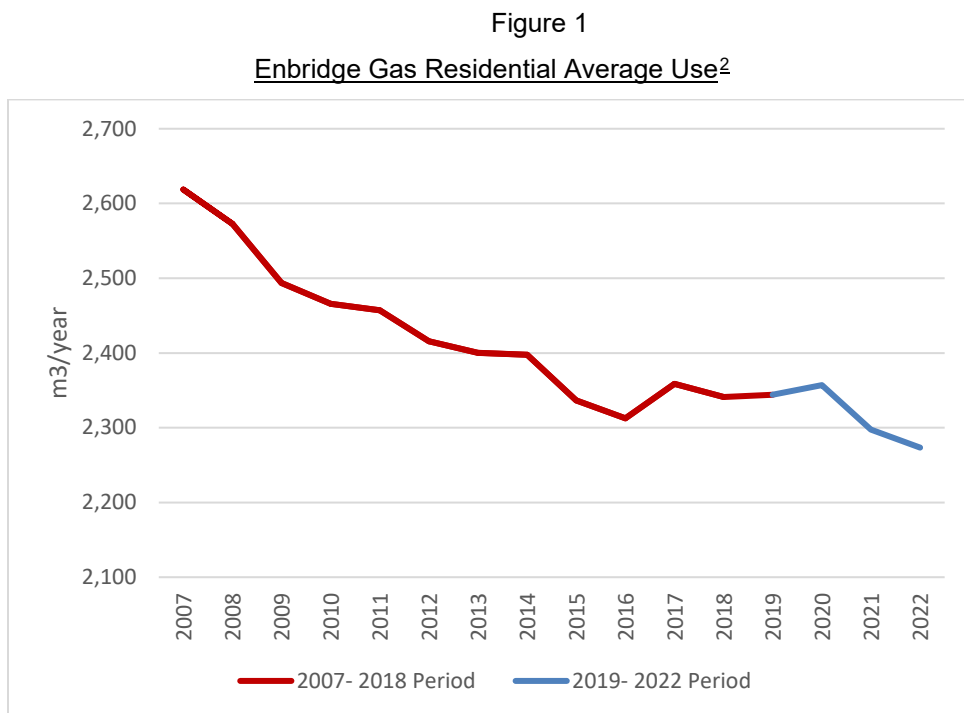
1. Pursuant to the OEB's request for greater understanding of the impacts of the Federal Carbon Charge on patterns of gas consumption by Enbridge Gas customers, as requested through the 2023 Application, Enbridge Gas is providing, to the best of its ability, an analysis of the Federal Carbon Charge on customer consumption patterns since implementation in 2019.¹ The analysis below compares the average use trend for residential and non-residential customers pre and post-Federal Carbon Charge implementation.
2. As of 2022, Enbridge Gas served over 3.8 million customers comprising of approximately 3.5 million residential and approximately 300 thousand non-residential customers.

1. Residential Average Use

3. Over the past few decades, several factors have contributed to a gradual decrease in residential natural gas usage. These include improved housing construction and increased efficiency in space-heating equipment and other natural gas appliances (efficiency improvements through building code changes), an increase in natural gas prices, and customer behavior.
4. Figure 1 below shows a general downward trend in Enbridge Gas's residential average use over the past fifteen years. The average annual decline in residential average use was approximately 1.0% between 2007 to 2018. Since the implementation of the Federal Carbon Charge in 2019, Enbridge Gas' residential customers have continued to experience an average annual decline of approximately 1.0% in average use, which is aligned with the historical trend experienced from 2007 to 2018. Therefore, the introduction of the Federal Carbon

¹ EB-2022-0194, Decision and Order, February 9, 2023, p. 7.

Charge in 2019 has not (to this point) had a distinct (or a readily identifiable/recognizable) impact on the trend in residential average use decline.



5. Although the Federal Carbon Charge is one of various contributing factors affecting average use, the Company is not able to exclusively identify the specific impact, or contribution, of the Federal Carbon Charge to the average use versus other contributing factors. To date, residential average use has been following an established trend and no indication of a shift from the historical trend has been observed.

2. Non-Residential Average Use

6. Non-residential average use is largely influenced by the economy. During periods of economic growth, increases in demand for goods and services from the commercial and industrial sectors tend to increase natural gas consumption. “Economy-related

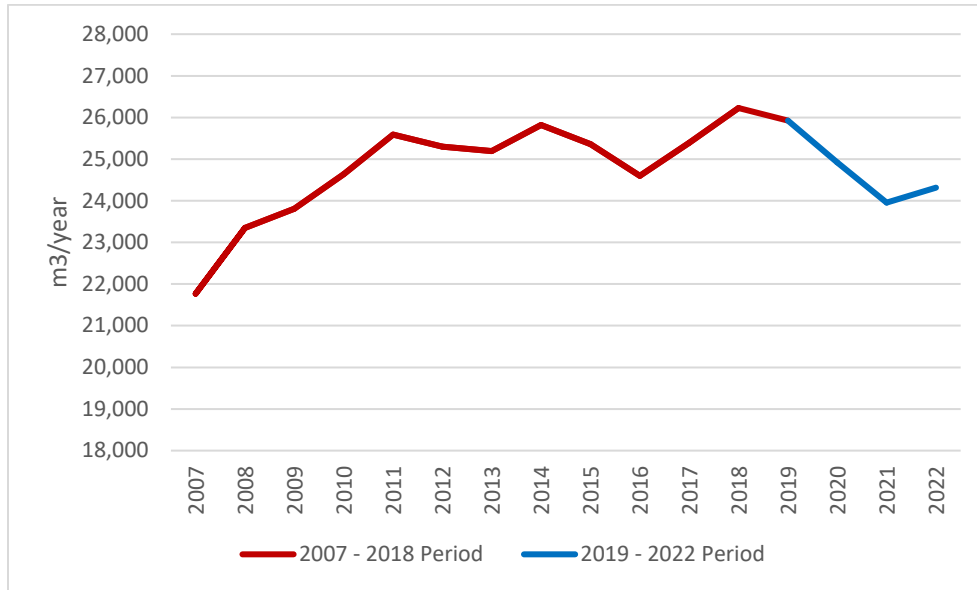
² Weather Normalized at 2024 Proposed Heating Degree Days.

increases in consumption can be significant in the industrial sector since this sector uses natural gas as a fuel and a feedstock for making many products such as fertilizer and pharmaceuticals.”³ However, like residential average use, other factors including efficiency increases, natural gas prices, and customer behavior also have an impact on non-residential average use.

7. Figure 2 below shows a general trend in Enbridge Gas’s non-residential average use over the last fifteen years. The non-residential average use had an average annual increase of 1.7% between 2007 to 2018. Since 2011, non-residential average use has been more stable. The average annual increase from 2011 to 2018 was 0.4%. In the period of 2019-2022, after the implementation of the Federal Carbon Charge in 2019, Enbridge Gas exhibited an average annual decline of 2.1% in non-residential average use.
8. As stated in paragraph 5 above, the Company is not able to exclusively identify the specific impact, or contribution, of the Federal Carbon Charge to the average use versus other contributing factors. Although the non-residential average use trend for the period of 2019-2022 followed a different trend than historically experienced, Enbridge Gas believes that during this period, the decline in non-residential average use was influenced by the economic conditions under the COVID-19 pandemic (lower GDP growth, business closures, and high commercial vacancy rates).

³ U.S. Energy Information Administration. (2021, October, 5). Natural gas explained, Factors affecting natural gas prices. <https://www.eia.gov/energyexplained/natural-gas/factors-affecting-natural-gas-prices.php>

Figure 2
Enbridge Gas Non-Residential Average Use⁴



9. Considering the Federal Carbon Charge will continue to increase in the future, Enbridge Gas will continue to monitor the impacts of the Federal Carbon Charge on Enbridge Gas customers' consumption patterns and will continue to report its observations/findings to the OEB.

⁴ Weather Normalized at 2024 Proposed Heating Degree Days.

FORECASTS - OVERVIEW

1. The purpose of this exhibit is to provide Enbridge Gas's forecast of volumes and the associated forecasted costs of complying with the GGPPA and EPS Regulation for each of the EGD and Union rate zones.¹
2. This exhibit of evidence is organized as follows:
 1. Exhibit B, Tab 2, Schedule 1: Forecasts - EGD Rate Zone
 2. Exhibit B, Tab 3, Schedule 1: Forecasts - Union Rate Zones

1. Forecast Period

3. In this Application, Enbridge Gas has forecast volumes and associated costs in alignment with the annual effective date of changes to the Federal Carbon Charge and the EPS:
 - For volumes subject to the Federal Carbon Charge (including customer-related and facility-related volumes) – April 1, 2024, to March 31, 2025; and
 - For volumes subject to the EPS (including facility-related volumes) – January 1, 2024, to December 31, 2024.
4. Natural gas volumes delivered by Enbridge Gas for the period of January 1, 2024, to March 31, 2024, will continue to be charged the Federal Carbon Charge and Facility Carbon Charge rates approved by the OEB as part of Enbridge Gas's 2023 Application.

2. Forecast 2024 Total Volume and Carbon Cost

5. Enbridge Gas's total 2024 regulated volume forecast subject to the GGPPA and the EPS is 17,458,454 10³m³.² This results in an associated forecast 2024 total cost of

¹ Forecast administration costs of complying with the GGPPA and EPS Regulation are detailed at Exhibit C, Tab 1, Schedule 1.

² Total of regulated customer and facility-related volumes for the EGD rate zone and Union rate zones. Calculated as: Exhibit B, Tab 2, Schedule 2, Col. 3, Line 13 + Exhibit B, Tab 2, Schedule 3, Col. 1, Line 6 + Exhibit B, Tab 3, Schedule 2, Col. 3, Line 16 + Exhibit B, Tab 3, Schedule 3, Col. 1, Line 6.

\$2,647.47 million. The details of this volume forecast, and associated cost are included at Exhibit B, Tab 2, Schedule 1 for the EGD rate zone and at Exhibit B, Tab 3, Schedule 1 for the Union rate zones.

3. Forecast 2024 Customer Volume and Federal Carbon Charge Cost

6. Enbridge Gas's total 2024 Customer Volume forecast subject to the Federal Carbon Charge is 17,313,661 10³m³ for the period of April 1, 2024, to March 31, 2025.³ This results in an associated forecast 2024 Federal Carbon Charge cost of \$2,640.33 million. This cost estimate is subject to change based on actual distribution volumes and is meant to be used for informational purposes only. Customers will be charged the Federal Carbon Charge rate monthly based on actual billed volumes.
7. To estimate the Customer Volume forecast, Enbridge Gas excluded customer volumes exempt from Part 1 of the GGPPA, including customer volumes qualifying for exemption for non-covered activities,⁴ volumes of renewable natural gas (RNG),⁵ volumes of hydrogen,⁶ and EPS registered customer volumes with emissions exceeding 10 ktCO_{2e}.⁷ Enbridge Gas also excluded volumes delivered to downstream distributors, including those distributors that are out of province, which are also exempt from Part 1 of the GGPPA. Further, Enbridge Gas excluded 80% of the volumes delivered to commercial greenhouse operators.⁸

³ Calculated as: Exhibit B, Tab 2, Schedule 2, Col. 3, Line 13 + Exhibit B, Tab 3, Schedule 2, Col. 3, Line 16.

⁴ Under the GGPPA, entities that use natural gas which is not put into a fuel system that produces heat or energy and those entities that use natural gas: (i) as a raw material in an industrial process that produces another fuel, substance, material or thing; or (ii) as a solvent or diluent in the production or transport of crude bitumen or another substance, material or thing, meet the definition of a non-covered activity and may be exempt from Part 1 of the GGPPA.

⁵ Under the GGPPA, biomethane, also known as RNG, is exempt from the Federal Carbon Charge.

⁶ On March 27, 2023, the Fuel Charge Regulations, enacted under the GGPPA, were amended to confirm that hydrogen blended with natural gas is exempt from the Federal Carbon Charge, retroactive to August 2022, <https://www.gazette.gc.ca/rp-pr/p2/2023/2023-04-12/html/sor-dors62-eng.html>

⁷ The 2024 Customer Volume forecast excludes customer volumes from mandatory and voluntary participants of the EPS, that are exempt from the Federal Carbon Charge under Part 1 of the GGPPA.

⁸ Under the GGPPA, greenhouse operators receive partial relief of 80% of the Federal Carbon Charge for natural gas used in the operation of a commercial greenhouse.

8. Customers exempt from Part 1 of the GGPPA who have provided Enbridge Gas their Exemption Certificate, which is issued to the customer upon registration with the CRA, will continue to be exempted unless they otherwise notify Enbridge Gas that they are no longer eligible for exemption. Enbridge Gas will also exempt any additional eligible customers who submit an Exemption Certificate in the future. For those customers covered under the EPS or undertaking non-covered activities, Enbridge Gas will exempt the customer on the date provided by the CRA on the customer's CRA-issued registration confirmation letter. For customers operating commercial greenhouses, exemption will begin the first day of the calendar month following the month in which they provide Enbridge Gas with their Exemption Certificate.
9. The Exemption Certificate indicates that a customer is fully or partially exempt from paying the Federal Carbon Charge on their natural gas combustion fuel delivered by Enbridge Gas. Enbridge Gas uses a customer declaration form to identify which of a customer's accounts are exempt from the Federal Carbon Charge. Enbridge Gas also requests, and maintains on file, copies of each customer's CRA-issued Exemption Certificate and registration confirmation letter.
10. Enbridge Gas exempts customers from the Federal Carbon Charge in its billing systems based on the accounts listed on the customer declaration form, provided a CRA-issued Exemption Certificate and registration confirmation letter have been provided.⁹ Customers who are no longer eligible for an exemption from Part 1 of the GGPPA are required, as stated on Enbridge Gas's declaration form, to notify Enbridge Gas of any changes to the information that they had initially provided. Upon receipt of such notification, Enbridge Gas will process the change within its billing systems effective at either the start of the next calendar month, or the next compliance period, whichever is applicable.

⁹ Registration confirmation letters are not applicable to commercial greenhouse customers.

11. Under Part 1 of the GGPPA, biomethane, also known as RNG, is not subject to the Federal Carbon Charge. This includes volumes of RNG nominated by direct purchase customers and RNG procured as part of OptUp, Enbridge Gas's voluntary RNG program.
12. Enbridge Gas uses a RNG declaration form to have direct purchase customers declare their RNG usage and identify which customer accounts are eligible to receive exemption from the Federal Carbon Charge. For forecasting purposes, customers who have nominated their own RNG supply in 2023 were assumed to continue in 2024.
13. Volumes of RNG in OptUp were incorporated into the 2024 Customer-Related Volume forecasts based on the forecast provided in Exhibit C, Tab 2, Schedule 3 of the Voluntary Renewable Natural Gas Program Application (EB-2020-0066).
14. In August 2022, the federal government released a legislative proposal which outlined draft regulations amending the GGPPA to exempt hydrogen from the Federal Carbon Charge in proportion to the amount of hydrogen blended with the natural gas.¹⁰ Based on conversations with the CRA in November 2022, Enbridge Gas understood that although the GGPPA had not yet been amended to include the exemption of hydrogen, hydrogen could be exempted from the Federal Carbon Charge as of August 2022, when the legislative proposal was announced. On March 27, 2023, the Fuel Charge Regulations, enacted under the GGPPA, were amended to confirm that hydrogen blended with natural gas is exempt from the Federal Carbon Charge, retroactive to August 2022.¹¹ This applies to volumes of hydrogen injected

¹⁰ Draft Regulations Amending the Fuel Charge Regulations, August 10, 2022, <https://fin.canada.ca/drleg-apl/2022/ita-lir-0822-d.pdf>

¹¹ Regulations Amending Schedule 2 to the Greenhouse Gas Pollution Pricing Act, Amending the Fuel Charge Regulations and Repealing the Part 1 of the Greenhouse Gas Pollution Pricing Act Regulations (Alberta): SOR/2023-62, Government of Canada, March 27, 2023, <https://www.gazette.gc.ca/rp-pr/p2/2023/2023-04-12/html/sor-dors62-eng.html>

as part of the Low Carbon Energy Project (LCEP), Enbridge Gas's low-carbon hydrogen blending project in Markham, Ontario.

15. Enbridge Gas has incorporated forecasted quantities of blended hydrogen into the 2024 Customer-Related Volume forecast based on the estimated quantities provided by Enbridge Gas in the interrogatory response to Exhibit I.H2GO.2 of the Low Carbon Energy Project Application (EB-2019-0294).

4. Forecast 2024 Facility Volume and Facility Carbon Charge Cost

16. Enbridge Gas's total 2024 regulated Facility Volume forecast is 144,793 10³m³.¹² This results in an associated forecast 2024 Facility Carbon Charge cost of \$7.14 million. Facility Volumes are based on the amount of natural gas required for Enbridge Gas to operate its facilities as well as the emissions resulting from the distribution of natural gas. Facility Volumes are composed of: (i) Company Use Volumes including distribution buildings, boilers/line heaters, and NGV fleet volumes (which are subject to the Federal Carbon Charge under Part 1 of the GGPPA) for the period of April 1, 2024 to March 31, 2025; and, (ii) transmission and storage compression volumes (which are subject to the EPS as Enbridge Gas's transmission and storage system is a "covered facility" under the EPS Regulation) for the period of January 1, 2024 to December 31, 2024. The parameters underpinning Enbridge Gas's estimated EPS compliance obligation can be found at Exhibit B, Tab 1, Schedule 1, Appendix A. The forecast 2024 Facility Volume and associated Facility Carbon Charge cost estimate are subject to change based on actual Facility Volumes.

¹² Calculated as: Exhibit B, Tab 2, Schedule 3, Col. 1, Line 6 + Exhibit B, Tab 3, Schedule 3, Col. 1, Line 6.

ENBRIDGE GAS ESTIMATED EPS COMPLIANCE OBLIGATION

- On July 4, 2019, the government of Ontario filed the *Greenhouse Gas Emissions Performance Standards Regulation* (EPS Regulation) as an alternative to the federal OBPS program.¹ Enbridge Gas's storage and transmissions system is considered a "covered facility" under the EPS Regulation. On September 1, 2021 the *Order Amending Part 2 of Schedule 1 to the Greenhouse Gas Pollution Pricing Act* was published in the *Canada Gazette*, Part II, which removed Ontario from Part 2 of Schedule 1 of the GGPPA as of January 1, 2022.² Based on the EPS Regulation, the annual compliance obligation under EPS is calculated as follows:

Compliance Obligation (tCO_{2e}) =

Annual Facility Emissions – Total Annual Emissions Limit

Where:

Annual Facility Emissions (tCO_{2e}) =

Annual EPS Emissions³

Total Annual Emissions Limit (tCO_{2e}) =

BEI (tCO_{2e}/production units) × SF (%) × Annual Production (production units)

- For forecasting purposes, the total annual emissions limit was based on the facility Baseline Emissions Intensity (BEI), along with the 2024 stringency factor (SF)⁴ for transmitting natural gas and the facility specific Performance Standard (PS) calculation methodology, as outlined in the MECP's GHG Emissions Performance

¹ Ontario Regulation 241/19. <https://www.ontario.ca/laws/regulation/r19241#BK29>

² <https://canadagazette.gc.ca/rp-pr/p2/2021/2021-09-01/html/sor-dors195-eng.html>

³ Ontario Regulation 390/18, s. 12(1). <https://www.ontario.ca/laws/regulation/180390>

⁴ MECP: GHG Emissions Performance Standards and Methodology for the Determination of the Total Annual Emissions Limit, December 2022, Table 4.2 page 36. [https://prod-environmental-](https://prod-environmental-registry.s3.amazonaws.com/2022-12/GHG%20EPS%20and%20Methodology%20for%20determination%20of%20TAEI_December%202022%20(EN).pdf)

[registry.s3.amazonaws.com/2022-12/GHG%20EPS%20and%20Methodology%20for%20determination%20of%20TAEI_December%202022%20\(EN\).pdf](https://prod-environmental-registry.s3.amazonaws.com/2022-12/GHG%20EPS%20and%20Methodology%20for%20determination%20of%20TAEI_December%202022%20(EN).pdf)

Standards and Methodology for the Determination of the Total Annual Emissions Limit, Formula 3.1.5-3.⁵

3. Forecast annual production is the forecast compressor energy use based on the following formula:

Energy (MWh)⁶ =

Rated Compressor Brake Power (MW) × Load (%) × Operating Hours (h)

Where:

Load (%) =

The % load of the engine

-or-

Calculated by Average Annual Speed (RPM) ÷ Max Rated Speed (RPM)

4. To forecast the annual production value for 2024, Enbridge Gas has calculated the compressor energy use in MWh for 2020 to 2022 and used an average of this data. Enbridge Gas's detailed calculations of the 2024 forecast EPS emissions, total annual emissions limit, EPS compliance obligation and EPS facility carbon cost for each of the EGD rate zone and Union rate zones can be found at Exhibit B, Tab 2, Schedules 4 to 6 and at Exhibit B, Tab 3, Schedules 4 to 6, respectively.

⁵ MECP: GHG Emissions Performance Standards and Methodology for the Determination of the Total Annual Emissions Limit, December 2022, p. 25. [https://prod-environmental-registry.s3.amazonaws.com/2022-12/GHG%20EPS%20and%20Methodology%20for%20determination%20of%20TAEL_December%202022%20\(EN\).pdf](https://prod-environmental-registry.s3.amazonaws.com/2022-12/GHG%20EPS%20and%20Methodology%20for%20determination%20of%20TAEL_December%202022%20(EN).pdf)

⁶ Amount of work required by a compressor to transport gas.

FORECASTS - EGD RATE ZONE

1. The purpose of this evidence is to provide Enbridge Gas's 2024 forecast of volumes and the associated forecasted costs of complying with the GGPPA and the EPS Regulation, for the EGD rate zone.
2. This tab of evidence is organized as follows:
 1. Forecast 2024 Volume and Carbon Cost
 2. Forecast 2024 Customer Volumes and Federal Carbon Charge Cost
 3. Forecast 2024 Facility Volumes and Facility Carbon Charge Cost
 - 3.1. Company Use Volumes
 - 3.2. EPS Volumes

1. Forecast 2024 Volume and Carbon Cost

3. The EGD rate zone 2024 regulated volume forecast subject to the GGPPA and EPS Regulation is 10,584,782 10³m³.¹ This results in an associated forecast 2024 total cost of \$1,613.26 million. The details of this volume forecast and associated cost are included at Exhibit B, Tab 2, Schedules 2 to 6. The forecast employs the same methodologies which underpinned forecasts previously approved by the OEB. Enbridge Gas has excluded unregulated non-utility storage volumes and associated costs. Non-utility costs are those associated with Enbridge Gas's unregulated non-utility storage business.

2. Forecast 2024 Customer Volumes and Federal Carbon Charge Cost

4. The EGD rate zone total 2024 Customer Volume forecast subject to the Federal Carbon Charge is 10,571,786 10³m³ as detailed at Exhibit B, Tab 2, Schedule 2. This results in an associated forecast 2024 Federal Carbon Charge cost of \$1,612.20 million as detailed at Exhibit B, Tab 2, Schedule 6. Enbridge Gas has

¹ Calculated as: Exhibit B, Tab 2, Schedule 2, Col. 3, Line 13 + Exhibit B, Tab 2, Schedule 3, Col. 1, Line 6.

included forecast distribution volumes subject to the Federal Carbon Charge for all rate classes within the EGD rate zone as detailed at Exhibit B, Tab 2, Schedule 2. The cost estimates are subject to change and are meant to be used for informational purposes only. Customers will be charged the Federal Carbon Charge monthly based on actual billed volumes.

3. Forecast 2024 Facility Volumes and Facility Carbon Charge Cost

5. The EGD rate zone total 2024 regulated Facility Volume forecast is 12,996 10^3m^3 as detailed at Exhibit B, Tab 2, Schedule 3. This results in an associated forecast 2024 Facility Carbon Charge cost of \$1.06 million as detailed at Exhibit B, Tab 2, Schedule 6. Facility Volumes are composed of: (i) Company Use Volumes including distribution buildings, boilers/line heaters, and NGV fleet volumes (which are subject to the Federal Carbon Charge under Part 1 of the GGPPA); and (ii) EPS Volumes which includes compressor fuel (which is subject to the EPS as Enbridge Gas's storage and transmission system is a "covered facility" under the EPS Regulation). The forecast 2024 regulated Facility Volume and associated forecast Facility Carbon Charge cost estimates are based on the best available information at this time and are subject to change based on actual Facility Volumes.

3.1 Company Use Volumes

6. The regulated Company Use Volume forecast for 2024 including distribution buildings, boilers/line heaters and NGV fleet volumes for the EGD rate zone is 4,127 10^3m^3 as detailed at Exhibit B, Tab 2, Schedule 3.² This results in an associated forecast 2024 Facility Carbon Charge cost of \$0.63 million as detailed at Exhibit B, Tab 2, Schedule 6.

² Enbridge Gas's buildings, boiler/line heater and NGV fuel volume forecast for the EGD rate zone is based on a two-year average of consumption by location. For new buildings with no historical information, a volume estimate is used.

3.2 EPS Volumes

7. The EPS Volume forecast for 2024 for the EGD rate zone is 14,784 10³m³ as detailed at Exhibit B, Tab 2, Schedule 3.³ The corresponding forecast 2024 EPS obligation of 8,983 tCO₂e results in a Facility Carbon Charge cost of \$0.72 million as detailed at Exhibit B, Tab 2, Schedules 5 and 6. Of the \$0.72 million, \$0.43 million is attributable to Enbridge Gas's regulated operations in the EGD rate zone.
8. The EPS Volume forecast is derived by combining forecasts for regulated utility and unregulated non-utility compression activity into an overall physical activity forecast. Enbridge Gas has excluded unregulated non-utility compression volumes and associated costs in deriving the Facility Carbon Charge cost to be recovered in regulated rates. The EPS Volume forecast for the EGD rate zone includes storage compression and dehydration fuel.
9. Enbridge Gas's detailed calculations of the 2024 forecast compressor emissions, total annual emissions limit, EPS compliance obligation and compressor fuel use cost for the EGD rate zone can be found at Exhibit B, Tab 2, Schedules 4 to 6.

³ This includes both utility (regulated) and non-utility (unregulated) volumes.

Enbridge Gas Inc.
 EGD Rate Zone
2024 Customer-Related Volumes by Rate Class (April 2024 to March 2025)
 (10³m³)

Line No.	Rate Class	Col. 1	Col. 2	Col. 3
		Forecast Volumes ¹	EPS Participant & Other Exempt Volumes ²	(Col. 1 - Col. 2) Net Volumes
1	1	5,023,407	1,035	5,022,372
2	6	4,792,849	86,050	4,706,799
3	9	-	-	-
4	100	33,301	-	33,301
5	110	1,159,284	463,913	695,371
6	115	368,747	362,683	6,065
7	125 ³	1,000,954	1,000,954	-
8	135	57,119	-	57,119
9	145	18,683	5,438	13,245
10	170	242,338	204,912	37,426
11	200 ⁴	187,850	187,850	-
12	300	88	-	88
Total				
13	Customer-Related	12,884,621	2,312,834	10,571,786

Notes:

- (1) Forecast Volumes after DSM from April 1, 2024 to March 31, 2025.
- (2) Estimated forecast volumes for mandatory and voluntary participants in the Emissions Performance Standards (EPS), volumes qualifying for exemption for non-covered activities, partial relief (80%) for greenhouse operators, hydrogen volumes and Renewable Natural Gas (RNG) volumes. RNG volumes include the year 4 volumes outlined in the Voluntary RNG Program Application (EB-2020-0066) and have been allocated equally between the EGD and Union rate zones for forecasting purposes.
- (3) Dedicated unbundled customers.
- (4) Includes volumes delivered to downstream distributors and landfill gas.

Enbridge Gas Inc.
EGD Rate Zone
2024 Facility-Related Volumes

(10³m³)

Line No.	Particulars	Col. 1	Col. 2	Col.3 (Col. 1 + Col.2)
		Utility Forecast Amount (regulated)	Non-Utility Forecast Amount (unregulated)	Total 2024 Forecast
1	Company Use - Buildings	638	-	638
2	Company Use - Boilers/Line Heaters	3,029	-	3,029
3	Company Use - NGV Fleet	460	-	460
4	Total Company Use ¹	4,127	-	4,127
5	Compressor Fuel ²	8,869	5,915	14,784
6	Total Facility-Related	12,996	5,915	18,911

Notes:

(1) Forecast Company-Use volumes for April 1, 2024 to March 31, 2025.

(2) Forecast Compressor Fuel for January 1 to December 31, 2024.

Enbridge Gas Inc.
EGD Rate Zone

Table 1
2024 Forecast Compressor Emissions

Line No.	Particulars	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5
		Volumes ¹ (10 ³ m ³)	CO ₂ Emissions ² (Tonnes CO ₂)	CH ₄ Emissions ³ (Tonnes CH ₄)	N ₂ O Emissions ⁴ (Tonnes N ₂ O)	CO ₂ e Emissions ⁵ (Tonnes CO ₂ e)
1	Compressor Fuel & Transmission Ancillary Fuel	14,784	29,011	29	1	30,019

Notes:

- (1) Exhibit B, Tab 2, Schedule 3, Col. 3, Line 5.
- (2) Environment and Climate Change Canada "Canada's Greenhouse Gas Quantification Requirements - December 2022", Equation 2-9.
- (3) Col. 1 x Table 2, Col. 2, Line 1 x Table 2, Col. 2, Line 2.
- (4) Col. 1 x Table 2, Col. 3, Line 1 x Table 2, Col. 3, Line 2.
- (5) Col. 2 + (Col. 3 x Table 3, Col. 1, Line 1) + (Col. 4 x Table 3, Col. 2, Line 1).

Table 2
Emission Factors

Line No.	Particulars	Units	Col. 1	Col. 2	Col. 3
			CO ₂ Emission Factor	CH ₄ Emission Factor ¹	N ₂ O Emission Factor ¹
1	Natural Gas Pipelines	Tonne/GJ		0.00005	0.0000013
2	Heat Value ²	GJ/10 ³ m ³	39.08	39.08	39.08

Notes:

- (1) Environment and Climate Change Canada "Canada's Greenhouse Gas Quantification Requirements - December 2022", Table 2-5.
- (2) Assumed Budget Heat Value = 39.08 GJ/10³m³. In calculating actual emissions, actual heating value will be used.

Table 3
Conversion Factors

Line No.	Particulars	Units	Col. 1	Col. 2
			Methane ¹	Nitrous Oxide ¹
1	Global Warming Potential for Carbon Dioxide Equivalent	Tonnes CO ₂ e	28	265

Notes:

- (1) Ontario Regulation 390/18: Greenhouse Gas Emissions: Quantification, Reporting and Verification, Schedule 1.

Enbridge Gas Inc.
 EGD Rate Zone
2024 Forecast EPS Obligation

	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6
Line No.	2024 Forecast Compressor Emissions ¹ (tCO ₂ e)	2020 - 2022 EGI Average Emission Intensity (tCO ₂ e/MWh)	2024 Forecast Production ² (MWh)	Facility Specific Performance Standard ³ (tCO ₂ e/MWh)	Total Annual Emissions Limit ⁴ (tCO ₂ e)	EPS Compliance Obligation ⁵ (tCO ₂ e)
1	30,019	0.63	47,658	0.44	21,035	8,983

Notes:

- 1) Exhibit B, Tab 2, Schedule 4, Table 1, Col. 5.
- 2) Col. 1 / Col. 2.
- 3) MECP's GHG Emissions Performance Standards and Methodology for the Determination of the Total Annual Emissions Limit – December 2022, Formula 3.1.5-3.
- 4) Col. 3 x Col. 4.
- 5) Col. 1 - Col. 5.

Enbridge Gas Inc.
EGD Rate Zone
2024 Summary of Customer-Related and Facility-Related Costs

Line No.	Particulars	2024 Forecast
	<u>Customer-Related Cost Forecast</u>	
1	Customer-related Forecast Volume (10^3m^3) ⁽¹⁾	10,571,786
2	Federal Carbon Charge (\$/m ³) ⁽²⁾	0.1525
3	Total Customer-Related Costs (\$)	1,612,197,420
	<u>Facility-Related Cost Forecast</u>	
4	Company-Use Forecast Volume (10^3m^3) ⁽³⁾	4,127
5	Federal Carbon Charge (\$/m ³) ⁽²⁾	0.1525
6	Company Use Costs (\$)	629,325
7	EPS Obligation (tCO ₂ e) ⁽⁴⁾	8,983
8	Excess Emissions Charge (\$/tCO ₂ e) ⁽⁵⁾	80.00
9	Compressor Fuel Use Costs (\$)	718,658
10	Compressor Fuel Use Costs - Unregulated (\$) ⁽⁶⁾	(287,522)
11	Compressor Fuel Use Costs - Regulated (\$)	431,135
12	Total Facility Related Costs (\$)	1,060,460
13	Total Cost Forecast (\$)	1,613,257,880

Notes:

(1) Exhibit B, Tab 2, Schedule 2. Forecast volumes from April 1, 2024 to March 31, 2025.

(2) Exhibit A, Table 1.

(3) Exhibit B, Tab 2, Schedule 3, Column 1, Line 4. Forecast volumes from April 1, 2024 to March 31, 2025.

(4) Exhibit B, Tab 2, Schedule 5. Forecast from January 1 to December 31, 2024.

(5) EPS Regulation, Section 11.1.

(6) Unregulated EPS costs are allocated based on pro-rata regulated/unregulated total compressor volumes per Exhibit B, Tab 2, Schedule 3.

FORECASTS - UNION RATE ZONES

1. The purpose of this evidence is to provide Enbridge Gas's 2024 forecast of volumes and the associated forecasted costs of complying with the GGPPA and the EPS Regulation, for the Union rate zones.
2. This tab of evidence is organized as follows:
 1. Forecast 2024 Volume and Carbon Cost
 2. Forecast 2024 Customer Volumes and Federal Carbon Charge Cost
 3. Forecast 2024 Facility Volumes and Facility Carbon Charge Cost
 - 3.1. Company Use Volumes
 - 3.2. EPS Volumes

1. Forecast 2024 Volume and Carbon Cost

3. The Union rate zones 2024 regulated volume forecast subject to the GGPPA and EPS Regulation is 6,873,672 10^3m^3 .¹ This results in an associated forecast 2024 total cost of \$1,034.21 million. The details of this volume forecast and associated cost are included at Exhibit B, Tab 3, Schedules 2 to 6. The forecast employs the same methodologies which underpinned forecasts previously approved by the OEB. Enbridge Gas has excluded unregulated non-utility storage volumes and associated costs. Non-utility costs are those associated with Enbridge Gas's unregulated non-utility storage business.

2. Forecast 2024 Customer Volumes and Federal Carbon Charge Cost

4. The Union rate zones total 2024 Customer Volume forecast subject to the Federal Carbon Charge is 6,741,875 10^3m^3 as detailed at Exhibit B, Tab 3, Schedule 2. This results in an associated forecast 2024 Federal Carbon Charge cost of \$1,028.14 million as detailed at Exhibit B, Tab 3, Schedule 6. Enbridge Gas has included

¹ Calculated as: Exhibit B, Tab 3, Schedule 2, Col. 3, Line 16 + Exhibit B, Tab 3, Schedule 3, Col. 1, Line 6.

forecast distribution volumes subject to the Federal Carbon Charge for all rate classes within the Union rate zones as detailed at Exhibit B, Tab 3, Schedule 2. The cost estimates are subject to change and are meant to be used for informational purposes only. Customers will be charged the Federal Carbon Charge monthly based on actual billed volumes.

3. Forecast 2024 Facility Volumes and Facility Carbon Charge Cost

5. The Union rate zones total 2024 regulated Facility Volume forecast is 131,797 10^3m^3 as detailed at Exhibit B, Tab 3, Schedule 3. This results in an associated forecast 2024 Facility Carbon Charge cost of \$6.08 million as detailed at Exhibit B, Tab 3, Schedule 6. Facility Volumes are composed of: (i) Company Use Volumes including distribution buildings, boilers/line heaters, and NGV fleet volumes (which are subject to the Federal Carbon Charge under Part 1 of the GGPPA); and (ii) EPS Volumes which includes compressor fuel (which is subject to the EPS as Enbridge Gas's storage and transmission system is a "covered facility" under the EPS Regulation). The forecast 2024 regulated Facility Volume and associated forecast Facility Carbon Charge cost estimates are based on the best available information at this time and are subject to change based on actual Facility Volumes.

3.1 Company Use Volumes

6. The regulated Company Use Volume forecast for 2024 including distribution buildings, boilers/line heaters and NGV fleet volumes for the Union rate zones is 10,080 10^3m^3 as detailed at Exhibit B, Tab 3, Schedule 3.² This results in an associated forecast 2024 Facility Carbon Charge cost of \$1.54 million as detailed at Exhibit B, Tab 3, Schedule 6.³

² Enbridge Gas's buildings, boiler/line heater and NGV fuel volume forecast for the Union rate zones is based on a two-year average of consumption by location. For new buildings with no historical information, a volume estimate is used.

³ Included in the Company Use Volume forecast for 2024 is 30 10^3m^3 for distribution buildings associated with non-utility unregulated storage activity. Enbridge Gas has not accounted for this amount separately as it is immaterial, resulting in costs of around \$4,500.

3.2 EPS Volumes

7. The EPS Volume forecast for 2024 for the Union rate zones is 136,674 10³m³ as detailed at Exhibit B, Tab 3, Schedule 3.⁴ The corresponding forecast 2024 EPS obligation of 63,714 tCO₂e results in a Facility Carbon Charge cost of \$5.10 million as detailed at Exhibit B, Tab 3, Schedules 5 and 6. Of the \$5.10 million, \$4.54 million is attributable to Enbridge Gas's regulated operations in the Union rate zones.
8. The EPS Volume forecast is derived by combining forecasts for regulated utility and unregulated non-utility compression activity into an overall physical activity forecast. Enbridge Gas has excluded unregulated non-utility compression volumes and associated costs in deriving the Facility Carbon Charge cost to be recovered in regulated rates. The EPS Volume forecast for the Union rate zones includes transmission compression, storage compression and dehydration fuel.⁵
9. Enbridge Gas's detailed calculations of the 2024 forecast compressor emissions, total annual emissions limit, EPS compliance obligation and compressor fuel use cost for the Union rate zones can be found at Exhibit B, Tab 3, Schedule 4 to 6.

⁴ This includes both utility (regulated) and non-utility (unregulated) volumes.

⁵ The transmission and storage compression forecast is derived by combining forecasts for in-franchise and ex-franchise transmission and storage activity into an overall physical activity forecast. For dehydration fuel, average historical utilization is used to estimate the monthly forecasted usage.

Enbridge Gas Inc.
Union Rate Zone
2024 Customer-Related Volumes by Rate Class (April 2024 to March 2025)
(10³m³)

Line No.	Rate Class	Col. 1	Col. 2	Col. 3 (Col. 1 - Col. 2)
		Forecast Volumes ¹	EPS Participant & Other Exempt Volumes ²	Net Volumes
1	1	991,715	312	991,403
2	10	328,079	10,654	317,426
3	M1	3,269,019	2,404	3,266,616
4	M2	1,322,588	90,889	1,231,698
5	20	857,126	721,209	135,917
6	25	252,236	237,495	14,741
7	100	1,043,637	982,288	61,349
8	M4	588,002	224,917	363,085
9	M5	59,033	14,958	44,075
10	M7	787,495	586,773	200,722
11	M9 ³	96,860	96,860	-
12	M10 ³	-	-	-
13	T1	415,185	334,795	80,390
14	T2	5,144,604	5,110,151	34,454
15	T3 ³	278,032	278,032	-
Total				
16	Customer-Related	15,433,612	8,691,737	6,741,875

Notes:

- (1) Forecast Volumes after DSM from April 1, 2024 to March 31, 2025.
- (2) Estimated forecast volumes for mandatory and voluntary participants in the Emissions Performance Standards (EPS), volumes qualifying for exemption for non-covered activities, partial relief (80%) for greenhouse operators, hydrogen volumes and Renewable Natural Gas (RNG) volumes. RNG volumes include the year 4 volumes outlined in the Voluntary RNG Program Application (EB-2020-0066) and have been allocated equally between the EGD and Union rate zones for forecasting purposes.
- (3) Includes volumes delivered to downstream distributors and landfill gas.

Enbridge Gas Inc.
Union Rate Zone
2024 Facility-Related Volumes
(10³m³)

Line No.	Particulars	Col. 1	Col. 2	Col.3 (Col. 1 + Col.2)
		Utility Forecast Amount (regulated)	Non-Utility Forecast Amount (unregulated)	Total 2024 Forecast
1	Company Use - Buildings	1,977	30	2,007
2	Company Use - Boilers/Line Heaters	8,068	-	8,068
3	Company Use - NGV Fleet	35	-	35
4	<u>Total Company Use¹</u>	<u>10,080</u>	<u>30</u>	<u>10,110</u>
5	Compressor Fuel ²	121,717	14,957	136,674
6	<u>Total Facility-Related</u>	<u>131,797</u>	<u>14,988</u>	<u>146,784</u>

Notes:

(1) Forecast Company-Use volumes for April 1, 2024 to March 31, 2025.

(2) Forecast Compressor Fuel for January 1 to December 31, 2024.

Enbridge Gas Inc.
Union Rate Zone

Table 1
2024 Forecast Compressor Emissions

Line No.	Particulars	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5
		Volumes ¹ (10 ³ m ³)	CO ₂ Emissions ² (Tonnes CO ₂)	CH ₄ Emissions ³ (Tonnes CH ₄)	N ₂ O Emissions ⁴ (Tonnes N ₂ O)	CO ₂ e Emissions ⁵ (Tonnes CO ₂ e)
1	Compressor Fuel & Transmission Ancillary Fuel	136,674	268,196	267	7	277,513

Notes:

- (1) Exhibit B, Tab 3, Schedule 3, Col. 3, Line 5.
- (2) Environment and Climate Change Canada "Canada's Greenhouse Gas Quantification Requirements - December 2022", Equation 2-9.
- (3) Col. 1 x Table 2, Col. 2, Line 1 x Table 2, Col. 2, Line 2.
- (4) Col. 1 x Table 2, Col. 3, Line 1 x Table 2, Col. 3, Line 2.
- (5) Col. 2 + (Col. 3 x Table 3, Col. 1, Line 1) + (Col. 4 x Table 3, Col. 2, Line 1).

Table 2
Emission Factors

Line No.	Particulars	Units	Col. 1	Col. 2	Col. 3
			CO ₂ Emission Factor	CH ₄ Emission Factor ¹	N ₂ O Emission Factor ¹
1	Natural Gas Pipelines	Tonne/GJ		0.00005	0.0000013
2	Heat Value ²	GJ/10 ³ m ³	39.08	39.08	39.08

Notes:

- (1) Environment and Climate Change Canada "Canada's Greenhouse Gas Quantification Requirements - December 2022", Table 2-5.
- (2) Assumed Budget Heat Value = 39.08 GJ/10³m³. In calculating actual emissions, actual heating value will be used.

Table 3
Conversion Factors

Line No.	Particulars	Units	Col. 1	Col. 2
			Methane ¹	Nitrous Oxide ¹
1	Global Warming Potential for Carbon Dioxide Equivalent	Tonnes CO ₂ e	28	265

Notes:

- (1) Ontario Regulation 390/18: Greenhouse Gas Emissions: Quantification, Reporting and Verification, Schedule 1.

Enbridge Gas Inc.
 Union Rate Zone
2024 Forecast EPS Obligation

	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6
	2024 Forecast	2020 - 2022 EGI Average Emission Intensity	2024 Forecast Production ²	Facility Specific Performance Standard ³	Total Annual Emissions Limit ⁴	EPS Compliance Obligation ⁵
Line No.	Compressor Emissions ¹ (tCO ₂ e)	(tCO ₂ e/MWh)	(MWh)	(tCO ₂ e/MWh)	(tCO ₂ e)	(tCO ₂ e)
1	277,513	0.57	484,388	0.44	213,799	63,714

Notes:

- 1) Exhibit B, Tab 3, Schedule 4, Table 1, Col. 5.
- 2) Col. 1 / Col. 2.
- 3) MECP's GHG Emissions Performance Standards and Methodology for the Determination of the Total Annual Emissions Limit – December 2022, Formula 3.1.5-3.
- 4) Col. 3 x Col. 4.
- 5) Col. 1 - Col. 5.

Enbridge Gas Inc.
Union Rate Zone
2024 Summary of Customer-Related and Facility-Related Costs

Line No.	Particulars	2024 Forecast
	<u>Customer-Related Cost Forecast</u>	
1	Customer-related Forecast Volume (10 ³ m ³) ⁽¹⁾	6,741,875
2	Federal Carbon Charge (\$/m ³) ⁽²⁾	0.1525
3	Total Customer-Related Costs (\$)	1,028,135,918
	<u>Facility-Related Cost Forecast</u>	
4	Company-Use Forecast Volume (10 ³ m ³) ⁽³⁾	10,080
5	Federal Carbon Charge (\$/m ³) ⁽²⁾	0.1525
6	Company Use Costs (\$)	1,537,236
7	EPS Obligation (tCO ₂ e) ⁽⁴⁾	63,714
8	Excess Emissions Charge (\$/tCO ₂ e) ⁽⁵⁾	80.00
9	Compressor Fuel Use Costs (\$)	5,097,144
10	Compressor Fuel Use Costs - Unregulated (\$) ⁽⁶⁾	(557,827)
11	Compressor Fuel Use Costs - Regulated (\$)	4,539,318
12	Total Facility Related Costs (\$)	6,076,553
13	Total Cost Forecast (\$)	1,034,212,472

Notes:

(1) Exhibit B, Tab 3, Schedule 2. Forecast volumes from April 1, 2024 to March 31, 2025.

(2) Exhibit A, Table A-1.

(3) Exhibit B, Tab 3, Schedule 3, Column 1, Line 4. Forecast volumes from April 1, 2024 to March 31, 2025.

(4) Exhibit B, Tab 3, Schedule 5. Forecast from January 1 to December 31, 2024.

(5) EPS Regulation, Section 11.1.

(6) Unregulated EPS costs are allocated based on pro-rata regulated/unregulated total compressor volumes per Exhibit B, Tab 3, Schedule 3.

DEFERRAL AND VARIANCE ACCOUNTS

1. The purpose of this exhibit of evidence is to address deferral and variance account matters associated with Enbridge Gas's Application. As outlined in the Application, Enbridge Gas is seeking disposition of 2022 balances in FCPP-related deferral and variance accounts, excluding the Customer Carbon Charge – Variance Accounts (CCCVAs), for each of the EGD rate zone and Union rate zones. Allocation and disposition of 2022 deferral and variance account balances is discussed in detail at Exhibit D, Tab 1, Schedule 1.
2. This exhibit of evidence is organized as follows:
 1. Established FCPP-Related Deferral and Variance Accounts
 2. 2022 FCPP-Related Deferral and Variance Account Balances
 - 2.1. 2022 Administration Costs Recorded in the Greenhouse Gas Emissions Administration Deferral Account (GGEADA)
 - 2.2. 2022 Customer-Related Costs Recorded in the Customer Carbon Charge – Variance Account (CCCVA)
 - 2.3. 2022 Facility-Related Costs Recorded in the Facility Carbon Charge – Variance Account (FCCVA)
 3. Forecast 2024 Administration Costs (for informational purposes only)

1. Established FCPP-Related Deferral and Variance Accounts

3. In its 2019 Application, to facilitate compliance with the GGPPA in 2019 and beyond, and ensure that the costs of compliance with the GGPPA were clearly delineated from those incurred under the Cap-and-Trade Program, Enbridge Gas requested OEB approval to establish five new deferral and variance accounts. The new accounts would record: (i) actual combined administration costs for all rate zones (effective January 1, 2019); (ii) Federal Carbon Charge cost variances between the actual costs incurred and the amount collected through rates related to the volumes delivered by Enbridge Gas for each of the EGD rate zone and Union rate zones (effective April 1, 2019); and (iii) Facility Carbon Charge cost variances between the

actual costs incurred and the amount collected through rates related to Company Use and Output-Based Pricing System (OBPS) volumes associated with Enbridge Gas's own operations for each of the EGD rate zone and the Union rate zones (effective January 1, 2019).¹

4. In the OEB's Decision and Order on Enbridge Gas's 2019 Application, the OEB approved the establishment of Enbridge Gas's requested new FCPP-related deferral and variance accounts with a single exception; rather than approving a single deferral account to record the combined administration costs for all rate zones, the OEB directed that Enbridge Gas should establish two GGEADAs, one for each of the EGD rate zone and the Union rate zones.²
5. In its 2022 Application, Enbridge Gas applied to the OEB for approval to amend the wording of the FCPP-related deferral and variance accounting orders to recognize the transition from the federal OBPS to the provincial Emissions Performance Standards (EPS).³ To reflect this change, Enbridge Gas requested to update the applicable account definitions to include reference to both federal and provincial regulations and update the applicable account names to remove the word "Federal", effective January 1, 2022. The OEB approved the amendments to the wording of the FCPP deferral and variance accounting orders as filed in its Decision and Order on Enbridge Gas's 2022 Application.⁴
6. Accordingly, Enbridge Gas's established FCPP-related deferral and variance accounts are:

¹ EB-2018-0205, EGI 2019 FCPP Application, October 10, 2018, Exhibit D, Tab 1, Schedule 1, pp. 2-4.

² EB-2018-0205, OEB Decision and Order, July 4, 2019, pp. 9-10.

³ EB-2021-0209, EGI 2022 FCPP Application, September 29, 2021, Exhibit C, p. 3.

⁴ EB-2021-0209, OEB Decision and Order, February 10, 2022, p.10.

1. GGEADA – EGD Rate Zone;⁵
 2. GGEADA – Union Rate Zones;⁶
 3. CCCVA – EGD Rate Zone;⁷
 4. CCCVA – Union Rate Zones;⁸
 5. FCCVA – EGD Rate Zone;⁹ and
 6. FCCVA – Union Rate Zones.¹⁰
7. In its 2024 Rebasing Application, Enbridge Gas proposed to harmonize the established FCPP-related deferral and variance accounts effective January 1, 2024, due to the Company being an amalgamated entity and no longer requiring separate deferral and variance accounts for the EGD and Union rate zones.¹¹ Through the Settlement Proposal, parties agreed on harmonizing the FCPP deferral and variance accounts, with one modification; the deferral account would be renamed and the scope would be limited.¹² The OEB approved the harmonization and changes to the FCPP deferral and variances accounts as filed in its Decision on the Settlement Proposal to Enbridge Gas’s 2024 Rebasing Application.¹³
8. Accordingly, effective January 1, 2024, Enbridge Gas’s harmonized FCPP-related deferral and variances accounts are:¹⁴

⁵ EGD Rate Zone Account No. 179-501, to record the administration costs associated with the impacts of federal and provincial regulations related to greenhouse gas emission requirements for Enbridge Gas within the EGD rate zone effective January 1, 2019.

⁶ Union Rate Zones Account No. 179-422, to record the administration costs associated with the impacts of federal and provincial regulations related to greenhouse gas emission requirements for Enbridge Gas within the Union rate zones effective January 1, 2019.

⁷ EGD Rate Zone Account No. 179-502, to record the variances between actual customer carbon costs and customer carbon costs recovered in rates for distribution volumes delivered by Enbridge Gas within the EGD rate zone effective April 1, 2019. Except for exempted customers as explained in Exhibit A.

⁸ Union Rate Zones Account No. 179-421, to record the variances between actual customer carbon costs and customer carbon costs recovered in rates for distribution volumes delivered by Enbridge Gas within the Union rate zones effective April 1, 2019. Except for exempted customers as explained in Exhibit A.

⁹ EGD Rate Zone Account No. 179-503, to record the variance between actual facility carbon costs and facility carbon costs recovered in rates within the EGD rate zone effective January 1, 2019.

¹⁰ Union Rate Zones Account No. 179-420, to record the variance between actual facility carbon costs and facility carbon costs recovered in rates within the Union rate zones effective January 1, 2019.

¹¹ EB-2022-0200, 2024 Rebasing Application, October 31, 2022, Exhibit 9, Tab 1, Schedule 1.

¹² EB-2022-0200, 2024 Rebasing Application, Partial Settlement Proposal, June 28, 2023, Exhibit O1, Tab 1, Schedule 1, pp. 53-55.

¹³ EB-2022-0200, Decision on Settlement Proposal, August 17, 2023, p.1.

¹⁴ EB-2022-0200, 2024 Rebasing Application, Partial Settlement Proposal, June 28, 2023, Exhibit O1, Tab 1, Schedule 2, pp. 29-31.

1. Carbon Charges Bad Debt Deferral Account (CCBDDA) – Enbridge Gas Inc.;¹⁵
2. CCCVA – Enbridge Gas Inc.;¹⁶ and
3. FCCVA – Enbridge Gas Inc.¹⁷

3. 2022 FCPP-Related Deferral and Variance Account Balances

9. Enbridge Gas is seeking to dispose of: 2022 administration costs of \$5.48 million in the GGEADAs and 2022 facility-related costs of \$(3.55) million in the FCCVAs.

3.1 2022 Administration Costs Recorded in the GGEADA

10. As set out in Table 1, Enbridge Gas's 2022 administration costs are \$5.48 million. A description of variances to Enbridge Gas's forecast 2022 administration costs follows:

Table 1
2022 Administration Costs (\$millions)

Cost Element	2022 Forecasted Costs ¹⁸	2022 Actual Costs ¹⁹			Variance
		EGD Rate Zone	Union Rate Zones	Total	
IT Billing System	0.06	-	0.06	0.06	(0.00)
Staffing Resources	0.94	0.68	0.41	1.09	0.15
Consulting and External Legal Support	0.30	0.07	0.04	0.11	(0.19)
GHG Reporting and Verification	0.05	0.03	0.02	0.05	(0.00)
Bad Debt	3.72	1.68	2.07	3.75	0.04
Other Miscellaneous Costs	0.15	0.04	0.02	0.06	(0.09)
Interest ²⁰	N/A	0.18	0.18	0.36	0.36
Total	5.21	2.68	2.80	5.48	0.26

¹⁵ Enbridge Gas Inc. Account No. 179-309, to record all of the bad debt related to carbon charges.

¹⁶ Enbridge Gas Inc. Account No. 179-308, to record the variance between actual customer carbon costs and the customer carbon costs recovered in rates.

¹⁷ Enbridge Gas Inc. Account No. 179-307, to record the variance between actual facility carbon costs and facility carbon costs recovered in rates.

¹⁸ EB-2021-0209, EGI 2022 FCPP Application, September 29, 2021, Exhibit C, p. 4 and an update to the forecast 2022 staffing resources and bad debt through an interrogatory response at Exhibit I.EP.3, Table 2.

¹⁹ Composed of actual 2022 costs from January to December 2022.

²⁰ Enbridge Gas did not include a 2022 forecast cost for interest.

11. Shared administration costs set out in Table 1, including costs related to: staffing resources, consulting and external legal support, GHG reporting and verification and other miscellaneous costs, have been allocated to the EGD rate zone and Union rate zones in proportion to actual customers' consumption volumes subject to the Federal Carbon Charge from January 1, 2022 to December 31, 2022.²¹ Unique administration costs set out in Table 1 that are attributable to a particular rate zone, including costs related to IT billing systems and bad debt, have been allocated to that respective rate zone accordingly. Each of the cost categories set out in Table 1 is further discussed below.
12. In the OEB's Decision and Order on Enbridge Gas's 2023 Application, the OEB determined that the 2021 level of administration costs were sufficient, specifically in the areas of staffing resources, consulting and external legal support and other miscellaneous costs.²² In 2021, the total cost related to these three administrative areas was \$1.49 million.²³ In 2022, the total cost of these three administrative areas was \$1.31 million, reflecting a decrease of \$0.18 million below the approved costs included in the OEB's direction in the Decision and Order.

IT Billing System Costs

13. In its 2022 Application, Enbridge Gas forecast IT billing system costs of \$0.06 million related to the revenue requirement associated with the additional billing system modification required in 2020 for the Union rate zones to comply with the GGPPA.²⁴
14. The actual IT billing system costs for 2022 were \$0.06 million, all of which was related to the revenue requirement for the additional billing system modifications required for the Union rate zones.

²¹ Approximately 63% of customer consumption volumes were attributable to the EGD rate zone and 37% of customer consumption volumes were attributable to the Union rate zones.

²² EB-2022-0194, OEB Decision and Order, February 9, 2023, pp. 9-10.

²³ EB-2022-0194, EGI 2023 FCPP Application, September 29, Exhibit C, Tab 1, Schedule 1, p.4. GHG Reporting and Verification costs have been included in the \$1.49 million as these costs are a category of consulting costs.

²⁴ EB-2021-0209, EGI 2022 FCPP Application, September 29, 2021, Exhibit C, p. 10.

Staffing Resources

15. In its 2022 Application, Enbridge Gas updated its 2022 staffing resources forecast to be \$0.94 million for salaries and wages, which included fully allocated costs for the five full time equivalents (FTEs) that comprised the Carbon Strategy team at that time, plus one additional half FTE.²⁵
16. Actual salaries and wages costs incurred in 2022 were \$1.09 million. Staffing and wages costs were higher than forecast due to the Carbon Strategy team averaging 6.5 FTEs throughout 2022, one more than the 5.5 FTEs forecast. The increase in number of FTE's in 2022, reflects the resource requirements to facilitate compliance with the GGPPA and EPS Regulation, as well as supporting the Company in understanding and responding to new federal and provincial regulations related to GHG emission reductions.
17. The roles and responsibilities of the 6.5 FTEs that comprised the Carbon Strategy team in 2022 are outlined in the interrogatory response to Exhibit I.STAFF.5 of the 2023 Application.²⁶ While the individuals on the Carbon Strategy team are not solely allocated to work related to Enbridge Gas's carbon pricing obligations, each individual is allocated solely to work associated with the impacts of federal and provincial regulations related to GHG emissions requirements for Enbridge Gas. All of the FTEs in the Carbon Strategy team are incremental to what is included in base rates. These roles and responsibilities fit within the GGEADA definition of, "To record, as a debit (credit) in Deferral Account No. 179-501, the Administration costs associated with the impacts of federal and provincial regulations related to greenhouse gas emission requirements" as approved in the 2022 Application.²⁷
18. In addition to the current federal and provincial climate policies that impact Enbridge Gas, such as the GGPPA and the EPS Regulation, the need to act against climate

²⁵ EB-2021-0209, EGI 2022 FCPP Application, Interrogatory Responses, Exhibit I.STAFF.4.

²⁶ EB-2022-0194, EGI 2023 FCPP Application, Interrogatory Responses, Exhibit I.STAFF.5.

²⁷ EB-2021-0209, EGI 2022 FCPP Application, September 29, 2021, Exhibit C, Attachment 1, p.3.

change has led the federal and provincial governments to develop climate targets, plans, policies and regulations to reduce GHG emissions and transition to a low-carbon economy, which may impact the Company's business.²⁸ As this is a time of rapid policy evolution at both levels of government, Enbridge Gas expects that new climate policies and regulations will be coming into place. To stay abreast of the emerging and evolving government actions, individuals on the Carbon Strategy team are responsible for analysing the immediate or future impacts of developing federal and provincial regulations related to GHG emissions, climate change and energy transition on Enbridge Gas's operations.

Consulting and External Legal Support

19. In its 2022 Application, Enbridge Gas forecast consulting and external legal support costs of \$0.30 million for 2022.²⁹ Actual consulting and external legal support costs incurred in 2022 were \$0.11 million. Consulting and external legal support costs were lower than forecast due to Enbridge Gas leveraging existing internal FTE resources where applicable and utilizing the credit procurement work completed in 2021 for credit transactions completed in 2022.

GHG Reporting and Verification

20. In its 2022 Application, Enbridge Gas forecast costs of \$0.05 million for GHG reporting and verification of its 2021 OBPS emissions, completed in 2022.³⁰ Actual GHG reporting and verification costs incurred in 2022 were \$0.05 million, all of which was related to the verification of its 2021 OBPS report by a third-party auditor as required under the OBPS Regulations.

Bad Debt

21. In its 2022 FCPP Application, Enbridge Gas updated its 2022 bad debt forecasts as

²⁸ Refer to EB-2022-0200, Exhibit 1, Tab 10, Schedule 6, pp. 1-13 for emerging climate change and energy transition policies by the federal and provincial governments.

²⁹ EB-2021-0209, EGI 2022 FCPP Application, September 29, 2021, Exhibit C, p. 11.

³⁰ EB-2021-0209, EGI 2022 FCPP Application, September 29, 2021, Exhibit C, pp. 11-12.

there was an update to the forecasting methodology.³¹ The bad debt cost forecasts were updated to \$3.72 million for 2022.³² Actual bad debt costs incurred in 2022 were \$3.75 million.

22. As outlined in EB-2021-0209, Exhibit I.VECC.7, the bad debt forecasting methodology distinguishes FCPP-related bad debt from “regular” bad debt by taking a percentage of the total Company bad debt based on the percentage of the total bill related to FCPP. The contributing factor to the forecast variance is an increase in actual total Company bad debt from what was forecast.

23. The \$3.75 million represents total 2022 bad debt related to the Federal Carbon Charge, with no amount removed due to COVID-19 impacts. Since the start of the COVID-19 pandemic in 2020, bad debt has increased for reasons that go beyond COVID-19 impacts; for example, the annual increase in Federal Carbon Charge rate in proportion to the total bill, and the year-over-year increase in total bad debt as a function of historic arrear balances, bankruptcy, gas prices, unemployment, inflation and general economic factors. Due to these factors impacting bad debt by varying degrees, it is not possible to isolate the bad debt increases as a function of a single cause and then translate that into a specific dollar amount of impact, whether that be due to COVID-19 impacts or any other general economic impacts. Therefore, Enbridge Gas is unable to segregate COVID-19 impacts from the regular FCPP-related bad debt allocated to the 2022 GGEADAs.

Other Miscellaneous Costs

24. In its 2022 Application, Enbridge Gas forecast 2022 other miscellaneous costs of \$0.15 million associated with customer outreach and communications, training, conferences, travel expenses, memberships and subscriptions associated with the GGPPA, EPS Regulation or other GHG or carbon pricing programs.³³ Actual other

³¹ EB-2021-0209, EGI 2022 FCPP Application, Interrogatory Responses, Exhibit I.VECC.7.

³² EB-2021-0209, EGI 2022 FCPP Application, Interrogatory Responses, Exhibit I.VECC.7, p. 2.

³³ EB-2021-0209, EGI 2022 FCPP Application, September 29, 2021, Exhibit C, p. 12.

miscellaneous costs incurred in 2022 were \$0.06 million. To adapt to the COVID-19 emergency, internal and external events were able to proceed virtually which limited costs related to activities such as travel and conferences, therefore reducing actual miscellaneous costs. Enbridge Gas also leveraged existing customer communication pathways, such as QRAM bill inserts, mass emails, webpages, and social media to communicate to customers regarding the FCPP, thus reducing actual 2022 costs related to customer communications.

3.2 2022 Customer-Related Costs Recorded in the CCCVA

25. Enbridge Gas tracks the difference between the Federal Carbon Charge amount collected through rates and the actual costs incurred in the CCCVA for each of the EGD rate zone and the Union rate zones. Enbridge Gas's customer-related obligation for January 1, 2022 to December 31, 2022 was \$1,481.53 million.
26. Enbridge Gas has recorded a 2022 customer-related variance of four thousand, nine hundred and twenty four dollars and thirty-seven cents (\$(4,924.37)) in the CCCVAs, including four thousand and forty-five dollars and thirty-four cents (\$(4,045.34)) for the EGD rate zone and eight hundred and seventy-nine dollars and three cents (\$(879.03)) for the Union rate zones. This reflects a variance between the amount of revenue billed through the Federal Carbon Charge and the subsequent amount Enbridge Gas remitted to the CRA.
27. The variances recorded are due to deliveries of renewable natural gas (RNG) and hydrogen to customers in 2022, through the Company's OptUp program and Low Carbon Energy Project (LCEP), respectively. Under the GGPPA and Fuel Charge Regulations, RNG and hydrogen are not subject to the Federal Carbon Charge.
28. Due to billing system functionality constraints, Enbridge Gas cannot reduce the Federal Carbon Charge only on the portion of a system supply customer's bill that is RNG or hydrogen. Given the limited quantity of exempt fuels delivered to customers to date, modifying the billing system to implement this functionality would

significantly increase administrative complexity and costs, for limited economic benefit to customers. Thus, Enbridge Gas applies the Federal Carbon Charge to all volumes of gas delivered to customers, including on the RNG and hydrogen volumes. As RNG and hydrogen delivered by Enbridge Gas reduces the Company's Federal Carbon Charge obligations and subsequent remittance to the CRA, any variance between the Federal Carbon Charges remitted to the CRA and the amount charged to customers are tracked in the CCCVAs, to be disposed to all customers subject to the Federal Carbon Charge.³⁴

29. The variances are minor due to lower-than-expected participation in the OptUp program, leading to Enbridge Gas only procuring a small amount of RNG in 2022. Additionally, hydrogen was not considered exempt from the Federal Carbon Charge until mid-2022, therefore limiting the hydrogen volumes eligible for exemption.
30. Due to the small balances in the CCCVAs, Enbridge Gas is proposing to defer disposition until the balances become substantial enough to allow for generation of a unit rate that could credit customers. Enbridge Gas forecasts that a balance of approximately \$25,000 (approximately \$15,000 for the EGD rate zone and approximately \$10,000 for the Union rate zones) would be required in order to generate a unit rate.

3.3 2022 Facility-Related Costs Recorded in the FCCVA

31. As set out in Exhibit A, Tab 2, Schedule 1, Enbridge Gas's facility-related volumes and associated costs are composed of Company Use Volumes (facilities which are not covered under the EPS) and EPS Volumes from January 1, 2022 to December 31, 2022. Enbridge Gas's 2022 facility-related obligation was \$4.42 million (\$1.52 million related to Company Use Volumes and \$2.91 million related to EPS Volumes), of which \$4.05 million is attributable to Enbridge Gas's regulated utility operations.

³⁴ EB-2020-0066, Decision and Order, September 24, 2020, pp. 16-17.

32. Enbridge Gas has recorded a 2022 facility-related variance of \$(3.55) million in the FCCVAs, including \$(0.29) million for the EGD rate zone and \$(3.26) million for the Union rate zones.³⁵ This reflects a variance between the actual and forecast facility-related costs, and a variance in the amount of revenue billed through the Facility Carbon Charge, due to a difference in Customer Volumes realized.

33. Through an interrogatory response at Exhibit I.STAFF.7 of the 2023 Application, Enbridge Gas explained that there was an error in forecasting the 2021 company own use volumes due to the incorrect heating degree day factors being used, which led to increased company use forecasts. This error extended to the 2022 company use volume forecasts filed in the 2022 Application, thus causing the actual 2022 company use volumes to be much lower than forecast.³⁶ Enbridge Gas has updated the 2022 company use forecasts in order to show a more accurate representation of the variance. Table 2 below shows the variance related to the difference between 2022 forecast regulated facility-related volumes and actual regulated facility-related volumes for 2022.

Table 2³⁷
2022 Regulated Facility-Related Volumes/Emissions and Costs

	Updated 2022 Forecasted Volumes & Emissions	Updated 2022 Forecasted Costs (\$millions)	2022 Actual Volumes & Emissions	2022 Actual Costs (\$millions)	Variance (\$millions)
Company Use	16,521 10 ³ m ³	1.45	17,266 10 ³ m ³	1.51	0.06
EPS	76,193 tCO ₂ e	3.81	50,811 tCO ₂ e	2.54	(1.27)
Total	-	5.26	-	4.05	(1.21)

³⁵ This variance reflects consideration of: (i) applying the Federal Carbon Charge Rate for Marketable Natural Gas of 7.83 ¢/m³ from January 1, 2022 – March 31, 2022 and 9.79 ¢/m³ from April 1, 2022 to December 31, 2022 set out in Exhibit A, Tab 2, Schedule 1, Table 1 to actual Company Use Volumes of natural gas consumed in the operation of Enbridge Gas's facilities from January 1, 2022 to December 31, 2022; (ii) Enbridge Gas's 2022 EPS obligation of \$2.54 million related to regulated utility operations for the January 1, 2022 to December 31, 2022 period; (iii) actual billed amounts for the January 1, 2022 to December 31, 2022 period; and (iv) interest of approximately \$(0.39) million.

³⁶ The regulated company use volume forecast, filed in Enbridge Gas's 2022 Application, was 27,781 10³m³.

³⁷ Only volumes/emissions and associated costs related to regulated utility operations are included.

34. The main driver of the \$(1.21) million variance is related to the difference between 2022 forecast regulated EPS emissions and actual regulated EPS emissions. This was due to lower than forecast EPS compressor fuel volumes, and a reduction to the actual 2022 emissions intensity (tCO_{2e}/MWh) related to transmission and storage operations, resulting in fewer EPS emissions and therefore a lower compliance obligation.

4. Forecast 2024 Administration Costs

35. In Enbridge Gas's 2024 Rebasing Application, the Company proposed to consolidate the two GGEADAs into one Enbridge Gas account and recover administrative costs associated with current federal and provincial regulations related to GHG emissions requirements through 2024 base rates, except for bad debt.³⁸ Enbridge Gas forecasted that these 2024 administrative costs, exclusive of bad debt, previously captured in the GGEADAs will total \$1.4 million.³⁹

36. In the Settlement Proposal to Enbridge Gas's 2024 Rebasing Application, parties agreed to consolidating the GGEADAs into a single Enbridge Gas account, on the condition the GGEADA be renamed the CCBDDA and the scope of the account be limited to recording bad debt costs associated with carbon charges.⁴⁰ The OEB approved of these account modifications, effective January 1, 2024, in its Decision on the Settlement Proposal.⁴¹

37. Therefore, starting in 2024, Enbridge Gas will only record FCPP-related bad debt costs in the CCBDDA. Accordingly, Enbridge Gas has provided a forecast for the 2024 bad debt costs for informational purposes only and will seek recovery of its actual 2024 bad debt costs in a future proceeding.

³⁸ EB-2022-0200, 2024 Rebasing Application, October 31, 2022, Exhibit 9, Tab 1, Schedule 2, p. 25.

³⁹ EB-2022-0200, 2024 Rebasing Application, Interrogatory Responses, March 8, 2023, Exhibit I.9.1-STAFF-251.

⁴⁰ EB-2022-0200, 2024 Rebasing Application, Partial Settlement Proposal, June 28, 2023, Exhibit O1, Tab 1, Schedule 1, pp. 53-55.

⁴¹ EB-2022-0200, Decision on Settlement Proposal, August 17, 2023, p.1.

Table 3
Forecast 2024 Bad Debt Costs

Cost Element	2024 Total Forecast Costs (\$millions)
Bad Debt	8.80

38. Enbridge Gas estimates that it will incur approximately \$8.80 million in incremental bad debt expenses in 2024 based on forecasted costs recoverable from customers as a result of the GGPPA and EPS Regulation, as set out in Exhibit B, Tab 1, Schedule 1. While Enbridge Gas has included total 2024 forecast bad debt costs in Table 3, only actual bad debt related to the GGPPA and EPS Regulation will be recorded in the CCBDDA.

COST RECOVERY

1. The purpose of this exhibit is to support Enbridge Gas's request to update the impacts of the GGPPA and EPS Regulation in rates for the EGD and Union rate zones, effective April 1, 2024 and to address the proposed allocation and disposition of Enbridge Gas's 2022 FCPP-related deferral and variance account balances, as described at Exhibit C, Tab 1, Schedule 1. Accordingly, Enbridge Gas requests approval of: (i) the proposed rate changes on a final basis, effective April 1, 2024; and (ii) the allocation and disposition of the 2022 FCPP-related deferral and variance account balances, excluding the Customer Carbon Charge – Variance Accounts (CCCVAs), to be disposed of in the first available QRAM following an OEB decision as early as April 1, 2024.¹

2. This exhibit of evidence is organized as follows:
 1. 2024 FCPP-Related Unit Rates
 - 1.1 2024 Federal Carbon Charge
 - 1.2 2024 Facility Carbon Charge
 - 1.3 2024 Administration Costs
 - 1.4 Bill Impacts of Carbon Charges
 2. 2022 Deferral and Variance Account Balances
 - 2.1 2022 CCCVA
 - 2.2 2022 FCCVA
 - 2.3 2022 GGEADA
 - 2.4 Proposed Disposition of Deferral and Variance Account Balances
 - 2.5 Bill Impacts of Deferral and Variance Account Disposition

Supporting schedules and appendices:

- Exhibit D, Tab 2, Schedules 1 to 5: Cost Recovery - EGD Rate Zone
- Exhibit D, Tab 3, Schedules 1 to 5: Cost Recovery - Union Rate Zones

¹ Refer to Exhibit C, Tab 1, Schedule 1 for more information on the proposal to defer disposition of the CCCVAs.

1. 2024 FCPP-Related Unit Rates

3. Under the GGPPA, Enbridge Gas is required to remit payment of the Federal Carbon Charge to the Government of Canada for volumes delivered to its customers and for Company Use Volumes. Enbridge Gas is also required to remit payment for any excess emissions related to EPS volumes. These costs will be recovered from customers through the Federal Carbon Charge and Facility Carbon Charge unit rates, respectively.
4. The Federal Carbon Charge and Facility Carbon Charge unit rates are summarized at Exhibit D, Tab 2, Schedule 1, page 3 for the EGD rate zone and at Exhibit D, Tab 3, Schedule 1, page 3 for the Union rate zones. A summary of the Federal Carbon Charge and Facility Carbon Charge unit rates by rate class for the EGD rate zone is provided at Exhibit D, Tab 2, Schedule 1, pages 4 to 5.

1.1 2024 Federal Carbon Charge

5. Effective April 1, 2024, Enbridge Gas proposes to increase the Federal Carbon Charge from 12.3900 ¢/m³ (or \$65/tCO_{2e}) to 15.2500 ¢/m³ (or \$80/tCO_{2e}), as outlined in the GGPPA and set out at Exhibit A, Tab 2, Schedule 1, Table 1.²
6. The Federal Carbon Charge is applicable to distribution customers in all rate zones. Entities that are exempt under Part 1 of the GGPPA will not be charged the Federal Carbon Charge. Further, Enbridge Gas will apply 20% of the Federal Carbon Charge to distribution volumes for eligible commercial greenhouse customers, resulting in 80% greenhouse relief. The Federal Carbon Charge is shown as a separate line item on customers' bills, where applicable.
7. Enbridge Gas will track the difference between the Federal Carbon Charge amount collected through rates and the actual costs incurred in the CCCVA.

² The GGPPA, Schedule 2 and Schedule 4, <https://laws-lois.justice.gc.ca/PDF/G-11.55.pdf>.

8. The Federal Carbon Charge customer-related forecast volumes and costs by rate class for the April 1, 2024 to March 31, 2025 period is set out at Exhibit D, Tab 2, Schedule 1, page 1 for the EGD rate zone and at Exhibit D, Tab 3, Schedule 1, page 1 for the Union rate zones.

1.2 2024 Facility Carbon Charge

9. Enbridge Gas incurs costs of compliance with the GGPPA and EPS Regulation that are associated with its own operations. Enbridge Gas's Facility Carbon Charge costs are incurred in relation to both Company Use Volumes (generated from distribution buildings, boilers/line heaters and NGV fleet volumes) and EPS Volumes (generated from compressor fuel volumes). The total estimated Facility Carbon Charge cost for the April 1, 2024 to March 31, 2025 time period is \$7.137 million; \$1.060 million for the EGD rate zone and \$6.077 million for the Union rate zones, as detailed at Exhibit B, Tab 2, Schedule 1 and at Exhibit B, Tab 3, Schedule 1 respectively.
10. Enbridge Gas recovers Facility Carbon Charge costs from rate classes based on in-franchise delivery volumes and ex-franchise transportation volumes. All customers in each rate class are responsible for the Facility Carbon Charge costs, regardless of whether the customer is exempt from the Federal Carbon Charge. Enbridge Gas adds the Facility Carbon Charge to the current approved delivery or transportation charges on customers' bills.
11. A common Facility Carbon Charge was approved by the Board in its Decision and Order for the Company's 2023 Application to be implemented with the January 1, 2024 QRAM.³ Effective April 1, 2024, Enbridge Gas is proposing to decrease the common Facility Carbon Charge from 0.0159 ¢/m³ to 0.0143 ¢/m³. When expressed in \$/GJ, the Facility Carbon Charge remains unchanged at \$0.004/GJ. The derivation of the 2024 Facility Carbon Charge is detailed at Exhibit D, Tab 2, Schedule 1 and Exhibit D, Tab 3, Schedule 1.

³ EB-2022-0194 Decision and Order, February 9, 2023, pp. 7 – 8.

12. As filed in the 2023 Application, Enbridge Gas will track the difference between the amount collected through rates and the actual costs incurred in the FCCVA.

1.3 2024 Administration Costs

13. Administration costs incurred in 2024 will be recorded in the CCBDDA and disposed of in a future proceeding, as described at Exhibit A, Tab 2, Schedule 1 and Exhibit C, Tab 1, Schedule 1.

1.4 Bill Impacts of Carbon Charges

14. For the EGD rate zone, the bill impact of the 2024 carbon charges for a typical residential customer with annual consumption of 2,400 m³ is \$366.35 per year, which is an increase of \$68.79 per year over 2023. Exhibit D, Tab 2, Schedule 2 details customer bill impacts for the EGD rate zone relative to October 1, 2023 QRAM rates (EB-2023-0211).

15. For the Union rate zones, the bill impact of the 2024 carbon charges for a typical residential customer with annual consumption of 2,200 m³ is \$335.83 per year, which is an increase of \$62.91 per year over 2023. Exhibit D, Tab 3, Schedule 2 details customer bill impacts for the Union rate zones relative to October 1, 2023 QRAM rates (EB-2023-0211).

2. 2022 Deferral and Variance Account Balances

16. Enbridge Gas is requesting approval of the allocation and disposition of the 2022 final balances in its GGEADA and FCCVA for each of the EGD and Union rate zones. Although there are small balances in the CCCVAs for both the EGD and Union rate zones, Enbridge Gas is proposing to defer disposition until the balances are larger. A description of 2022 FCPP-related deferral and variance account balances is provided at Exhibit C, Tab 1, Schedule 1. The deferral and variance account balances are provided at Exhibit D, Tab 2, Schedule 3 for the EGD rate zone and at Exhibit D, Tab 3, Schedule 3 for the Union rate zones.

2.1 2022 CCCVA

17. As per Exhibit C, Tab 1, Schedule 1, Enbridge Gas proposes to defer disposition of the CCCVA balances.

2.2 2022 FCCVA

18. Enbridge Gas proposes to allocate FCCVA balances to rate classes in proportion to actual in-franchise distribution and ex-franchise transportation volumes from January 1, 2022 to December 31, 2022. Unit rates for disposition are derived using actual volumes for the January 1, 2022 to December 31, 2022 time period. The methodology to derive the allocation and disposition unit rates is the same for the EGD and Union rate zones.

2.3 2022 GGEADA

19. Enbridge Gas proposes to allocate GGEADA balances to rate classes in proportion to the number of customers for the EGD rate zone and 2013 OEB-approved administrative and general expenses for the Union rate zones. The proposed allocation methodologies for each rate zone are consistent with the allocations approved in the disposition of Enbridge Gas's 2021 FCPP-related deferral and variance account balances (EB-2022-0194). Unit rates for disposition are derived using actual volumes for the January 1, 2022 to December 31, 2022 time period. The methodology to derive the disposition unit rates is the same for the EGD and Union rate zones.

2.4 Proposed Disposition of Deferral and Variance Account Balances

20. Enbridge Gas proposes to dispose of the balances with a one-time billing adjustment recovered in one month for all customers in the EGD and the Union rate zones.

21. Enbridge Gas proposes to dispose of the approved 2022 FCPP-related deferral and variance account balances with the first QRAM application following the OEB's approval, as early as April 1, 2024. Unit rates for disposition can be found at

Exhibit D, Tab 2, Schedule 4 for the EGD rate zone and at Exhibit D, Tab 3, Schedule 4 for the Union rate zones.

2.5 Bill Impacts of Deferral and Variance Account Disposition

22. For the EGD rate zone, the bill impact of the proposed deferral and variance account balance disposition for a typical residential customer with annual consumption of 2,400 m³ is \$1.12. Exhibit D, Tab 2, Schedule 5 details the customer bill impacts for the EGD rate zone.

23. For the Union rate zones, the bill impact of the proposed deferral and variance account balance disposition for a typical residential customer with annual consumption of 2,200 m³ is \$0.81 for customers in the Union South rate zone and \$1.06 for customers in the Union North rate zone. Exhibit D, Tab 3, Schedule 5 details customer bill impacts for the Union rate zones.

ENBRIDGE GAS INC.
 EGD Rate Zone

TABLE 1: 2024 CUSTOMER-RELATED VOLUMES AND DERIVATION OF FEDERAL CARBON CHARGE UNIT RATE

	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
Line	Rate	Forecast Volumes ¹ (10 ³ m ³)	Less: Transportation Volumes (10 ³ m ³)	Customer-Related Forecast Volumes ² (10 ³ m ³)	EPS Participant & Other Exempt Volumes ³ (10 ³ m ³)	Net Volumes ⁴ (10 ³ m ³)	Federal Carbon Charge ⁵ (\$/m ³)	Federal Carbon Cost ⁶ (\$)	Federal Carbon Charge Unit Rate ⁷ (¢/m ³)
1.1	1	5,023,407	0	5,023,407	1,035	5,022,372	0.1525	765,911,788	
1.2	6	4,792,849	0	4,792,849	86,050	4,706,799	0.1525	717,786,895	
1.3	9	0	0	0	0	0	0.1525	0	
1.4	100	33,301	0	33,301	0	33,301	0.1525	5,078,426	
1.5	110	1,159,284	0	1,159,284	463,913	695,371	0.1525	106,044,034	
1.6	115	368,747	0	368,747	362,683	6,065	0.1525	924,841	
1.7a	125	1,000,954	0	1,000,954	1,000,954	0	0.1525	0	
1.8	135	57,119	0	57,119	0	57,119	0.1525	8,710,663	
1.9	145	18,683	0	18,683	5,438	13,245	0.1525	2,019,894	
1.10	170	242,338	0	242,338	204,912	37,426	0.1525	5,707,427	
1.11	200	187,850	0	187,850	187,850	0	0.1525	0	
1.12	300	88	0	88	0	88	0.1525	13,452	
1.13	332	2,254,826	2,254,826	0	0	0	0.1525	0	
1	Total	15,139,447	2,254,826	12,884,621	2,312,834	10,571,786		1,612,197,420	15.2500

Notes:

- (1) Exhibit B, Tab 2, Schedule 2, Col. 1 + Rate 332 forecast volume.
 (2) Col. 1 - Col. 2.
 (3) Exhibit B, Tab 2, Schedule 2, Col. 2.
 (4) Col. 3 - Col. 4.
 (5) Exhibit B, Tab 2, Schedule 6, Line 2.
 (6) Col. 5 x Col. 6 x 1000.
 (7) (Col. 7 / (Col. 5 x 1000)) x 100.

ENBRIDGE GAS INC.
 EGD Rate Zone
TABLE 2: DERIVATION OF 2024 FACILITY CARBON CHARGE

Line No.	Particulars	Col. 1 Enbridge Gas Combined
1	Total Facility Carbon Cost (\$000's)	7,137 ¹
2	2024 Forecast Volumes (10 ³ m ³)	49,923,705 ²
3	Facility Carbon Charge (cents / m ³) (line 1 / line 2 * 100)	0.0143
4	Facility Carbon Charge (\$/GJ) (line 3 / Heat Value * 10) ^x	0.004 ³

Notes:

- (1) Exhibit B, Tab 2, Schedule 6, Line 12/1000 + Exhibit B, Tab 3, Schedule 6, Line 12/1000
- (2) Exhibit D, Tab 2, Schedule 1, Page 1, Column 1, Line 1 + Exhibit D, Tab 3, Schedule 1, Column (a), Line 25
- (3) Per Exhibit D, Tab 1, Schedule 1, the common Facility Carbon Charge is applicable to all customers.
 Conversion to GJs based on heat value adjustment of 39.17 GJ/10³m³.

ENBRIDGE GAS INC.
 EGD Rate Zone
TABLE 3: 2024 CARBON CHARGE UNIT RATE SUMMARY

Line	Unit Rate (¢/m ³)	Col. 1
1 Federal Carbon Charge	15.2500	1
2 Facility Carbon Charge	0.0143	2
3 Total	15.2643	3

Notes:

- (1) Table 1, Line 1, Col. 8.
- (2) Table 2, Line 3, Col. 1.
- (3) Line 1 + Line 2.

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Exhibit D

Tab 2

Schedule 1

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ENBRIDGE GAS INC.

EGD Rate Zone

TABLE 4: 2024 CARBON CHARGE UNIT RATE BY RATE CLASS

Rate Class		(¢/m ³)
Rate 1	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143
Rate 6	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143
Rate 9	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143
Rate 100	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143
Rate 110	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143
Rate 115	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143
Rate 125	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143
Rate 135	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143
Rate 145	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143

Rate Class		(¢/m ³)
Rate 170	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143
Rate 200	Federal Carbon Charge (If Applicable)	0.0000
	Facility Carbon Charge	0.0143
Rate 300	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143
Rate 300 Interruptible	Federal Carbon Charge (If Applicable)	15.2500
	Facility Carbon Charge	0.0143
Rate 315	Federal Carbon Charge (If Applicable)	0.0000
	Facility Carbon Charge	0.0143
Rate 316	Federal Carbon Charge (If Applicable)	0.0000
	Facility Carbon Charge	0.0143
Rate 320	Federal Carbon Charge (If Applicable)	0.0000
	Facility Carbon Charge	0.0000
Rate 325	Federal Carbon Charge (If Applicable)	0.0000
	Facility Carbon Charge	0.0143
Rate 330	Federal Carbon Charge (If Applicable)	0.0000
	Facility Carbon Charge	0.0143
Rate 331	Federal Carbon Charge (If Applicable)	0.0000
	Facility Carbon Charge	0.0143
Rate 332	Federal Carbon Charge (If Applicable)	0.0000
	Facility Carbon Charge	0.0143

EGD RATE ZONE

ANNUAL BILL COMPARISON - RESIDENTIAL CUSTOMERS
INCLUDING FEDERAL CARBON PRICING IMPACTS FOR NON-EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
		Heating & Water Htg.				Heating, Water Htg. & Other Uses				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
1.1	VOLUME	m ³	3,064	3,064	0	0.0%	4,691	4,691	0	0.0%
1.2	CUSTOMER CHG.	\$	274.56	274.56	0.00	0.0%	274.56	274.56	0.00	0.0%
1.3	DISTRIBUTION CHG.	\$	288.67	288.47	0.20	0.1%	435.22	434.92	0.30	0.1%
1.4	LOAD BALANCING	§ \$	178.09	178.09	0.00	0.0%	272.66	272.66	0.00	0.0%
1.5	SALES COMMDTY	\$	404.36	404.36	0.00	0.0%	619.08	619.08	0.00	0.0%
1.6	FEDERAL CARBON CHARGE	\$	467.26	379.63	87.63	23.1%	715.38	581.21	134.16	23.1%
1.7	TOTAL SALES	\$	1,612.94	1,525.11	87.83	5.8%	2,316.89	2,182.43	134.46	6.2%
1.8	TOTAL T-SERVICE	\$	1,208.58	1,120.75	87.83	7.8%	1,697.81	1,563.35	134.46	8.6%

		Heating Only				Heating & Water Htg.				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
2.1	VOLUME	m ³	1,955	1,955	0	0.0%	2,005	2,005	0	0.0%
2.2	CUSTOMER CHG.	\$	274.56	274.56	0.00	0.0%	274.56	274.56	0.00	0.0%
2.3	DISTRIBUTION CHG.	\$	185.14	185.02	0.13	0.1%	192.65	192.52	0.13	0.1%
2.4	LOAD BALANCING	§ \$	113.63	113.63	0.00	0.0%	116.54	116.54	0.00	0.0%
2.5	SALES COMMDTY	\$	258.00	258.00	0.00	0.0%	264.60	264.60	0.00	0.0%
2.6	FEDERAL CARBON CHARGE	\$	298.14	242.22	55.91	23.1%	305.76	248.42	57.34	23.1%
2.7	TOTAL SALES	\$	1,129.48	1,073.44	56.04	5.2%	1,154.11	1,096.64	57.47	5.2%
2.8	TOTAL T-SERVICE	\$	871.47	815.43	56.04	6.9%	889.51	832.04	57.47	6.9%

§ The Load Balancing Charge shown here includes transportation charges

EGD RATE ZONE

ANNUAL BILL COMPARISON - RESIDENTIAL CUSTOMERS INCLUDING FEDERAL CARBON PRICING IMPACTS FOR NON-EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
		Heating, Pool Htg. & Other Uses				General & Water Htg.				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
3.1	VOLUME	m ³	5,048	5,048	0	0.0%	1,081	1,081	0	0.0%
3.2	CUSTOMER CHG.	\$	274.56	274.56	0.00	0.0%	274.56	274.56	0.00	0.0%
3.3	DISTRIBUTION CHG.	\$	468.05	467.73	0.32	0.1%	108.73	108.66	0.07	0.1%
3.4	LOAD BALANCING	§ \$	293.41	293.41	0.00	0.0%	62.83	62.83	0.00	0.0%
3.5	SALES COMMDTY	\$	666.19	666.19	0.00	0.0%	142.66	142.66	0.00	0.0%
3.6	FEDERAL CARBON CHARGE	\$	769.82	625.45	144.37	23.1%	164.85	133.94	30.92	23.1%
3.7	TOTAL SALES	\$	2,472.03	2,327.33	144.70	6.2%	753.63	722.65	30.99	4.3%
3.8	TOTAL T-SERVICE	\$	1,805.84	1,661.14	144.70	8.7%	610.97	579.99	30.99	5.3%

		Heating & Water Htg.				Heating & Water Htg.				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
4.1	VOLUME	m ³	2,480	2,480	0	0.0%	2,400	2,400	0	0.0%
4.2	CUSTOMER CHG.	\$	274.56	274.56	0.00	0.0%	274.56	274.56	0.00	0.0%
4.3	DISTRIBUTION CHG.	\$	235.69	235.53	0.16	0.1%	228.15	227.99	0.15	0.1%
4.4	LOAD BALANCING	§ \$	144.15	144.15	0.00	0.0%	139.50	139.50	0.00	0.0%
4.5	SALES COMMDTY	\$	327.29	327.29	0.00	0.0%	316.73	316.73	0.00	0.0%
4.6	FEDERAL CARBON CHARGE	\$	378.20	307.27	70.93	23.1%	366.00	297.36	68.64	23.1%
4.7	TOTAL SALES	\$	1,359.89	1,288.80	71.09	5.5%	1,324.94	1,256.14	68.79	5.5%
4.8	TOTAL T-SERVICE	\$	1,032.60	961.51	71.09	7.4%	1,008.21	939.41	68.79	7.3%

§ The Load Balancing Charge shown here includes transportation charges

EGD RATE ZONE

ANNUAL BILL COMPARISON - COMMERCIAL & INDUSTRIAL CUSTOMERS INCLUDING FEDERAL CARBON PRICING IMPACTS FOR NON-EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
Commercial Heating & Other Uses										
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
1.1	VOLUME	m ³	22,606	22,606	0	0.0%	29,278	29,278	0	0.0%
1.2	CUSTOMER CHG.	\$	930.96	930.96	0.00	0.0%	930.96	930.96	0.00	0.0%
1.3	DISTRIBUTION CHG.	\$	1,694.79	1,693.34	1.45	0.1%	2,174.48	2,172.61	1.87	0.1%
1.4	LOAD BALANCING	§ \$	1,290.80	1,290.80	0.00	0.0%	1,671.77	1,671.77	0.00	0.0%
1.5	SALES COMMDTY	\$	2,988.60	2,988.60	0.00	0.0%	3,870.67	3,870.67	0.00	0.0%
1.6	FEDERAL CARBON CHARGE	\$	3,447.42	2,800.88	646.53	23.1%	4,464.90	3,627.54	837.35	23.1%
1.7	TOTAL SALES	\$	10,352.57	9,704.59	647.98	6.7%	13,112.78	12,273.55	839.22	6.8%
1.8	TOTAL T-SERVICE	\$	7,363.96	6,715.98	647.98	9.6%	9,242.11	8,402.88	839.22	10.0%
Medium Commercial Customer										
			(A)	(B)	CHANGE		(A)	(B)	CHANGE	
					(A) - (B)	%			(A) - (B)	%
2.1	VOLUME	m ³	169,563	169,563	0	0.0%	339,125	339,125	0	0.0%
2.2	CUSTOMER CHG.	\$	930.96	930.96	0.00	0.0%	930.96	930.96	0.00	0.0%
2.3	DISTRIBUTION CHG.	\$	9,122.77	9,111.92	10.85	0.1%	16,700.73	16,679.02	21.70	0.1%
2.4	LOAD BALANCING	§ \$	9,682.04	9,682.04	0.00	0.0%	19,364.01	19,364.01	0.00	0.0%
2.5	SALES COMMDTY	\$	22,416.90	22,416.90	0.00	0.0%	44,833.67	44,833.67	0.00	0.0%
2.6	FEDERAL CARBON CHARGE	\$	25,858.36	21,008.86	4,849.50	23.1%	51,716.56	42,017.59	9,698.98	23.1%
2.7	TOTAL SALES	\$	68,011.03	63,150.67	4,860.35	7.7%	133,545.93	123,825.25	9,720.68	7.9%
2.8	TOTAL T-SERVICE	\$	45,594.13	40,733.77	4,860.35	11.9%	88,712.26	78,991.58	9,720.68	12.3%

§ The Load Balancing Charge shown here includes transportation charges

EGD RATE ZONE

ANNUAL BILL COMPARISON - COMMERCIAL & INDUSTRIAL CUSTOMERS INCLUDING FEDERAL CARBON PRICING IMPACTS FOR NON-EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
Industrial General Use										
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
3.1	VOLUME	m ³	43,285	43,285	0	0.0%	63,903	63,903	0	0.0%
3.2	CUSTOMER CHG.	\$	930.96	930.96	0.00	0.0%	930.96	930.96	0.00	0.0%
3.3	DISTRIBUTION CHG.	\$	3,004.34	3,001.57	2.77	0.1%	4,028.92	4,024.83	4.09	0.1%
3.4	LOAD BALANCING	§ \$	2,471.57	2,471.57	0.00	0.0%	3,648.86	3,648.86	0.00	0.0%
3.5	SALES COMMDTY	\$	5,722.45	5,722.45	0.00	0.0%	8,448.23	8,448.23	0.00	0.0%
3.6	FEDERAL CARBON CHARGE	\$	6,600.96	5,363.01	1,237.95	23.1%	9,745.21	7,917.58	1,827.63	23.1%
3.7	TOTAL SALES	\$	18,730.28	17,489.56	1,240.72	7.1%	26,802.17	24,970.46	1,831.72	7.3%
3.8	TOTAL T-SERVICE	\$	13,007.83	11,767.11	1,240.72	10.5%	18,353.94	16,522.23	1,831.72	11.1%
Medium Industrial Customer										
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
4.1	VOLUME	m ³	169,563	169,563	0	0.0%	339,124	339,124	0	0.0%
4.2	CUSTOMER CHG.	\$	930.96	930.96	0.00	0.0%	930.96	930.96	0.00	0.0%
4.3	DISTRIBUTION CHG.	\$	9,342.51	9,331.66	10.85	0.1%	16,864.22	16,842.52	21.70	0.1%
4.4	LOAD BALANCING	§ \$	9,682.04	9,682.04	0.00	0.0%	19,363.96	19,363.96	0.00	0.0%
4.5	SALES COMMDTY	\$	22,416.90	22,416.90	0.00	0.0%	44,833.54	44,833.54	0.00	0.0%
4.6	FEDERAL CARBON CHARGE	\$	25,858.36	21,008.86	4,849.50	23.1%	51,716.41	42,017.46	9,698.95	23.1%
4.7	TOTAL SALES	\$	68,230.77	63,370.41	4,860.35	7.7%	133,709.09	123,988.44	9,720.65	7.8%
4.8	TOTAL T-SERVICE	\$	45,813.86	40,953.51	4,860.35	11.9%	88,875.55	79,154.90	9,720.65	12.3%
Large Industrial Customer										
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	

§ The Load Balancing Charge shown here includes transportation charges

EGD RATE ZONE

ANNUAL BILL COMPARISON - LARGE VOLUME CUSTOMERS INCLUDING FEDERAL CARBON PRICING IMPACTS FOR NON-EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
Rate 100 - Small Commercial Firm										
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
1.1	VOLUME	m ³	339,188	339,188	0	0.0%	598,567	598,567	0	0.0%
1.2	CUSTOMER CHG.	\$	1,613.64	1,613.64	0.00	0.0%	1,613.64	1,613.64	0.00	0.0%
1.3	DISTRIBUTION CHG.	\$	14,889.15	14,867.44	21.71	0.1%	72,471.09	72,432.78	38.31	0.1%
1.4	LOAD BALANCING	\$	19,367.61	19,367.61	0.00	0.0%	34,178.13	34,178.13	0.00	0.0%
1.5	SALES COMMDTY	\$	44,842.00	44,842.00	0.00	0.0%	79,132.93	79,132.93	0.00	0.0%
1.6	FEDERAL CARBON CHARGE	\$	51,726.17	42,025.39	9,700.78	23.1%	91,281.47	74,162.45	17,119.02	23.1%
1.7	TOTAL SALES	\$	132,438.57	122,716.09	9,722.48	7.9%	278,677.27	261,519.94	17,157.32	6.6%
1.8	TOTAL T-SERVICE	\$	87,596.57	77,874.09	9,722.48	12.5%	199,544.33	182,387.01	17,157.32	9.4%

Rate 100 - Large Industrial Firm

		(A)	(B)	CHANGE		
				(A) - (B)	%	
2.1	VOLUME	m ³	1,500,000	1,500,000	0	0.0%
2.2	CUSTOMER CHG.	\$	1,613.64	1,613.64	0.00	0.0%
2.3	DISTRIBUTION CHG.	\$	145,533.09	145,437.09	96.00	0.1%
2.4	LOAD BALANCING	\$	85,649.90	85,649.90	0.00	0.0%
2.5	SALES COMMDTY	\$	198,305.95	198,305.95	0.00	0.0%
2.6	FEDERAL CARBON CHARGE	\$	228,750.00	185,850.00	42,900.00	23.1%
2.7	TOTAL SALES	\$	659,852.58	616,856.58	42,996.00	7.0%
2.8	TOTAL T-SERVICE	\$	461,546.63	418,550.63	42,996.00	10.3%

EGD RATE ZONE

ANNUAL BILL COMPARISON - LARGE VOLUME CUSTOMERS
INCLUDING FEDERAL CARBON PRICING IMPACTS FOR NON-EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8
Rate 145 - Small Commercial Interr.									
		(A)	(B)	CHANGE		(A)	(B)	CHANGE	
				(A) - (B)	%			(A) - (B)	%
3.1	VOLUME	m ³ 339,188	339,188	0	0.0%	598,568	598,568	0	0.0%
3.2	CUSTOMER CHG.	\$ 1,631.16	1,631.16	0.00	0.0%	1,631.16	1,631.16	0.00	0.0%
3.3	DISTRIBUTION CHG.	\$ 25,717.95	25,696.24	21.71	0.1%	42,219.45	42,181.14	38.31	0.1%
3.4	LOAD BALANCING	\$ 15,077.17	15,077.17	0.00	0.0%	26,607.33	26,607.33	0.00	0.0%
3.5	SALES COMMDTY	\$ 44,647.22	44,647.22	0.00	0.0%	78,789.33	78,789.33	0.00	0.0%
3.6	FEDERAL CARBON CHARGE	\$ 51,726.17	42,025.39	9,700.78	23.1%	91,281.62	74,162.58	17,119.04	23.1%
3.7	TOTAL SALES	\$ 138,799.66	129,077.17	9,722.48	7.5%	240,528.88	223,371.53	17,157.35	7.7%
3.8	TOTAL T-SERVICE	\$ 94,152.44	84,429.96	9,722.48	11.5%	161,739.55	144,582.20	17,157.35	11.9%
Rate 145 - Small Industrial Interr.									
		(A)	(B)	CHANGE		(A)	(B)	CHANGE	
				(A) - (B)	%			(A) - (B)	%
4.1	VOLUME	m ³ 339,188	339,188	0	0.0%	598,567	598,567	0	0.0%
4.2	CUSTOMER CHG.	\$ 1,631.16	1,631.16	0.00	0.0%	1,631.16	1,631.16	0.00	0.0%
4.3	DISTRIBUTION CHG.	\$ 25,993.85	25,972.14	21.71	0.1%	42,463.65	42,425.35	38.31	0.1%
4.4	LOAD BALANCING	\$ 15,077.17	15,077.17	0.00	0.0%	26,607.28	26,607.28	0.00	0.0%
4.5	SALES COMMDTY	\$ 44,647.22	44,647.22	0.00	0.0%	78,789.20	78,789.20	0.00	0.0%
4.6	FEDERAL CARBON CHARGE	\$ 51,726.17	42,025.39	9,700.78	23.1%	91,281.47	74,162.45	17,119.02	23.1%
4.7	TOTAL SALES	\$ 139,075.56	129,353.07	9,722.48	7.5%	240,772.75	223,615.43	17,157.32	7.7%
4.8	TOTAL T-SERVICE	\$ 94,428.34	84,705.86	9,722.48	11.5%	161,983.56	144,826.23	17,157.32	11.8%

EGD RATE ZONE

ANNUAL BILL COMPARISON - LARGE VOLUME CUSTOMERS
INCLUDING FEDERAL CARBON PRICING IMPACTS FOR NON-EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
		Rate 110 - Small Ind. Firm - 50% LF				Rate 110 - Average Ind. Firm - 50% LF				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
5.1	VOLUME	m ³	598,568	598,568	0	0.0%	9,976,121	9,976,121	0	0.0%
5.2	CUSTOMER CHG.	\$	7,722.60	7,722.60	0.00	0.0%	7,722.60	7,722.60	0.00	0.0%
5.3	DISTRIBUTION CHG.	\$	15,885.11	15,846.80	38.31	0.2%	260,555.66	259,917.19	638.47	0.2%
5.4	LOAD BALANCING	\$	27,824.48	27,824.48	0.00	0.0%	463,740.81	463,740.81	0.00	0.0%
5.5	SALES COMMDTY	\$	78,765.74	78,765.74	0.00	0.0%	1,312,760.69	1,312,760.69	0.00	0.0%
5.6	FEDERAL CARBON CHARGE	\$	91,281.62	74,162.58	17,119.04	23.1%	1,521,358.45	1,236,041.39	285,317.06	23.1%
5.7	TOTAL SALES	\$	221,479.55	204,322.20	17,157.35	8.4%	3,566,138.21	3,280,182.68	285,955.53	8.7%
5.8	TOTAL T-SERVICE	\$	142,713.81	125,556.46	17,157.35	13.7%	2,253,377.53	1,967,421.99	285,955.53	14.5%
		Rate 110 - Average Ind. Firm - 75% LF				Rate 115 - Large Ind. Firm - 80% LF				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
6.1	VOLUME	m ³	9,976,120	9,976,120	0	0.0%	69,832,850	69,832,850	0	0.0%
6.2	CUSTOMER CHG.	\$	7,722.60	7,722.60	0.00	0.0%	8,185.32	8,185.32	0.00	0.0%
6.3	DISTRIBUTION CHG.	\$	208,518.34	207,879.86	638.47	0.3%	1,149,601.84	1,145,132.53	4,469.30	0.4%
6.4	LOAD BALANCING	\$	463,740.76	463,740.76	0.00	0.0%	3,123,393.62	3,123,393.62	0.00	0.0%
6.5	SALES COMMDTY	\$	1,312,760.55	1,312,760.55	0.00	0.0%	9,189,325.19	9,189,325.19	0.00	0.0%
6.6	FEDERAL CARBON CHARGE	\$	1,521,358.30	1,236,041.27	285,317.03	23.1%	10,649,509.63	8,652,290.12	1,997,219.51	23.1%
6.7	TOTAL SALES	\$	3,514,100.55	3,228,145.05	285,955.50	8.9%	24,120,015.59	22,118,326.78	2,001,688.81	9.0%
6.8	TOTAL T-SERVICE	\$	2,201,340.00	1,915,384.49	285,955.50	14.9%	14,930,690.40	12,929,001.59	2,001,688.81	15.5%

EGD RATE ZONE

ANNUAL BILL COMPARISON - LARGE VOLUME CUSTOMERS
INCLUDING FEDERAL CARBON PRICING IMPACTS FOR NON-EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
Rate 135 - Seasonal Firm										
Rate 170 - Average Ind. Interr. - 50% LF										
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
7.1	VOLUME	m ³	598,567	598,567	0	0.0%	9,976,121	9,976,121	0	0.0%
7.2	CUSTOMER CHG.	\$	1,522.68	1,522.68	0.00	0.0%	3,678.60	3,678.60	0.00	0.0%
7.3	DISTRIBUTION CHG.	\$	12,975.31	12,937.00	38.31	0.3%	81,860.87	81,222.40	638.47	0.8%
7.4	LOAD BALANCING	\$	21,111.92	21,111.92	0.00	0.0%	342,777.75	342,777.75	0.00	0.0%
7.5	SALES COMMDTY	\$	78,811.47	78,811.47	0.00	0.0%	1,312,760.66	1,312,760.66	0.00	0.0%
7.6	FEDERAL CARBON CHARGE	\$	91,281.47	74,162.45	17,119.02	23.1%	1,521,358.45	1,236,041.39	285,317.06	23.1%
7.7	TOTAL SALES	\$	205,702.85	188,545.53	17,157.32	9.1%	3,262,436.34	2,976,480.81	285,955.53	9.6%
7.8	TOTAL T-SERVICE	\$	126,891.38	109,734.06	17,157.32	15.6%	1,949,675.68	1,663,720.15	285,955.53	17.2%
Rate 170 - Average Ind. Interr. - 75% LF										
Rate 170 - Large Ind. Interr. - 75% LF										
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
8.1	VOLUME	m ³	9,976,120	9,976,120	0	0.0%	69,832,850	69,832,850	0	0.0%
8.2	CUSTOMER CHG.	\$	3,678.60	3,678.60	0.00	0.0%	3,678.60	3,678.60	0.00	0.0%
8.3	DISTRIBUTION CHG.	\$	73,856.48	73,218.00	638.47	0.9%	399,104.57	394,635.27	4,469.30	1.1%
8.4	LOAD BALANCING	\$	342,777.72	342,777.72	0.00	0.0%	2,399,444.38	2,399,444.38	0.00	0.0%
8.5	SALES COMMDTY	\$	1,312,760.53	1,312,760.53	0.00	0.0%	9,189,325.02	9,189,325.02	0.00	0.0%
8.6	FEDERAL CARBON CHARGE	\$	1,521,358.30	1,236,041.27	285,317.03	23.1%	10,649,509.63	8,652,290.12	1,997,219.51	23.1%
8.7	TOTAL SALES	\$	3,254,431.62	2,968,476.12	285,955.50	9.6%	22,641,062.19	20,639,373.38	2,001,688.81	9.7%
8.8	TOTAL T-SERVICE	\$	1,941,671.09	1,655,715.59	285,955.50	17.3%	13,451,737.18	11,450,048.36	2,001,688.81	17.5%

EGD RATE ZONE

ANNUAL BILL COMPARISON - RESIDENTIAL CUSTOMERS
INCLUDING FEDERAL CARBON PRICING IMPACTS FOR EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
		Heating & Water Htg.				Heating, Water Htg. & Other Uses				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
1.1	VOLUME	m ³	3,064	3,064	0	0.0%	4,691	4,691	0	0.0%
1.2	CUSTOMER CHG.	\$	274.56	274.56	0.00	0.0%	274.56	274.56	0.00	0.0%
1.3	DISTRIBUTION CHG.	\$	288.67	288.47	0.20	0.1%	435.22	434.92	0.30	0.1%
1.4	LOAD BALANCING	§	178.09	178.09	0.00	0.0%	272.66	272.66	0.00	0.0%
1.5	SALES COMMDTY	\$	404.36	404.36	0.00	0.0%	619.08	619.08	0.00	0.0%
1.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
1.7	TOTAL SALES	\$	1,145.68	1,145.48	0.20	0.0%	1,601.51	1,601.21	0.30	0.0%
1.8	TOTAL T-SERVICE	\$	741.32	741.12	0.20	0.0%	982.44	982.14	0.30	0.0%

		Heating Only				Heating & Water Htg.				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
2.1	VOLUME	m ³	1,955	1,955	0	0.0%	2,005	2,005	0	0.0%
2.2	CUSTOMER CHG.	\$	274.56	274.56	0.00	0.0%	274.56	274.56	0.00	0.0%
2.3	DISTRIBUTION CHG.	\$	185.14	185.02	0.13	0.1%	192.65	192.52	0.13	0.1%
2.4	LOAD BALANCING	§	113.63	113.63	0.00	0.0%	116.54	116.54	0.00	0.0%
2.5	SALES COMMDTY	\$	258.00	258.00	0.00	0.0%	264.60	264.60	0.00	0.0%
2.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
2.7	TOTAL SALES	\$	831.34	831.21	0.13	0.0%	848.35	848.22	0.13	0.0%
2.8	TOTAL T-SERVICE	\$	573.34	573.21	0.13	0.0%	583.75	583.62	0.13	0.0%

§ The Load Balancing Charge shown here includes transportation charges

EGD RATE ZONE

ANNUAL BILL COMPARISON - RESIDENTIAL CUSTOMERS
INCLUDING FEDERAL CARBON PRICING IMPACTS FOR EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
		Heating, Pool Htg. & Other Uses				General & Water Htg.				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
3.1	VOLUME	m ³	5,048	5,048	0	0.0%	1,081	1,081	0	0.0%
3.2	CUSTOMER CHG.	\$	274.56	274.56	0.00	0.0%	274.56	274.56	0.00	0.0%
3.3	DISTRIBUTION CHG.	\$	468.05	467.73	0.32	0.1%	108.73	108.66	0.07	0.1%
3.4	LOAD BALANCING	§ \$	293.41	293.41	0.00	0.0%	62.83	62.83	0.00	0.0%
3.5	SALES COMMDTY	\$	666.19	666.19	0.00	0.0%	142.66	142.66	0.00	0.0%
3.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
3.7	TOTAL SALES	\$	1,702.21	1,701.89	0.32	0.0%	588.78	588.71	0.07	0.0%
3.8	TOTAL T-SERVICE	\$	1,036.02	1,035.70	0.32	0.0%	446.12	446.05	0.07	0.0%

		Heating & Water Htg.				Heating & Water Htg.				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
4.1	VOLUME	m ³	2,480	2,480	0	0.0%	2,400	2,400	0	0.0%
4.2	CUSTOMER CHG.	\$	274.56	274.56	0.00	0.0%	274.56	274.56	0.00	0.0%
4.3	DISTRIBUTION CHG.	\$	235.69	235.53	0.16	0.1%	228.15	227.99	0.15	0.1%
4.4	LOAD BALANCING	§	144.15	144.15	0.00	0.0%	139.50	139.50	0.00	0.0%
4.5	SALES COMMDTY	\$	327.29	327.29	0.00	0.0%	316.73	316.73	0.00	0.0%
4.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
4.7	TOTAL SALES	\$	981.69	981.53	0.16	0.0%	958.94	958.78	0.15	0.0%
4.8	TOTAL T-SERVICE	\$	654.40	654.24	0.16	0.0%	642.21	642.05	0.15	0.0%

§ The Load Balancing Charge shown here includes transportation charges

EGD RATE ZONE

ANNUAL BILL COMPARISON - COMMERCIAL & INDUSTRIAL CUSTOMERS
INCLUDING FEDERAL CARBON PRICING IMPACTS FOR EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
		Commercial Heating & Other Uses				Com. Htg., Air Cond'ng & Other Uses				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
1.1	VOLUME	m ³	22,606	22,606	0	0.0%	29,278	29,278	0	0.0%
1.2	CUSTOMER CHG.	\$	930.96	930.96	0.00	0.0%	930.96	930.96	0.00	0.0%
1.3	DISTRIBUTION CHG.	\$	1,694.79	1,693.34	1.45	0.1%	2,174.48	2,172.61	1.87	0.1%
1.4	LOAD BALANCING	§	1,290.80	1,290.80	0.00	0.0%	1,671.77	1,671.77	0.00	0.0%
1.5	SALES COMMDTY	\$	2,988.60	2,988.60	0.00	0.0%	3,870.67	3,870.67	0.00	0.0%
1.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
1.7	TOTAL SALES	\$	6,905.15	6,903.70	1.45	0.0%	8,647.88	8,646.01	1.87	0.0%
1.8	TOTAL T-SERVICE	\$	3,916.55	3,915.10	1.45	0.0%	4,777.21	4,775.34	1.87	0.0%
		Medium Commercial Customer				Large Commercial Customer				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
2.1	VOLUME	m ³	169,563	169,563	0	0.0%	339,125	339,125	0	0.0%
2.2	CUSTOMER CHG.	\$	930.96	930.96	0.00	0.0%	930.96	930.96	0.00	0.0%
2.3	DISTRIBUTION CHG.	\$	9,122.77	9,111.92	10.85	0.1%	16,700.73	16,679.02	21.70	0.1%
2.4	LOAD BALANCING	§	9,682.04	9,682.04	0.00	0.0%	19,364.01	19,364.01	0.00	0.0%
2.5	SALES COMMDTY	\$	22,416.90	22,416.90	0.00	0.0%	44,833.67	44,833.67	0.00	0.0%
2.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
2.7	TOTAL SALES	\$	42,152.67	42,141.82	10.85	0.0%	81,829.37	81,807.67	21.70	0.0%
2.8	TOTAL T-SERVICE	\$	19,735.77	19,724.92	10.85	0.1%	36,995.70	36,974.00	21.70	0.1%

§ The Load Balancing Charge shown here includes transportation charges

EGD RATE ZONE

ANNUAL BILL COMPARISON - COMMERCIAL & INDUSTRIAL CUSTOMERS INCLUDING FEDERAL CARBON PRICING IMPACTS FOR EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
Industrial General Use										
Industrial Heating & Other Uses										
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
3.1	VOLUME	m ³	43,285	43,285	0	0.0%	63,903	63,903	0	0.0%
3.2	CUSTOMER CHG.	\$	930.96	930.96	0.00	0.0%	930.96	930.96	0.00	0.0%
3.3	DISTRIBUTION CHG.	\$	3,004.34	3,001.57	2.77	0.1%	4,028.92	4,024.83	4.09	0.1%
3.4	LOAD BALANCING	§ \$	2,471.57	2,471.57	0.00	0.0%	3,648.86	3,648.86	0.00	0.0%
3.5	SALES COMMDTY	\$	5,722.45	5,722.45	0.00	0.0%	8,448.23	8,448.23	0.00	0.0%
3.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
3.7	TOTAL SALES	\$	12,129.32	12,126.55	2.77	0.0%	17,056.97	17,052.88	4.09	0.0%
3.8	TOTAL T-SERVICE	\$	6,406.87	6,404.10	2.77	0.0%	8,608.74	8,604.65	4.09	0.0%
Medium Industrial Customer										
Large Industrial Customer										
			(A)	(B)	CHANGE		(A)	(B)	CHANGE	
					(A) - (B)	%			(A) - (B)	%
4.1	VOLUME	m ³	169,563	169,563	0	0.0%	339,124	339,124	0	0.0%
4.2	CUSTOMER CHG.	\$	930.96	930.96	0.00	0.0%	930.96	930.96	0.00	0.0%
4.3	DISTRIBUTION CHG.	\$	9,342.51	9,331.66	10.85	0.1%	16,864.22	16,842.52	21.70	0.1%
4.4	LOAD BALANCING	§	9,682.04	9,682.04	0.00	0.0%	19,363.96	19,363.96	0.00	0.0%
4.5	SALES COMMDTY	\$	22,416.90	22,416.90	0.00	0.0%	44,833.54	44,833.54	0.00	0.0%
4.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
4.7	TOTAL SALES	\$	42,372.41	42,361.56	10.85	0.0%	81,992.68	81,970.97	21.70	0.0%
4.8	TOTAL T-SERVICE	\$	19,955.51	19,944.66	10.85	0.1%	37,159.14	37,137.43	21.70	0.1%

§ The Load Balancing Charge shown here includes transportation charges

EGD RATE ZONE

ANNUAL BILL COMPARISON - LARGE VOLUME CUSTOMERS
INCLUDING FEDERAL CARBON PRICING IMPACTS FOR EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
Rate 100 - Small Commercial Firm										
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
1.1	VOLUME	m ³	339,188	339,188	0	0.0%	598,567	598,567	0	0.0%
1.2	CUSTOMER CHG.	\$	1,613.64	1,613.64	0.00	0.0%	1,613.64	1,613.64	0.00	0.0%
1.3	DISTRIBUTION CHG.	\$	14,889.15	14,867.44	21.71	0.1%	72,471.09	72,432.78	38.31	0.1%
1.4	LOAD BALANCING	\$	19,367.61	19,367.61	0.00	0.0%	34,178.13	34,178.13	0.00	0.0%
1.5	SALES COMMDTY	\$	44,842.00	44,842.00	0.00	0.0%	79,132.93	79,132.93	0.00	0.0%
1.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
1.7	TOTAL SALES	\$	80,712.40	80,690.70	21.71	0.0%	187,395.80	187,357.49	38.31	0.0%
1.8	TOTAL T-SERVICE	\$	35,870.40	35,848.70	21.71	0.1%	108,262.87	108,224.56	38.31	0.0%
Rate 100 - Large Industrial Firm										
			(A)	(B)	CHANGE					
					(A) - (B)	%				
2.1	VOLUME	m ³	1,500,000	1,500,000	0	0.0%				
2.2	CUSTOMER CHG.	\$	1,613.64	1,613.64	0.00	0.0%				
2.3	DISTRIBUTION CHG.	\$	145,533.09	145,437.09	96.00	0.1%				
2.4	LOAD BALANCING	\$	85,649.90	85,649.90	0.00	0.0%				
2.5	SALES COMMDTY	\$	198,305.95	198,305.95	0.00	0.0%				
2.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%				
2.7	TOTAL SALES	\$	431,102.58	431,006.58	96.00	0.0%				
2.8	TOTAL T-SERVICE	\$	232,796.63	232,700.63	96.00	0.0%				

EGD RATE ZONE

ANNUAL BILL COMPARISON - LARGE VOLUME CUSTOMERS
INCLUDING FEDERAL CARBON PRICING IMPACTS FOR EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
Rate 145 - Small Commercial Interr.					Rate 145 - Average Commercial Interr.					
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
3.1	VOLUME	m ³	339,188	339,188	0	0.0%	598,568	598,568	0	0.0%
3.2	CUSTOMER CHG.	\$	1,631.16	1,631.16	0.00	0.0%	1,631.16	1,631.16	0.00	0.0%
3.3	DISTRIBUTION CHG.	\$	25,717.95	25,696.24	21.71	0.1%	42,219.45	42,181.14	38.31	0.1%
3.4	LOAD BALANCING	\$	15,077.17	15,077.17	0.00	0.0%	26,607.33	26,607.33	0.00	0.0%
3.5	SALES COMMDTY	\$	44,647.22	44,647.22	0.00	0.0%	78,789.33	78,789.33	0.00	0.0%
3.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
3.7	TOTAL SALES	\$	87,073.49	87,051.78	21.71	0.0%	149,247.26	149,208.95	38.31	0.0%
3.8	TOTAL T-SERVICE	\$	42,426.27	42,404.56	21.71	0.1%	70,457.93	70,419.63	38.31	0.1%
Rate 145 - Small Industrial Interr.					Rate 145 - Average Industrial Interr.					
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
4.1	VOLUME	m ³	339,188	339,188	0	0.0%	598,567	598,567	0	0.0%
4.2	CUSTOMER CHG.	\$	1,631.16	1,631.16	0.00	0.0%	1,631.16	1,631.16	0.00	0.0%
4.3	DISTRIBUTION CHG.	\$	25,993.85	25,972.14	21.71	0.1%	42,463.65	42,425.35	38.31	0.1%
4.4	LOAD BALANCING	\$	15,077.17	15,077.17	0.00	0.0%	26,607.28	26,607.28	0.00	0.0%
4.5	SALES COMMDTY	\$	44,647.22	44,647.22	0.00	0.0%	78,789.20	78,789.20	0.00	0.0%
4.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
4.7	TOTAL SALES	\$	87,349.39	87,327.68	21.71	0.0%	149,491.29	149,452.98	38.31	0.0%
4.8	TOTAL T-SERVICE	\$	42,702.17	42,680.46	21.71	0.1%	70,702.09	70,663.78	38.31	0.1%

EGD RATE ZONE

ANNUAL BILL COMPARISON - LARGE VOLUME CUSTOMERS
INCLUDING FEDERAL CARBON PRICING IMPACTS FOR EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
		Rate 110 - Small Ind. Firm - 50% LF				Rate 110 - Average Ind. Firm - 50% LF				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
5.1	VOLUME	m ³	598,568	598,568	0	0.0%	9,976,121	9,976,121	0	0.0%
5.2	CUSTOMER CHG.	\$	7,722.60	7,722.60	0.00	0.0%	7,722.60	7,722.60	0.00	0.0%
5.3	DISTRIBUTION CHG.	\$	15,885.11	15,846.80	38.31	0.2%	260,555.66	259,917.19	638.47	0.2%
5.4	LOAD BALANCING	\$	27,824.48	27,824.48	0.00	0.0%	463,740.81	463,740.81	0.00	0.0%
5.5	SALES COMMDTY	\$	78,765.74	78,765.74	0.00	0.0%	1,312,760.69	1,312,760.69	0.00	0.0%
5.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
5.7	TOTAL SALES	\$	130,197.93	130,159.62	38.31	0.0%	2,044,779.76	2,044,141.29	638.47	0.0%
5.8	TOTAL T-SERVICE	\$	51,432.19	51,393.89	38.31	0.1%	732,019.07	731,380.60	638.47	0.1%
		Rate 110 - Average Ind. Firm - 75% LF				Rate 115 - Large Ind. Firm - 80% LF				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
6.1	VOLUME	m ³	9,976,120	9,976,120	0	0.0%	69,832,850	69,832,850	0	0.0%
6.2	CUSTOMER CHG.	\$	7,722.60	7,722.60	0.00	0.0%	8,185.32	8,185.32	0.00	0.0%
6.3	DISTRIBUTION CHG.	\$	208,518.34	207,879.86	638.47	0.3%	1,149,601.84	1,145,132.53	4,469.30	0.4%
6.4	LOAD BALANCING	\$	463,740.76	463,740.76	0.00	0.0%	3,123,393.62	3,123,393.62	0.00	0.0%
6.5	SALES COMMDTY	\$	1,312,760.55	1,312,760.55	0.00	0.0%	9,189,325.19	9,189,325.19	0.00	0.0%
6.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
6.7	TOTAL SALES	\$	1,992,742.25	1,992,103.78	638.47	0.0%	13,470,505.97	13,466,036.67	4,469.30	0.0%
6.8	TOTAL T-SERVICE	\$	679,981.70	679,343.23	638.47	0.1%	4,281,180.78	4,276,711.48	4,469.30	0.1%

EGD RATE ZONE

ANNUAL BILL COMPARISON - LARGE VOLUME CUSTOMERS
INCLUDING FEDERAL CARBON PRICING IMPACTS FOR EPS PARTICIPANTS AND RIDER K BILL 32

(A) EB-2023-0211 Inclusive of 2024 Federal Carbon Pricing vs (B) EB-2023-0211 Inclusive of 2023 Federal Carbon Pricing

Item No.		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	
		Rate 135 - Seasonal Firm				Rate 170 - Average Ind. Interr. - 50% LF				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
7.1	VOLUME	m ³	598,567	598,567	0	0.0%	9,976,121	9,976,121	0	0.0%
7.2	CUSTOMER CHG.	\$	1,522.68	1,522.68	0.00	0.0%	3,678.60	3,678.60	0.00	0.0%
7.3	DISTRIBUTION CHG.	\$	12,975.31	12,937.00	38.31	0.3%	81,860.87	81,222.40	638.47	0.8%
7.4	LOAD BALANCING	\$	21,111.92	21,111.92	0.00	0.0%	342,777.75	342,777.75	0.00	0.0%
7.5	SALES COMMDTY	\$	78,811.47	78,811.47	0.00	0.0%	1,312,760.66	1,312,760.66	0.00	0.0%
7.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
7.7	TOTAL SALES	\$	114,421.38	114,383.07	38.31	0.0%	1,741,077.89	1,740,439.41	638.47	0.0%
7.8	TOTAL T-SERVICE	\$	35,609.91	35,571.61	38.31	0.1%	428,317.23	427,678.75	638.47	0.1%

		Rate 170 - Average Ind. Interr. - 75% LF				Rate 170 - Large Ind. Interr. - 75% LF				
		(A)	(B)	CHANGE		(A)	(B)	CHANGE		
				(A) - (B)	%			(A) - (B)	%	
8.1	VOLUME	m ³	9,976,120	9,976,120	0	0.0%	69,832,850	69,832,850	0	0.0%
8.2	CUSTOMER CHG.	\$	3,678.60	3,678.60	0.00	0.0%	3,678.60	3,678.60	0.00	0.0%
8.3	DISTRIBUTION CHG.	\$	73,856.48	73,218.00	638.47	0.9%	399,104.57	394,635.27	4,469.30	1.1%
8.4	LOAD BALANCING	\$	342,777.72	342,777.72	0.00	0.0%	2,399,444.38	2,399,444.38	0.00	0.0%
8.5	SALES COMMDTY	\$	1,312,760.53	1,312,760.53	0.00	0.0%	9,189,325.02	9,189,325.02	0.00	0.0%
8.6	FEDERAL CARBON CHARGE	\$	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
8.7	TOTAL SALES	\$	1,733,073.32	1,732,434.85	638.47	0.0%	11,991,552.57	11,987,083.27	4,469.30	0.0%
8.8	TOTAL T-SERVICE	\$	420,312.79	419,674.32	638.47	0.2%	2,802,227.55	2,797,758.25	4,469.30	0.2%

ENBRIDGE GAS INC.
 EGD Rate Zone
TABLE 5: SUMMARY OF 2022 FEDERAL CARBON DEFERRAL AND VARIANCE ACCOUNTS

		Col. 1	Col. 2	Col. 3	Col. 4
Line	Rate	Customer Carbon Charge - Variance Account ¹	Facility Carbon Charge Variance Account ¹	Greenhouse Gas Emissions Administration Deferral Account ¹	Total
		(\$000's)	(\$000's)	(\$000's)	(Col. 1 + Col. 2 + Col. 3) (\$000's)
1.1	Balance	-	(253)	2,498	2,245
1.2	Interest	-	(42)	179	137
1	Total	-	(295)	2,676	2,382

Notes:

(1) Exhibit C, Tab 1, Schedule 1.

ENBRIDGE GAS INC.
 EGD Rate Zone
TABLE 6: SUMMARY OF ALLOCATION OF 2022 FEDERAL CARBON DEFERRAL AND VARIANCE ACCOUNTS

	Col. 1	Col. 2	Col. 3	Col. 4	
Line	Rate	Customer Carbon Charge - Variance Account ¹	Facility Carbon Charge Variance Account ²	Greenhouse Gas Emissions Administration Deferral Account ³	Total
		(\$000's)	(\$000's)	(\$000's)	(Col. 1 + Col. 2 + Col. 3) (\$000's)
1.1	1	-	(98)	2,475	2,377
1.2	6	-	(92)	201	108
1.3	9	-	0	0	0
1.4	100	-	(1)	0	(1)
1.5	110	-	(23)	0	(23)
1.6	115	-	(8)	0	(8)
1.7	125	-	(14)	0	(14)
1.8	135	-	(1)	0	(1)
1.9	145	-	(0)	0	(0)
1.10	170	-	(6)	0	(6)
1.11	200	-	(4)	0	(4)
1.12	300	-	(0)	0	(0)
1.13	315	-	0	0	0
1.14	332	-	(48)	0	(48)
1	Total	-	(295)	2,676	2,382

Notes:

- (1) Exhibit D, Tab 2, Schedule 4, Page 1, Table 7.
 (2) Exhibit D, Tab 2, Schedule 4, Page 2, Table 8.
 (3) Exhibit D, Tab 2, Schedule 4, Page 3, Table 9.

ENBRIDGE GAS INC.
 EGD Rate Zone
TABLE 7: 2022 CUSTOMER CARBON CHARGE - VARIANCE ACCOUNT CLEARANCE UNIT RATES

		Col. 1	Col. 2	Col. 3
Line	Rate	Balance to be Cleared ¹	Interest ²	Total Balance to be Cleared ³
		(\$000's)	(\$000's)	(Col. 1 + Col. 2) (\$000's)
1.1	1	-	-	-
1.2	6	-	-	-
1.3	9	-	-	-
1.4	100	-	-	-
1.5	110	-	-	-
1.6	115	-	-	-
1.7	125	-	-	-
1.8	135	-	-	-
1.9	145	-	-	-
1.10	170	-	-	-
1.11	200	-	-	-
1.12	300	-	-	-
1.13	315	-	-	-
1.14	332	-	-	-
1	Total	-	-	-

Notes:

(1) The balance by rate class = The total balance in Line 1, Col. 1 x (volume for each rate class in Col. 4 / total volume in Line 1, Col. 4).

(2) The interest amount by rate class = The total interest in Line 1, Col. 2 x (the balance for each rate class in Col. 1 / the total balance in Line 1, Col. 1).

(3) Exhibit D, Tab 2, Schedule 3, Page 1, Line 1, Col. 1.

ENBRIDGE GAS INC.

EGD Rate Zone

TABLE 8: 2022 FACILITY CARBON CHARGE - VARIANCE ACCOUNT CLEARANCE UNIT RATES

	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	
Line	Rate	Balance to be Cleared ¹	Interest ²	Total Balance to be Cleared ³	Actual Volumes (Jan - Dec 2022)	Unit Rate
		(\$000's)	(\$000's)	(Col. 1 + Col. 2) (\$000's)	(10 ³ m ³)	(Col. 3 / Col. 4) (¢/m ³)
1.1	1	(84)	(14)	(98)	5,106,314	(0.0019)
1.2	6	(79)	(13)	(92)	4,787,677	(0.0019)
1.3	9	0	0	0	0	0.0000
1.4	100	(1)	(0)	(1)	36,815	(0.0019)
1.5	110	(20)	(3)	(23)	1,197,877	(0.0019)
1.6	115	(7)	(1)	(8)	400,995	(0.0019)
1.7	125	(12)	(2)	(14)	707,660	(0.0019)
1.8	135	(1)	(0)	(1)	59,020	(0.0019)
1.9	145	(0)	(0)	(0)	18,909	(0.0019)
1.10	170	(5)	(1)	(6)	291,964	(0.0019)
1.11	200	(3)	(1)	(4)	187,361	(0.0019)
1.12	300	(0)	(0)	(0)	269	(0.0019)
1.13	315	0	0	0	0	0.0000
1.14	332	(42)	(7)	(48)	2,516,058	(0.0019)
1	Total	(253)	(42)	(295)	15,310,921	

Notes:

(1) The balance by rate class = The total balance in Line 1, Col. 1 x (volume for each rate class in Col. 4 / total volume in Line 1, Col. 4).

(2) The interest amount by rate class = The total interest in Line 1, Col. 2 x (the balance for each rate class in Col. 1 / the total balance in Line 1, Col. 1).

(3) Exhibit D, Tab 2, Schedule 3, Page 1, Line 1, Col. 2.

ENBRIDGE GAS INC.
 EGD Rate Zone

TABLE 9: 2022 GREENHOUSE GAS EMISSIONS ADMINISTRATION DEFERRAL ACCOUNT CLEARANCE UNIT RATES

	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	
Line	Rate	2022 Number of Customers	Balance to be Cleared ¹	Interest ²	Total Balance to be Cleared ³	Actual Volumes (Jan - Dec 2022)	Unit Rate
			(\$000's)	(\$000's)	(Col. 2 + Col. 3) (\$000's)	(10 ³ m ³)	(Col. 4 / Col. 5) (¢/m ³)
1.1	1	2,098,227	2,310	165	2,475	5,106,314	0.0485
1.2	6	169,962	187	13	201	4,787,677	0.0042
1.3	9	2	0	0	0	0	0.0000
1.4	100	16	0	0	0	36,815	0.0001
1.5	110	415	0	0	0	1,197,877	0.0000
1.6	115	17	0	0	0	400,995	0.0000
1.7	125	4	0	0	0	707,660	0.0000
1.8	135	42	0	0	0	59,020	0.0001
1.9	145	20	0	0	0	18,909	0.0001
1.10	170	23	0	0	0	291,964	0.0000
1.11	200	1	0	0	0	187,361	0.0000
1.12	300	2	0	0	0	269	0.0009
1.13	315	0	0	0	0	0	0.0000
1.14	332	1	0	0	0	2,516,058	0.0000
1	Total	2,268,732	2,498	179	2,676	15,310,921	

Notes:

- (1) The balance by rate class = The total balance in Line 1, Col. 2 x (number of customer for each rate class in Col. 1 / total number of customer in Line 1, Col. 1).
 (2) The interest amount by rate class = The total interest in Line 1, Col. 3 x (the balance for each rate class in Col. 2 / the total balance in Line 1, Col. 2).
 (3) Exhibit D, Tab 2, Schedule 3, Page 1, Line 1, Col. 3.

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Exhibit D

Tab 2

Schedule 4

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ENBRIDGE GAS INC.

EGD Rate Zone

TABLE 10: 2022 FEDERAL CARBON DEFERRAL AND VARIANCE ACCOUNT CLEARANCE
UNIT RATE SUMMARY BY RATE CLASS

The following adjustment is applicable to consumption volumes for the period January 1 to December 31, 2022.

Rate Class	Non-EPS Unit Rate (¢/m ³)	EPS ¹ Unit Rate (¢/m ³)
Rate 1	0.0466	0.0466
Rate 6	0.0023	0.0023
Rate 9	0.0000	0.0000
Rate 100	(0.0018)	(0.0018)
Rate 110	(0.0019)	(0.0019)
Rate 115	(0.0019)	(0.0019)
Rate 125	(0.0019)	(0.0019)
Rate 135	(0.0018)	(0.0018)
Rate 145	(0.0018)	(0.0018)
Rate 170	(0.0019)	(0.0019)
Rate 200	(0.0019)	(0.0019)
Rate 300	(0.0010)	(0.0010)
Rate 300 Interruptible	(0.0010)	(0.0010)
Rate 315	0.0000	0.0000
Rate 332	(0.0019)	(0.0019)

(1) Includes Voluntary Participants and Other Exempt Gas Volumes.

ENBRIDGE GAS INC.
 EGD Rate Zone
TABLE 11: 2022 FEDERAL CARBON DEFERRAL AND VARIANCE ACCOUNT CLEARANCE
UNIT RATE BREAKDOWN BY RATE CLASS

The following adjustment is applicable to consumption volumes for the period January 1 to December 31, 2022.

Rate Class		Non-EPS (¢/m ³)	EPS ¹ (¢/m ³)
Rate 1	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0485</u>	<u>0.0485</u>
	Total	0.0466	0.0466
Rate 6	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0042</u>	<u>0.0042</u>
	Total	0.0023	0.0023
Rate 9	Customer-Related	0.0000	
	Facility-Related	0.0000	0.0000
	<u>GGEADA</u>	<u>0.0000</u>	<u>0.0000</u>
	Total	0.0000	0.0000
Rate 100	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0001</u>	<u>0.0001</u>
	Total	(0.0018)	(0.0018)
Rate 110	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0000</u>	<u>0.0000</u>
	Total	(0.0019)	(0.0019)

Rate Class		Non-EPS (¢/m ³)	EPS ¹ (¢/m ³)
Rate 115	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0000</u>	<u>0.0000</u>
	Total	(0.0019)	(0.0019)
Rate 125	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0000</u>	<u>0.0000</u>
	Total	(0.0019)	(0.0019)
Rate 135	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0001</u>	<u>0.0001</u>
	Total	(0.0018)	(0.0018)
Rate 145	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0001</u>	<u>0.0001</u>
	Total	(0.0018)	(0.0018)
Rate 170	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0000</u>	<u>0.0000</u>
	Total	(0.0019)	(0.0019)
Rate 200	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0000</u>	<u>0.0000</u>
	Total	(0.0019)	(0.0019)

Rate Class		Non-EPS (¢/m ³)	EPS ¹ (¢/m ³)
Rate 300	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0009</u>	<u>0.0009</u>
	Total	(0.0010)	(0.0010)
Rate 300 Interruptible	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0009</u>	<u>0.0009</u>
	Total	(0.0010)	(0.0010)
Rate 315	Customer-Related	0.0000	
	Facility-Related	0.0000	0.0000
	<u>GGEADA</u>	<u>0.0000</u>	<u>0.0000</u>
	Total	0.0000	0.0000
Rate 332	Customer-Related	0.0000	
	Facility-Related	(0.0019)	(0.0019)
	<u>GGEADA</u>	<u>0.0000</u>	<u>0.0000</u>
	Total	(0.0019)	(0.0019)

(1) Includes Voluntary Participants and Other Exempt Gas Volumes.

ENBRIDGE GAS INC.
EGD Rate Zone
2022 FEDERAL CARBON DEFERRAL AND VARIANCE ACCOUNT CLEARANCE
Bill Adjustment for April 2024 for Typical Customers

Filed: 2023-09-28
EB-2023-0196
Exhibit D
Tab 2
Schedule 5
Page 1 of 1

Item No.	Col. 1	Col. 2	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	Col. 9	Col. 10	Col. 11	Col. 12	Col. 13
		Volume	Annual Bill Impact for Non-EPS					Annual Bill Impact for EPS				
		Annual	Unit Rate	Total Adjustment	October 2023 Bill	October 2023 Bill Including Total Adjustment	% Impact	Unit Rate	Total Adjustment	October 2023 Bill	October 2023 Bill Including Total Adjustment	% Impact
		m ³	¢/m ³	\$	\$	\$	%	¢/m ³	\$	\$	\$	%
GENERAL SERVICE												
1.1	RATE 1 RESIDENTIAL											
1.2	Heating & Water Heating	2,400	0.0466	1.12	1,256	1,257	0.1%	0.0466	1.12	959	960	0.1%
2.1	RATE 6 COMMERCIAL											
2.2	Commercial - Heating & Other Uses	22,606	0.0023	0.52	9,705	9,705	0.0%	0.0023	0.52	6,904	6,904	0.0%
2.3	General Use	43,285	0.0023	1.00	17,490	17,491	0.0%	0.0023	1.00	12,127	12,128	0.0%
CONTRACT SERVICE												
3.1	RATE 100											
3.2	Industrial - small size	339,188	(0.0018)	(6.11)	122,716	122,710	0.0%	(0.0018)	(6.11)	80,691	80,685	0.0%
4.1	RATE 110											
4.2	Industrial - small size, 50% LF	598,568	(0.0019)	(11.37)	204,322	204,311	0.0%	(0.0019)	(11.37)	130,160	130,148	0.0%
4.3	Industrial - avg. size, 75% LF	9,976,121	(0.0019)	(189.55)	3,228,145	3,227,956	0.0%	(0.0019)	(189.55)	1,992,104	1,991,914	0.0%
5.1	RATE 115											
5.2	Industrial - large size, 80% LF	69,832,850	(0.0019)	(1,326.82)	22,118,327	22,117,000	0.0%	(0.0019)	(1,326.82)	13,466,037	13,464,710	0.0%
6.1	RATE 135											
6.2	Industrial - Seasonal Firm	598,567	(0.0018)	(10.77)	188,546	188,535	0.0%	(0.0018)	(10.77)	114,383	114,372	0.0%
7.1	RATE 145											
7.2	Commercial - avg. size	598,568	(0.0018)	(10.77)	223,372	223,361	0.0%	(0.0018)	(10.77)	149,209	149,198	0.0%
8.1	RATE 170											
8.2	Industrial - avg. size, 75% LF	9,976,120	(0.0019)	(189.55)	2,968,476	2,968,287	0.0%	(0.0019)	(189.55)	1,732,435	1,732,245	0.0%

Notes:

- Col. 5 = Col. 3 x Col. 4 / 100.
- Col. 6 is the approved October 2023 annual bill for Sales Service customer from EB-2023-0211, Exhibit C, Tab 4, Schedule 7.
- Col. 7 = Col. 5 + Col. 6.
- Col. 8 = Col. 5 / Col. 6.
- Col. 10 = Col. 3 x Col. 9 / 100.
- Col. 11 is the approved October 2023 annual bill for Sales Service customer from EB-2023-0211, Exhibit C, Tab 4, Schedule 8.
- Col. 12 = Col. 10 + Col. 11.
- Col. 13 = Col. 10 / Col. 11.

ENBRIDGE GAS INC.
Union Rate Zones
2024 Customer-Related Volumes and Derivation of Federal Carbon Charge Unit Rate
Effective April 1, 2024

Line No	Rate Class	Forecast Volumes (10 ³ m ³) (1) (a)	Less: Transportation Volumes (10 ³ m ³) (b)	Customer-Related Forecast Volumes (10 ³ m ³) (2) (c) = (a - b)	EPS Participant & Other Exempt Volumes (10 ³ m ³) (3) (d)	Net Volumes (10 ³ m ³) (e) = (c - d)	Federal Carbon Charge (\$/m ³) (4) (f)	Federal Carbon Cost (\$) (g) = (e * f * 1000)	Federal Carbon Charge Unit Rate (¢/m ³) (h) = (g/(e*1000))*100
Union South In-Franchise Delivery									
1	Rate M1	3,269,019	-	3,269,019	2,404	3,266,616	0.1525	498,158,866	
2	Rate M2	1,322,588	-	1,322,588	90,889	1,231,698	0.1525	187,834,006	
3	Rate M4	588,002	-	588,002	224,917	363,085	0.1525	55,370,483	
4	Rate M5	59,033	-	59,033	14,958	44,075	0.1525	6,721,442	
5	Rate M7	787,495	-	787,495	586,773	200,722	0.1525	30,610,047	
6	Rate M9	96,860	-	96,860	96,860	-	0.1525	-	
7	Rate M10	-	-	-	-	-	0.1525	-	
8	Rate T1	415,185	-	415,185	334,795	80,390	0.1525	12,259,439	
9	Rate T2	5,144,604	-	5,144,604	5,110,151	34,454	0.1525	5,254,197	
10	Rate T3	278,032	-	278,032	278,032	-	0.1525	-	
11	Total Union South In-Franchise	11,960,818	-	11,960,818	6,739,779	5,221,039		796,208,479	
Union North In-Franchise Delivery									
12	Rate 01	991,715	-	991,715	312	991,403	0.1525	151,188,973	
13	Rate 10	328,079	-	328,079	10,654	317,426	0.1525	48,407,401	
14	Rate 20	857,126	-	857,126	721,209	135,917	0.1525	20,727,317	
15	Rate 25	252,236	-	252,236	237,495	14,741	0.1525	2,247,964	
16	Rate 100	1,043,637	-	1,043,637	982,288	61,349	0.1525	9,355,784	
17	Total Union North In-Franchise	3,472,794	-	3,472,794	1,951,958	1,520,836		231,927,439	
18	Total In-Franchise	15,433,612	-	15,433,612	8,691,737	6,741,875		1,028,135,918	
Ex-Franchise									
19	Rate M12 - Firm Transportation	9,967,707	9,967,707	-	-	-	0.1525	-	
20	Rate M13	69,036	69,036	-	-	-	0.1525	-	
21	Rate M16	293,376	293,376	-	-	-	0.1525	-	
22	Rate M17	29,685	29,685	-	-	-	0.1525	-	
23	Rate C1 - Firm Transportation	8,990,841	8,990,841	-	-	-	0.1525	-	
24	Total Ex-Franchise	19,350,646	19,350,646	-	-	-		-	
25	Total In-Franchise & Ex-Franchise	34,784,258	19,350,646	15,433,612	8,691,737	6,741,875		1,028,135,918	15.2500

Notes:

- (1) Exhibit B, Tab 3, Schedule 2, Col. 1 + ex-franchise forecast volumes.
(2) Exhibit B, Tab 3, Schedule 2, Col. 1.
(3) Exhibit B, Tab 3, Schedule 2, Col. 2.
(4) Exhibit B, Tab 3, Schedule 6, Line 2.

ENBRIDGE GAS INC.
 Union Rate Zones
 Derivation of 2024 Facility Carbon Charge
Effective April 1, 2024

Line No.	Particulars	Enbridge Gas Combined
1	Total Facility Carbon Cost (\$000's)	7,137 ¹
2	2024 Forecast Volumes (10 ³ m ³)	49,923,705 ²
3	Facility Carbon Charge (cents / m ³) (line 1 / line 2 * 100)	0.0143
4	Facility Carbon Charge (\$/GJ) (line 3 / Heat Value * 10) ^x	0.004 ³

Notes:

- (1) Exhibit B, Tab 2, Schedule 6, Line 12/1000 + Exhibit B, Tab 3, Schedule 6, Line 12/1000
- (2) Exhibit D, Tab 2, Schedule 1, Page 1, Column 1, Line 1 + Exhibit D, Tab 3, Schedule 1, Column (a), Line 25
- (3) Per Exhibit D, Tab 1, Schedule 1, the common Facility Carbon Charge is applicable to all customers.
 Conversion to GJs based on heat value adjustment of 39.17 GJ/10³m³.

Filed: 2023-09-28
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 Exhibit D
 Tab 3
 Schedule 1
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ENBRIDGE GAS INC.
 Union Rates Zone
 2024 Carbon Charge Unit Rate Summary
Effective April 1, 2024

Line No.	<u>Particulars (¢/m³)</u>	<u>Unit Rate</u> (a)
1	Federal Carbon Charge	15.2500 (1)
2	Facility Carbon Charge	0.0143 (2)
3	Total (line 1 + line 2)	<u><u>15.2643</u></u>

Notes:

- (1) Exhibit D, Tab 3, Schedule 1, p. 1, line 25, column (h).
 (2) Exhibit D, Tab 3, Schedule 1, p. 2, line 3, column (c).

ENBRIDGE GAS INC.
 Union Rate Zones
 Union North In-Franchise
 Calculation of 2024 Sales Service and Direct Purchase Bill Impacts for Typical Small and Large Customers

Line No.	Particulars	Approved - EB-2023-0211		Proposed - EB-2023-0196			Bill Impact	
		Total Bill	Unit Rate	Total Bill	Unit Rate	Total Bill Change	Including Federal Carbon Charge	Excluding Federal Carbon Charge
		(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)	(%)
		(a)	(b)	(c)	(d)	(e) = (c - a)	(f) = (e / a)	(g)
<u>Small Rate 01</u>								
1	Delivery Charges	526	23.9014	526	23.9000	(0.03)	0.0%	0.0%
2	Federal Carbon Charge	273	12.3900	336	15.2500	62.94	23.1%	0.0%
3	Gas Supply Charges (1)	533	24.2200	533	24.2200	-	0.0%	0.0%
4	Total Bill	1,331	60.5109	1,394	63.3705	62.91	4.7%	0.0%
5	Sales Service Impact					62.91	4.7%	0.0%
6	Bundled-T (Direct Purchase) Impact					62.91	6.4%	0.0%
<u>Small Rate 10</u>								
7	Delivery Charges	6,079	10.1315	6,078	10.1296	(1)	0.0%	0.0%
8	Federal Carbon Charge	7,434	12.3900	9,150	15.2500	1,716	23.1%	0.0%
9	Gas Supply Charges (1)	13,500	22.4998	13,500	22.4998	-	0.0%	0.0%
10	Total Bill	27,013	45.0213	28,728	47.8794	1,715	6.3%	0.0%
11	Sales Service Impact					1,715	6.3%	0.0%
12	Bundled-T (Direct Purchase) Impact					1,715	9.9%	0.0%
<u>Large Rate 10</u>								
13	Delivery Charges	20,106	8.0422	20,101	8.0403	(5)	0.0%	0.0%
14	Federal Carbon Charge	30,975	12.3900	38,125	15.2500	7,150	23.1%	0.0%
15	Gas Supply Charges (1)	56,250	22.4998	56,250	22.4998	-	0.0%	0.0%
16	Total Bill	107,330	42.9320	114,475	45.7901	7,145	6.7%	0.0%
17	Sales Service Impact					7,145	6.7%	0.0%
18	Bundled-T (Direct Purchase) Impact					7,145	10.6%	0.0%
<u>Small Rate 20</u>								
19	Delivery Charges	94,669	3.1556	94,612	3.1537	(57)	-0.1%	-0.1%
20	Federal Carbon Charge	371,700	12.3900	457,500	15.2500	85,800	23.1%	0.0%
21	Gas Supply Charges (1)	536,155	17.8718	536,155	17.8718	-	0.0%	0.0%
22	Total Bill	1,002,524	33.4175	1,088,267	36.2756	85,743	8.6%	0.0%
23	Sales Service Impact					85,743	8.6%	0.0%
24	Bundled-T (Direct Purchase) Impact					85,743	15.9%	0.0%
<u>Large Rate 20</u>								
25	Delivery Charges	369,182	2.4612	368,897	2.4593	(285)	-0.1%	-0.1%
26	Federal Carbon Charge	1,858,500	12.3900	2,287,500	15.2500	429,000	23.1%	0.0%
27	Gas Supply Charges (1)	2,629,807	17.5320	2,629,807	17.5320	-	0.0%	0.0%
28	Total Bill	4,857,489	32.3833	5,286,204	35.2414	428,715	8.8%	0.0%
29	Sales Service Impact					428,715	8.8%	0.0%
30	Bundled-T (Direct Purchase) Impact					428,715	16.9%	0.0%
<u>Average Rate 25</u>								
31	Delivery Charges	79,025	3.4736	78,981	3.4717	(43)	-0.1%	-0.1%
32	Federal Carbon Charge	281,873	12.3900	346,938	15.2500	65,065	23.1%	0.0%
33	Gas Supply Charges (1)	375,031	16.4849	375,031	16.4849	-	0.0%	0.0%
34	Total Bill	735,928	32.3485	800,950	35.2066	65,022	8.8%	0.0%
35	Sales Service Impact					65,022	8.8%	0.0%
36	T-Service (Direct Purchase) Impact					65,022	18.0%	-0.1%
<u>Small Rate 100</u>								
37	Delivery Charges	340,651	1.2617	340,138	1.2598	(513)	-0.2%	-0.2%
38	Federal Carbon Charge	3,345,300	12.3900	4,117,500	15.2500	772,200	23.1%	0.0%
39	Gas Supply Charges (1)	5,377,033	19.9149	5,377,033	19.9149	-	0.0%	0.0%
40	Total Bill	9,062,984	33.5666	9,834,671	36.4247	771,687	8.5%	0.0%
41	Sales Service Impact					771,687	8.5%	0.0%
42	T-Service (Direct Purchase) Impact					771,687	20.9%	-0.2%
<u>Large Rate 100</u>								
43	Delivery Charges	2,781,394	1.1589	2,776,834	1.1570	(4,560)	-0.2%	-0.2%
44	Federal Carbon Charge	29,736,000	12.3900	36,600,000	15.2500	6,864,000	23.1%	0.0%
45	Gas Supply Charges (1)	47,331,576	19.7215	47,331,576	19.7215	-	0.0%	0.0%
46	Total Bill	79,848,970	33.2704	86,708,410	36.1285	6,859,440	8.6%	0.0%
47	Sales Service Impact					6,859,440	8.6%	0.0%
48	T-Service (Direct Purchase) Impact					6,859,440	21.1%	-0.2%

Notes:

(1) Gas Supply charges based on Union North East Zone.

ENBRIDGE GAS INC.
 Union Rate Zones
 Union South In-Franchise
 Calculation of 2024 Sales Service and Direct Purchase Bill Impacts for Typical Small and Large Customers

Line No.	Particulars	Approved - EB-2023-0211		Proposed - EB-2023-0196			Bill Impact	
		Total Bill	Unit Rate	Total Bill	Unit Rate	Total Bill Change	Including Federal Carbon Charge	Excluding Federal Carbon Charge
		(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)	(%)
		(a)	(b)	(c)	(d)	(e) = (c - a)	(f) = (e / a)	(g)
<u>Small Rate M1</u>								
1	Delivery Charges	444	20.1655	444	20.1641	(0.03)	0.0%	0.0%
2	Federal Carbon Charge	273	12.3900	336	15.2500	62.94	23.1%	0.0%
3	Gas Supply Charges	346	15.7273	346	15.7273	-	0.0%	0.0%
4	Total Bill	<u>1,062</u>	<u>48.2823</u>	<u>1,125</u>	<u>51.1418</u>	<u>62.91</u>	<u>5.9%</u>	<u>0.0%</u>
5	Sales Service Impact					62.91	5.9%	0.0%
6	Direct Purchase Impact					62.91	8.8%	0.0%
<u>Small Rate M2</u>								
7	Delivery Charges	5,082	8.4697	5,081	8.4678	(1)	0.0%	0.0%
8	Federal Carbon Charge	7,434	12.3900	9,150	15.2500	1,716	23.1%	0.0%
9	Gas Supply Charges	9,436	15.7273	9,436	15.7273	-	0.0%	0.0%
10	Total Bill	<u>21,952</u>	<u>36.5870</u>	<u>23,667</u>	<u>39.4451</u>	<u>1,715</u>	<u>7.8%</u>	<u>0.0%</u>
11	Sales Service Impact					1,715	7.8%	0.0%
12	Direct Purchase Impact					1,715	13.7%	0.0%
<u>Large Rate M2</u>								
13	Delivery Charges	17,384	6.9535	17,379	6.9516	(5)	0.0%	0.0%
14	Federal Carbon Charge	30,975	12.3900	38,125	15.2500	7,150	23.1%	0.0%
15	Gas Supply Charges	39,318	15.7273	39,318	15.7273	-	0.0%	0.0%
16	Total Bill	<u>87,677</u>	<u>35.0708</u>	<u>94,822</u>	<u>37.9289</u>	<u>7,145</u>	<u>8.1%</u>	<u>0.0%</u>
17	Sales Service Impact					7,145	8.1%	0.0%
18	Direct Purchase Impact					7,145	14.8%	0.0%
<u>Small Rate M4</u>								
19	Delivery Charges	57,456	6.5664	57,439	6.5645	(17)	0.0%	0.0%
20	Federal Carbon Charge	108,413	12.3900	133,438	15.2500	25,025	23.1%	0.0%
21	Gas Supply Charges	137,614	15.7273	137,614	15.7273	-	0.0%	0.0%
22	Total Bill	<u>303,482</u>	<u>34.6837</u>	<u>328,491</u>	<u>37.5418</u>	<u>25,008</u>	<u>8.2%</u>	<u>0.0%</u>
23	Sales Service Impact					25,008	8.2%	0.0%
24	Direct Purchase Impact					25,008	15.1%	0.0%
<u>Large Rate M4</u>								
25	Delivery Charges	460,937	3.8411	460,709	3.8392	(228)	0.0%	0.0%
26	Federal Carbon Charge	1,486,800	12.3900	1,830,000	15.2500	343,200	23.1%	0.0%
27	Gas Supply Charges	1,887,276	15.7273	1,887,276	15.7273	-	0.0%	0.0%
28	Total Bill	<u>3,835,013</u>	<u>31.9584</u>	<u>4,177,985</u>	<u>34.8165</u>	<u>342,972</u>	<u>8.9%</u>	<u>0.0%</u>
29	Sales Service Impact					342,972	8.9%	0.0%
30	Direct Purchase Impact					342,972	17.6%	0.0%
<u>Small Rate M5</u>								
31	Delivery Charges	38,515	4.6685	38,500	4.6666	(16)	0.0%	0.0%
32	Federal Carbon Charge	102,218	12.3900	125,813	15.2500	23,595	23.1%	0.0%
33	Gas Supply Charges	129,750	15.7273	129,750	15.7273	-	0.0%	0.0%
34	Total Bill	<u>270,483</u>	<u>32.7858</u>	<u>294,062</u>	<u>35.6439</u>	<u>23,579</u>	<u>8.7%</u>	<u>0.0%</u>
35	Sales Service Impact					23,579	8.7%	0.0%
36	Direct Purchase Impact					23,579	16.8%	0.0%
<u>Large Rate M5</u>								
37	Delivery Charges	224,980	3.4612	224,857	3.4593	(124)	-0.1%	-0.1%
38	Federal Carbon Charge	805,350	12.3900	991,250	15.2500	185,900	23.1%	0.0%
39	Gas Supply Charges	1,022,275	15.7273	1,022,275	15.7273	-	0.0%	0.0%
40	Total Bill	<u>2,052,605</u>	<u>31.5785</u>	<u>2,238,381</u>	<u>34.4366</u>	<u>185,777</u>	<u>9.1%</u>	<u>0.0%</u>
41	Sales Service Impact					185,777	9.1%	0.0%
42	Direct Purchase Impact					185,777	18.0%	-0.1%
<u>Small Rate M7</u>								
43	Delivery Charges	821,316	2.2814	820,632	2.2795	(684)	-0.1%	-0.1%
44	Federal Carbon Charge	4,460,400	12.3900	5,490,000	15.2500	1,029,600	23.1%	0.0%
45	Gas Supply Charges	5,661,828	15.7273	5,661,828	15.7273	-	0.0%	0.0%
46	Total Bill	<u>10,943,544</u>	<u>30.3987</u>	<u>11,972,460</u>	<u>33.2568</u>	<u>1,028,916</u>	<u>9.4%</u>	<u>0.0%</u>
47	Sales Service Impact					1,028,916	9.4%	0.0%
48	Direct Purchase Impact					1,028,916	19.5%	-0.1%
<u>Large Rate M7</u>								
49	Delivery Charges	3,142,228	6.0427	3,141,240	6.0408	(988)	0.0%	0.0%
50	Federal Carbon Charge	6,442,800	12.3900	7,930,000	15.2500	1,487,200	23.1%	0.0%
51	Gas Supply Charges	8,178,196	15.7273	8,178,196	15.7273	-	0.0%	0.0%
52	Total Bill	<u>17,763,224</u>	<u>34.1600</u>	<u>19,249,436</u>	<u>37.0181</u>	<u>1,486,212</u>	<u>8.4%</u>	<u>0.0%</u>
53	Sales Service Impact					1,486,212	8.4%	0.0%
54	Direct Purchase Impact					1,486,212	15.5%	0.0%

ENBRIDGE GAS INC.
 Union Rate Zones
 Union South In-Franchise
 Calculation of 2024 Sales Service and Direct Purchase Bill Impacts for Typical Small and Large Customers

Line No.	Particulars	Approved - EB-2023-0211		Proposed - EB-2023-0196		Bill Impact		
		Total Bill	Unit Rate	Total Bill	Unit Rate	Total Bill Change	Including Federal Carbon Charge	Excluding Federal Carbon Charge
		(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)	(%)
		(a)	(b)	(c)	(d)	(e) = (c - a)	(f) = (e / a)	(g)
<u>Small Rate M9</u>								
1	Delivery Charges	205,690	2.9596	205,558	2.9577	(132)		-0.1%
2	Gas Supply Charges	1,093,047	15.7273	1,093,047	15.7273	-		0.0%
3	Total Bill	1,298,737	18.6869	1,298,605	18.6850	(132)		0.0%
4	Sales Service Impact					(132)		0.0%
5	Direct Purchase Impact					(132)		-0.1%
<u>Large Rate M9</u>								
6	Delivery Charges	611,036	3.0282	610,653	3.0263	(383)		-0.1%
7	Gas Supply Charges	3,173,455	15.7273	3,173,455	15.7273	-		0.0%
8	Total Bill	3,784,491	18.7555	3,784,108	18.7536	(383)		0.0%
9	Sales Service Impact					(383)		0.0%
10	Direct Purchase Impact					(383)		-0.1%
<u>Average Rate M10</u>								
11	Delivery Charges	8,153	8.6276	8,151	8.6257	(2)		0.0%
12	Gas Supply Charges	14,862	15.7273	14,862	15.7273	-		0.0%
13	Total Bill	23,015	24.3549	23,014	24.3530	(2)		0.0%
14	Sales Service Impact					(2)		0.0%
15	Direct Purchase Impact					(2)		0.0%
<u>Small Rate T1</u>								
16	Delivery Charges	177,585	2.3562	177,442	2.3543	(143)	-0.1%	-0.1%
17	Federal Carbon Charge	933,834	12.3900	1,149,393	15.2500	215,558	23.1%	0.0%
18	Gas Supply Charges	1,185,367	15.7273	1,185,367	15.7273	-	0.0%	0.0%
19	Total Bill	2,296,786	30.4735	2,512,201	33.3316	215,415	9.4%	0.0%
20	Sales Service Impact					215,415	9.4%	0.0%
21	Direct Purchase Impact					215,415	19.4%	-0.1%
<u>Average Rate T1</u>								
22	Delivery Charges	276,165	2.3877	275,946	2.3858	(220)	-0.1%	-0.1%
23	Federal Carbon Charge	1,433,020	12.3900	1,763,806	15.2500	330,786	23.1%	0.0%
24	Gas Supply Charges	1,819,010	15.7273	1,819,010	15.7273	-	0.0%	0.0%
25	Total Bill	3,528,195	30.5050	3,858,761	33.3631	330,566	9.4%	0.0%
26	Sales Service Impact					330,566	9.4%	0.0%
27	Direct Purchase Impact					330,566	19.3%	-0.1%
<u>Large Rate T1</u>								
28	Delivery Charges	622,349	2.4288	621,862	2.4269	(487)	-0.1%	-0.1%
29	Federal Carbon Charge	3,174,824	12.3900	3,907,672	15.2500	732,849	23.1%	0.0%
30	Gas Supply Charges	4,029,976	15.7273	4,029,976	15.7273	-	0.0%	0.0%
31	Total Bill	7,827,148	30.5461	8,559,510	33.4042	732,362	9.4%	0.0%
32	Sales Service Impact					732,362	9.4%	0.0%
33	Direct Purchase Impact					732,362	19.3%	-0.1%
<u>Small Rate T2</u>								
34	Delivery Charges	785,640	1.3258	784,514	1.3239	(1,126)	-0.1%	-0.1%
35	Federal Carbon Charge	7,341,818	12.3900	9,036,540	15.2500	1,694,722	23.1%	0.0%
36	Gas Supply Charges	9,319,369	15.7273	9,319,369	15.7273	-	0.0%	0.0%
37	Total Bill	17,446,827	29.4431	19,140,423	32.3012	1,693,596	9.7%	0.0%
38	Sales Service Impact					1,693,596	9.7%	0.0%
39	Direct Purchase Impact					1,693,596	20.8%	-0.1%
<u>Average Rate T2</u>								
40	Delivery Charges	1,928,348	0.9749	1,924,590	0.9730	(3,758)	-0.2%	-0.2%
41	Federal Carbon Charge	24,506,162	12.3900	30,162,952	15.2500	5,656,790	23.1%	0.0%
42	Gas Supply Charges	31,107,003	15.7273	31,107,003	15.7273	-	0.0%	0.0%
43	Total Bill	57,541,513	29.0922	63,194,545	31.9503	5,653,032	9.8%	0.0%
44	Sales Service Impact					5,653,032	9.8%	0.0%
45	Direct Purchase Impact					5,653,032	21.4%	-0.2%
<u>Large Rate T2</u>								
46	Delivery Charges	3,206,006	0.8663	3,198,974	0.8644	(7,032)	-0.2%	-0.2%
47	Federal Carbon Charge	45,854,027	12.3900	56,438,573	15.2500	10,584,545	23.1%	0.0%
48	Gas Supply Charges	58,205,007	15.7273	58,205,007	15.7273	-	0.0%	0.0%
49	Total Bill	107,265,040	28.9836	117,842,554	31.8417	10,577,514	9.9%	0.0%
50	Sales Service Impact					10,577,514	9.9%	0.0%
51	Direct Purchase Impact					10,577,514	21.6%	-0.2%
<u>Large Rate T3</u>								
52	Delivery Charges	6,483,120	2.3773	6,477,939	2.3754	(5,182)		-0.1%
53	Gas Supply Charges	42,890,234	15.7273	42,890,234	15.7273	-		0.0%
54	Total Bill	49,373,354	18.1046	49,368,173	18.1027	(5,182)		0.0%
55	Sales Service Impact					(5,182)		0.0%
56	Direct Purchase Impact					(5,182)		-0.1%

ENBRIDGE GAS INC.
 Union Rate Zones
Summary of 2022 Federal Carbon Deferral and Variance Accounts

Line No.	Particulars (\$000's)	Customer Carbon Charge - Variance Account 179-421 (a)	Facility Carbon Charge - Variance Account 179-420 (b)	Greenhouse Gas Emissions Administration Deferral Account 179-422 (c)	Total (d) = (a+b+c)
1	Balance	-	(2,910)	2,617	(293)
2	Interest	-	(345)	184	(161)
3	Total (1)	-	(3,255)	2,801	(454)

Notes:

(1) Exhibit D, Tab 3, Schedule 3, page 2.

ENBRIDGE GAS INC.
Union Rate Zones
Summary of Allocation of 2022 Federal Carbon Deferral and Variance Accounts

Line No.	Particulars (\$000's)	Allocators		Account Balances			Total (f) = (c+d+e)
		Jan - Dec 2022 Total Volumes 10 ³ m ³ (a)	Total 2013 A&G (\$000's) (b)	Customer Carbon Charge - Variance Account 179-421 (c)	Facility Carbon Charge - Variance Account 179-420 (1) (d)	Greenhouse Gas Emissions Administration Deferral Account 179-422 (2) (e)	
<u>Union South In-Franchise</u>							
1	Rate M1	3,183,662	80,159	-	(236)	1,415	1,179
2	Rate M2	1,226,228	7,513	-	(91)	133	42
3	Rate M4	601,877	2,801	-	(45)	49	5
4	Rate M5	60,809	3,131	-	(5)	55	51
5	Rate M7	750,067	787	-	(56)	14	(42)
6	Rate M9	96,890	108	-	(7)	2	(5)
7	Rate M10	331	25	-	(0)	0	0
8	Rate T1	440,944	2,036	-	(33)	36	3
9	Rate T2	4,850,508	5,624	-	(359)	99	(260)
10	Rate T3	278,032	627	-	(21)	11	(10)
11	Total South In-Franchise	11,489,346	102,812	-	(851)	1,815	964
<u>Union North In-Franchise</u>							
12	Rate 01	1,010,936	31,817	-	(75)	562	487
13	Rate 10	320,456	2,759	-	(24)	49	25
14	Rate 20	879,345	2,373	-	(65)	42	(23)
15	Rate 25	151,281	2,089	-	(11)	37	26
16	Rate 100	943,946	953	-	(70)	17	(53)
17	Total North In-Franchise	3,305,964	39,992	-	(245)	706	461
<u>Ex-Franchise</u>							
18	Rate M12	21,734,275	14,918	-	(1,610)	263	(1,347)
19	Rate M13	46,695	0	-	(3)	0	(3)
20	Rate M16	360,721	21	-	(27)	0	(26)
21	Rate M17	25,725	-	-	(2)	-	(2)
22	Rate C1	6,972,242	323	-	(517)	6	(511)
23	Excess Utility Storage Space	-	597	-	-	11	11
24	Total Ex-Franchise	29,139,658	15,859	-	(2,159)	280	(1,879)
25	Total In-Franchise & Ex-Franchise	43,934,968	158,663	-	(3,255)	2,801	(454)

Notes:

- (1) Allocated in proportion to column (a).
(2) Allocated in proportion to column (b).

Filed: 2023-09-28
 EB-2023-0196
 Exhibit D
 Tab 3
 Schedule 4
 Page 1 of 2

ENBRIDGE GAS INC.
 Union Rate Zones
 Unit Rates for One-Time Adjustment - Delivery
2022 Federal Carbon Deferral and Variance Account Disposition

Line No.	Particulars	Rate Class	Deferral Balance for Disposition (\$000's) (1) (a)	Volume (10 ³ m ³) (b)	Unit Rate (cents/m ³) (c) = (a / b)*100
<u>Union North</u>					
1	Small Volume General Service	01	487	1,010,936	0.0482
2	Large Volume General Service	10	25	320,456	0.0078
3	Medium Volume Firm Service	20	(23)	879,345	(0.0026)
4	Large Volume Interruptible	25	26	151,281	0.0170
5	Large Volume High Load Factor	100	(53)	943,946	(0.0056)
<u>Union South</u>					
6	Small Volume General Service	M1	1,179	3,183,662	0.0370
7	Large Volume General Service	M2	42	1,226,228	0.0034
8	Firm Com/Ind Contract	M4	5	601,877	0.0008
9	Interruptible Com/Ind Contract	M5	51	60,809	0.0835
10	Special Large Volume Contract	M7	(42)	750,067	(0.0056)
11	Large Wholesale	M9	(5)	96,890	(0.0054)
12	Small Wholesale	M10	0	331	0.1281
13	Contract Carriage Service	T1	3	440,944	0.0007
14	Contract Carriage Service	T2	(260)	4,850,508	(0.0054)
15	Contract Carriage- Wholesale	T3	(10)	278,032	(0.0034)
16	Total		1,425		

Notes:

(1) Exhibit D, Tab 3, Schedule 3, page 2, column (f).

ENBRIDGE GAS INC.
 Union Rate Zones
 Ex-Franchise Amounts for Disposition
2022 Federal Carbon Deferral and Variance Account Disposition

Line No.	Particulars (\$000's) (1)	Rate Class	Deferral Balance for Disposition (\$000's) (2) (a)
1	Storage and Transportation	M12	(1,347)
2	Local Production	M13	(3)
3	Storage Transportation Service	M16	(26)
4	Transportation Service	M17	(2)
5	Short-Term Cross Franchise	C1	<u>(511)</u>
6	Total Ex-Franchise		(1,890)

Notes:

- (1) Exhibit D, Tab 3, Schedule 3, page 2, column (f).
 (2) Ex-franchise M12, M13, M16, M17 and C1 customer specific amounts determined using approved deferral account allocation methodologies.

ENBRIDGE GAS INC.
 Union Rate Zones
 Typical Bill Impacts
2022 Federal Carbon Deferral and Variance Account Disposition

Line No.	Volume	Annual Bill Impact for Non-EPS						Annual Bill Impact for EPS				
		Annual m ³	Unit Rate (1)	Total Adjustment \$	October 2023 Bill		Impact %	Unit Rate (1) ¢/m ³	Total Adjustment \$	October 2023 Bill		Impact %
			¢/m ³		October 2023 Bill (2) \$	Including Total Adjustment \$				October 2023 Bill (2) \$	Including Total Adjustment \$	
(a)	(b)	(c) = (a x b) / 100	(d)	(e) = (d + c)	(f) = (c / d)	(g)	(h) = (a x g) / 100	(i)	(j) = (l + h)	(k) = (h / i)		
GENERAL SERVICE												
Union North												
1	Small Rate 01	2,200	0.0482	1.06	1,331	1,332	0.1%	0.0482	1.06	1,059	1,060	0.1%
2	Small Rate 10	60,000	0.0078	4.68	27,013	27,017	0.0%	0.0078	4.68	19,579	19,583	0.0%
3	Large Rate 10	250,000	0.0078	19.48	107,330	107,350	0.0%	0.0078	19.48	76,355	76,375	0.0%
Union South												
4	Small Rate M1	2,200	0.0370	0.81	1,062	1,063	0.1%	0.0370	0.81	790	790	0.1%
5	Small Rate M2	60,000	0.0034	2.04	21,952	21,954	0.0%	0.0034	2.04	14,518	14,520	0.0%
6	Large Rate M2	250,000	0.0034	8.52	87,677	87,686	0.0%	0.0034	8.52	56,702	56,711	0.0%
CONTRACT SERVICE												
Union North												
7	Small Rate 20	3,000,000	(0.0026)	(79)	1,002,524	1,002,444	0.0%	(0.0026)	(79)	630,824	630,744	0.0%
8	Large Rate 20	15,000,000	(0.0026)	(397)	4,857,489	4,857,092	0.0%	(0.0026)	(397)	2,998,989	2,998,592	0.0%
9	Average Rate 25	2,275,000	0.0170	386	735,928	736,315	0.1%	0.0170	386	454,056	454,442	0.1%
10	Small Rate 100	27,000,000	(0.0056)	(1,519)	9,062,984	9,061,465	0.0%	(0.0056)	(1,519)	5,717,684	5,716,165	0.0%
11	Large Rate 100	240,000,000	(0.0056)	(13,504)	79,848,970	79,835,466	0.0%	(0.0056)	(13,504)	50,112,970	50,099,466	0.0%
Union South												
12	Small Rate M4	875,000	0.0008	7	303,482	303,489	0.0%	0.0008	7	195,070	195,077	0.0%
13	Large Rate M4	12,000,000	0.0008	97	3,835,013	3,835,110	0.0%	0.0008	97	2,348,213	2,348,310	0.0%
14	Small Rate M5 Interruptible	825,000	0.0835	689	270,483	271,172	0.3%	0.0835	689	168,265	168,954	0.4%
15	Large Rate M5 Interruptible	6,500,000	0.0835	5,427	2,052,605	2,058,031	0.3%	0.0835	5,427	1,247,255	1,252,681	0.4%
16	Small Rate M7	36,000,000	(0.0056)	(2,000)	10,943,544	10,941,544	0.0%	(0.0056)	(2,000)	6,483,144	6,481,144	0.0%
17	Large Rate M7	52,000,000	(0.0056)	(2,889)	17,763,224	17,760,335	0.0%	(0.0056)	(2,889)	11,320,424	11,317,535	0.0%
18	Small Rate M9	6,950,000	(0.0054)	(378)				(0.0054)	(378)	1,298,737	1,298,359	0.0%
19	Large Rate M9	20,178,000	(0.0054)	(1,098)				(0.0054)	(1,098)	3,784,491	3,783,393	0.0%
20	Average Rate M10	94,500						0.1281	121	23,015	23,136	0.5%
21	Small Rate T1	7,537,000	0.0007	56	2,296,786	2,296,842	0.0%	0.0007	56	1,362,951	1,363,007	0.0%
22	Average Rate T1	11,565,938	0.0007	86	3,528,195	3,528,281	0.0%	0.0007	86	2,095,175	2,095,261	0.0%
23	Large Rate T1	25,624,080	0.0007	190	7,827,148	7,827,339	0.0%	0.0007	190	4,652,325	4,652,515	0.0%
24	Small Rate T2	59,256,000	(0.0054)	(3,178)	17,446,827	17,443,650	0.0%	(0.0054)	(3,178)	10,105,009	10,101,831	0.0%
25	Average Rate T2	197,789,850	(0.0054)	(10,606)	57,541,513	57,530,907	0.0%	(0.0054)	(10,606)	33,035,351	33,024,745	0.0%
26	Large Rate T2	370,089,000	(0.0054)	(19,845)	107,265,040	107,245,195	0.0%	(0.0054)	(19,845)	61,411,013	61,391,168	0.0%
27	Large Rate T3	272,712,000						(0.0034)	(9,354)	49,373,354	49,364,000	0.0%

Notes:

- (1) Unit rates calculated at Exhibit D, Tab 3, Schedule 4.
- (2) Typical annual bill for a sales service customer at approved October 2023 QRAM rates (EB-2023-0211).

TOWNSHIP OF MACHAR

Resolution Number: 213-23

Moved by: Ron McLaren Blair Flowers Pearl Ivens Neil Scarlett
 Seconded by: Ron McLaren Blair Flowers Pearl Ivens Neil Scarlett

Oct 23, 2023

Whereas the demand for alternative accommodations has resulted in an increased prominence of residential properties being advertised for short term accommodations through third party companies such as Airbnb and VRBO; a shift from the 'traditional' cottage rental historically managed by a property owner; and

Whereas over the past decade a flood of properties have been removed from the ownership and long-term rental market (Canada Research Chair in Urban Governance at McGill University) contributing to housing shortages, increased housing demands and increased housing costs resulting in housing affordability issues, including affordable rentals; and

Whereas short term rentals (STR) can be beneficial, when operated appropriately, by providing solutions for the accommodation industry that supports local tourism and small businesses as well as providing an opportunity for property owners to generate income from their residence (permanent or seasonal) using a convenient third-party system; and

Whereas STR's can create nuisances including noise, parking, high volumes of visitors attending a property, septic capacity and fire safety, for adjacent residential property owners who wish to experience quiet enjoyment of their property; and

Whereas research indicates that demand for STR's is increasing, in part due to vacationers choosing domestic travel options as well as the financial benefits to property owners, demonstrating that STR's are here to stay; and

Whereas there are no Provincial regulations in place governing third party STR companies resulting in a variety of regulations/guidelines being implemented at the local municipal level which creates inconsistencies, confusion and frustrations for both consumers and residents across the province; and

Therefore, be it resolved that Township of Machar Council calls on the Provincial Government to move forward as soon as possible to legislate all third-party short-term rental brokerage companies, for example Airbnb and VRBO, requiring them to:

- appropriately manage and be responsible for their listings, and to compel compliance; and
- establish a registry system, making it mandatory for each rental listing to register and pay an appropriate annual fee, with the requirement that STR companies are to provide the registry and collected fees to the municipality in which the STR properties are located, allowing municipalities to be aware of all registered STR properties and to have access to funds to assist with the response and enforcement of issues surrounding STR properties; and
- de-list/remove a property from the STR company's listing when a municipality has identified and verified life, health and/or nuisance infractions including noise, fire safety, septic, etc. to ensure a property cannot be rented; and

That a copy of this resolution be sent to all Ontario municipalities for support as well as to the Minister of Municipal Affairs and Housing and Graydon Smith, MPP.

Carried by: _____



TOWNSHIP OF MACHAR

Resolution Number: 214-23

Moved by:	Ron McLaren <input type="checkbox"/>	Blair Flowers <input checked="" type="checkbox"/>	Pearl Ivens <input type="checkbox"/>	Neil Scarlett <input type="checkbox"/>
Seconded by:	Ron McLaren <input checked="" type="checkbox"/>	Blair Flowers <input type="checkbox"/>	Pearl Ivens <input type="checkbox"/>	Neil Scarlett <input type="checkbox"/>

Oct 23, 2023

THAT we support Agenda item(s) 15. 20. 22. 23.

Carried by: 

From: Carolyn Lance <clance@georgina.ca>

138

Sent: Wednesday, October 25, 2023 3:51 PM

Subject: FW: Action Alert - Tell the Government NOT to Proceed with Changes to Licensing

Good afternoon.

Please be advised that Council for the Town of Georgina considered the Action Alert notification from the Canadian Environmental Law Association (below) during this morning's Council Meeting concerning the Province proposing a variety of regulatory changes made under several statutes affecting mainly three subject; de-watering, waste management systems and storm water/wastewater management. Council passed the following motion:

"Resolution No. C-2023-0364

That Council receive the correspondence from the Canadian Environmental Law Association concerning a variety of regulatory changes proposed by the Province, to be made under several statutes affecting permit-by-rule framework, de-watering, waste management systems and storm water/wastewater management, and provide authorization to staff to provide technical and professional comments on the Environmental Registry of Ontario by the deadline date of October 30, 2023."

Both Town of Georgina staff and the LSRCA are conducting comprehensive analysis of the proposed changes and upon completion will be submitting their respective professional and technical comments to the ERO legislated process.

Accordingly, Town Council requested York Region municipalities be contacted to enquire if a) you intend to submit the proposed amendments to your respective Councils for their consideration, and b) you intend to make ERO comment submissions concerning the four regulatory amendme notices by the submission deadline of October 30th.

Thank you for your consideration.

Sincerely,



Carolyn Lance

Council Services Coordinator

Clerk's Division | Legislative Services Department

26557 Civic Centre Road, Keswick, ON | L4P 3G1

905-476-4301 Ext. 221 georgina.ca

Follow us on [Twitter](#) and [Instagram](#), like us on [Facebook](#)

From: Canadian Environmental Law Association <info@cela.ca>

Date: October 4, 2023 at 13:03:01 EDT

Subject: Action Alert - Tell the Government NOT to Proceed with Changes to Licensing

[View this email in your browser](#)



Dear CELA Supporter -

We emailed you last week about the Ontario Ministry of the Environment,

Conservation and Parks proposals to exempt certain waste management systems, storm water management, and water-taking from licensing requirements.

These "streamlining" proposals are eliminating critical government and public scrutiny from projects that could have significant impacts on the environment and human health. **CELA strong urges the Ministry NOT to proceed with these proposals, and we encourage you to add your voice.**

The most important action you can take is to **send an email** to Ministry staff. Here's how:



- 1) Address your email to permissions.modernization@ontario.ca
- 2) Be sure to include all four posting numbers in the body of your email. Those are: [ERO #019-6951](#), [ERO #019-6853](#), [ERO #019-6963](#), and [ERO #019-6928](#).
- 3) Write your comment. Feel free to use our suggested language below, but be sure to add your own thoughts.



CELA has a number of concerns about the impacts of these proposals. Please feel free to include these concerns in your comments.

We are concerned that:

- There will not be an up-front, detailed review by Ministry staff to assess the potential environmental impacts of the specified operations
- Public participation and appeal rights under the *Environmental Bill of Rights, 1993* would no longer apply
- Waste management systems that transport and store waste - in particular, asbestos waste, hazardous waste, and biomedical waste - have the potential to cause serious harm to our health and the natural environment
- Improper management of wastewater and stormwater has the potential to cause serious impacts to freshwater systems and safe drinking water

- Allowing up to 379,000 litres of groundwater-taking per day without a permit threatens aquifers, impacts wells, and strains municipal infrastructure
- Removing the requirement to inform Conservation Authorities about water-taking limits their ability to protect drinking water sources

We have created an [action alert page](#) on our website that contains more information. It's important that you share your concerns by sending an email **by October 30** and urging the government **NOT** to proceed with these proposals.

Sincerely,

Theresa McClenaghan,
Executive Director



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You're receiving this email because you have supported our work and/or have signed up to receive CELA mailings including the e-bulletin.

Our mailing address is:

CELA
1500-55 University Ave
Toronto, ON M5J 2H7
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The Corporation of the Municipality of Wawa

REGULAR COUNCIL MEETING

RESOLUTION

Tuesday, October 17, 2023

Resolution # RC23249	Meeting Order: 7
Moved by: <i>Mitch Hayfield</i>	Seconded by: <i>J.H.</i>

WHEREAS the demand for alternative accommodations has resulted in an increased prominence of residential properties being advertised for short term accommodations through third party companies such as Airbnb and VRBO; a shift from the 'traditional' cottage rental historically managed by a property owner; and

WHEREAS over the past decade a flood of properties have been removed from the ownership and long-term rental market (Canada Research Chair in Urban Governance at McGill University) contributing to housing shortages, increased housing demands and increased housing costs resulting in housing affordability issues, including affordable rentals; and

WHEREAS short term rentals (STR) can be beneficial, when operated appropriately, by providing solutions for the accommodation industry that supports local tourism and small businesses as well as providing an opportunity for property owners to generate income from their residence (permanent or seasonal) using a convenient third-party system; and

WHEREAS STR's can create nuisances including noise, parking, high volumes of visitors attending a property, septic capacity and fire safety, for adjacent residential property owners who wish to experience quiet enjoyment of their property; and

WHEREAS research indicates that demand for STR's is increasing, in part due to vacationers choosing domestic travel options as well as the financial benefits to property owners, demonstrating that STR's are here to stay; and

WHEREAS there are no Provincial regulations in place governing third party STR companies resulting in a variety of regulations/guidelines being implemented at the local municipal level which creates inconsistencies, confusion and frustrations for both consumers and residents across the province; and

p.2.....



The Corporation of the Municipality of Wawa

REGULAR COUNCIL MEETING

RESOLUTION

THEREFORE, BE IT RESOLVED THAT the Council of the Corporation of the Municipality of Wawa calls on the Provincial Government to move forward as soon as possible to legislate all third-party short-term rental brokerage companies, for example Airbnb and VRBO, requiring them to:

- appropriately manage and be responsible for their listings, and to compel compliance; and
- establish a registry system, making it mandatory for each rental listing to register and pay an appropriate annual fee, with the requirement that STR companies are to provide the registry and collected fees to the municipality in which the STR properties are located, allowing municipalities to be aware of all registered STR properties and to have access to funds to assist with the response and enforcement of issues surrounding STR properties; and
- de-list/remove a property from the STR company's listing when a municipality has identified and verified life, health and/or nuisance infractions including noise, fire safety, septic, etc. to ensure a property cannot be rented; and

FURTHERMORE THAT a copy of this resolution be sent to all Ontario municipalities for support as well as to the Minister of Municipal Affairs and Housing and Algoma-Manitoulin MPPs.

RESOLUTION RESULT	RECORDED VOTE		
<input type="checkbox"/> CARRIED	MAYOR AND COUNCIL	YES	NO
<input type="checkbox"/> DEFEATED	Mitch Hatfield		
<input type="checkbox"/> TABLED	Cathy Cannon		
<input type="checkbox"/> RECORDED VOTE (SEE RIGHT)	Melanie Pilon		
<input type="checkbox"/> PECUNIARY INTEREST DECLARED	Jim Hoffmann		
<input type="checkbox"/> WITHDRAWN	Joseph Opato		

Disclosure of Pecuniary Interest and the general nature thereof.

- Disclosed the pecuniary interest and general name thereof and abstained from the discussion, vote and influence.

Clerk: _____

MAYOR – MELANIE PILON	CLERK – MAURY O'NEILL



MUNICIPALITY OF
North Perth
www.northperth.ca

A Community of Character

330 Wallace Ave. N., Listowel, ON N4W 1L3

Phone: 519-291-2950

Toll Free: 888-714-1993

October 26th, 2023

Minister of Long-Term Care
 438 University Avenue, 8th Floor
 Toronto, ON M5G 2K8

To Whom It May Concern,

Please be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held on October 16th, 2023 regarding a request for support for Bill 21, Fixing Long-Term Care Amendment Act (Till Death Do Us Part), 2022 from Catherine Fife, Waterloo MPP.

Moved By: Lee Anne Andriessen **Seconded By:** Sarah Blazek

THAT: The Council of the Municipality of North Perth supports Consent Agenda Item 7.11 *Catherine Fife, Waterloo MPP – Request for Support for Bill 21, Fixing Long-Term Care Amendment Act (Till Death Do Us Part), 2022.*

AND THAT: Staff be directed to forward the resolution to other provincial entities and other Council counterparts across Ontario.

CARRIED

If you have any questions regarding the above resolution, please do not hesitate to contact me.

Regards,

Sarah Carter
 Acting Clerk/Legislative Services Supervisor
 Municipality of North Perth
 330 Wallace Ave. N., Listowel ON N4W 1L3
 519-292-2062
scarter@northperth.ca

Cc: Catherine Fife, Waterloo MPP
 Perth Wellington MPP, Matthew Rae
 All Ontario Municipalities



Catherine Fife

MPP Waterloo

Todd Kasenberg
Mayor of Municipality of North Perth

RE: Requesting your support for Bill 21, Fixing Long-Term Care Amendment Act (Till Death Do Us Part), 2022

September 25, 2023

Dear Mayor Kasenberg,

I am writing to you today to share an update on Bill 21, Fixing Long-Term Care Amendment Act (Till Death Do Us Part), 2022, and to request your support for this important legislation.

Bill 21 amends the Residents' Bill of Rights set out in section 3 of Fixing Long-Term Care Act, 2021 by adding the right of residents not to be separated from their spouse upon admission but to have accommodation made available for both spouses so they may continue to live together.

The Act was inspired by Cambridge resident Jim McLeod, who will have been separated from his wife of 65 years Joan, on September 17, 2023. Nearly 6 years later, Jim continues to champion spousal reunification. He often says that he will talk to anyone and has two giant binders full of his advocacy work on the Bill. Last week, he told me that his heart is breaking because of his separation from Joan. He has brought other seniors who are separated from their spouses into the advocacy – you cannot sit with these folks for any amount of time and not care deeply about this legislation.

I know that you value the many contributions that older adults have made to Waterloo Region, and care deeply that they can live their final years with dignity and love. **I am hoping you will consider bringing a motion forward to your Council, in support of the Till Death Do Us Part Act.** Your support will help us to keep attention on this important legislation, so that it can finally be called to the Standing Committee on Social Policy – one step closer to Royal Assent.

I would be happy to discuss the Bill with you further, via phone call or an in-person meeting at your convenience. Thanks in advance for considering my request.

Sincerely,

A handwritten signature in black ink, appearing to read "Catherine Fife".

Catherine Fife, Waterloo MPP
Finance & Treasury Board Critic

Constituency Office
100 Regina St. S., Suite 220
Waterloo, ON N2J 4A8
Ph: 519-725-3477 | Fax: 519-725-3667
Email: cfife-co@ndp.on.ca

Queen's Park Office
Room 154, Main Legislative Bldg.
Queen's Park, Toronto ON M7A 1A5
Ph: 416-325-6913 | Fax: 416-325-6942
Email: cfife-qp@ndp.on.ca

BACKGROUND:

On November 15, 2022, the Till Death Do Us Part Act, passed second reading in the Ontario legislature after being [introduced for the third time in September 2022](#). The bill was then referred to the Ontario Legislature's Social Policy Committee. You can view highlights of the second reading debate here: <https://www.youtube.com/watch?v=mYRIgQgDe2k>

I have been pushing for the Standing Committee on Social Policy to schedule a time to begin the work of reviewing Bill 21 since November 2022. **Today marks 286 days since the Act passed second reading at the Legislative Assembly of Ontario.** Unfortunately, the Bill has yet to be called to committee.

Bill 21, which was formerly Bill 153 and 95, respectively, had passed second reading and was sent to the Justice Committee in December 2019, but was wiped off the order paper when Premier Ford prorogued the house in 2021. It was reintroduced early 2022 but did not have time to progress before the election.

Since I first introduced this Bill in 2019, the number of people who've reached out to my offices with heartbreaking stories of couples entering long-term care who are torn apart has skyrocketed. Simply put, Ontario seniors deserve dignity in care and should have the right to live with their partner as they age. Of note, Nova Scotia passed similar legislation, titled the [Life Partners in Long-Term Care Act](#) in 2021.

Following many meetings with stakeholders, it's clear that "care campuses" which offer different levels of care (independent, assisted living and long-term care) are the progressive model for investing in quality care for Ontario's aging population. Care campuses are an essential element to keeping couples together as they often age at different rates. This level of choice has been brought to my attention as especially important to rural and northern municipal leaders across Ontario. The care campus model for seniors housing that builds different levels of care has unique financial savings that will be critical as we grapple with a rapidly aging province.

We need the Bill to be called to the Standing Committee on Social Policy as soon as possible. We know that couples who are separated across Ontario cannot wait any longer for this legislative change to be made.

Here are the links to recent media coverage of the Till Death Do Us Part Act, which provide more specific insights into the lived experiences of older adults who are separated from their spouses:

- [CTV News Kitchener: Ontario seniors separated in long-term care pushing for the right to remain together](#)
- [CityNews Kitchener: Waterloo MPP appeals for seniors bill to be brought forward](#)
- [Waterloo Region Record: Cambridge senior calls for end to separating couples in long-term care](#)

Constituency Office
100 Regina St. S., Suite 220
Waterloo, ON N2J 4A8
Ph: 519-725-3477 | Fax: 519-725-3667
Email: cfife-co@ndp.on.ca

Queen's Park Office
Room 154, Main Legislative Bldg.
Queen's Park, Toronto ON M7A 1A5
Ph: 416-325-6913 | Fax: 416-325-6942
Email: cfife-qp@ndp.on.ca



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October 26th, 2023

The Honourable Doug Ford
 Premier of Ontario
 Legislative Building, Queen's Park
 Toronto, ON M7A 1A1
 Via Email: premier@ontario.ca

Re: Social and Economic Prosperity Review

Please be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held on October 23rd, 2023 regarding Policy Update – Social and Economic Prosperity Review from the Association of Municipalities Ontario.

Moved By: Matt Duncan **Seconded By:** Allan Rothwell

THAT: The Council of the Municipality of North Perth endorses the briefing from AMO calling for discussion on Social and Economic Prosperity and that North Perth is willing to participate.

AND THAT: The resolution be forwarded to the Premier of Ontario, AMO, Perth-Wellington MP John Nater, Perth-Wellington MPP Matthew Rae, and all Ontario municipalities.

CARRIED

If you have any questions regarding the above resolution, please do not hesitate to contact me.

Regards,

Sarah Carter
 Acting Clerk/Legislative Services Supervisor
 Municipality of North Perth
 330 Wallace Ave. N., Listowel ON N4W 1L3
 519-292-2062
scarter@northperth.ca

Cc: AMO
 Perth-Wellington MP, John Nater
 Perth Wellington MPP, Matthew Rae
 All Ontario Municipalities

Policy Update not displaying correctly? [View the online version](#)
 or Email Communicate@amo.on.ca to your affiliates



POLICY UPDATE

October 18, 2023

Policy Update - Social and Economic Prosperity Review

Municipalities across Ontario are facing increasingly complex challenges, such as tackling homelessness and climate change, without the financial tools to solve them. It's time for the province and municipalities to work collaboratively towards solutions for the long-term stability and

a

[AMO has called on Premier Ford](#) to propose an update of the partnership between provincial and municipal governments to build sustainable communities, a solid foundation for economic growth and quality of life.

A [social and economic prosperity review](#) would help to create a sustainable, accountable provincial-municipal relationship where both orders of government can meet their responsibilities, grounded in:

- Affordability and fiscal sustainability for both orders of government
- Fairness for taxpayers and affordability for residents
- Coordinated and timely infrastructure investment resilient to climate realities
- Increased housing supply and affordability
- Robust health and social services supporting increased economic participation
- Long term economic development and prosperity for Ontario and its communities
- Modern, effective and streamlined service delivery

It's the right time for a province-wide conversation.

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submission. Distribution of the e-ite does not imply an endorsement of the view, information or service mentioned.



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Phone: 519-291-2950

Toll Free: 888-714-1993

October 26th, 2023

The Honourable Doug Downey
Ministry of the Attorney General
McMurty-Scott Building
720 Bay St., 11th Flor
Toronto, ON M7A 2S9
Via Email: doug.downey@ontario.ca

Re: Catch and Release Justice in Ontario

Please be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held on October 23rd, 2023 regarding "Catch and Release" Justice in Ontario.

Moved By: Sarah Blazek **Seconded By:** Matt Richardson

THAT: The Council of the Municipality of North Perth endorses the resolution from the Town of Midland and circulates the resolution to relevant stakeholders.

CARRIED

If you have any questions regarding the above resolution, please do not hesitate to contact me.

Regards,

Sarah Carter
Acting Clerk/Legislative Services Supervisor
Municipality of North Perth
330 Wallace Ave. N., Listowel ON N4W 1L3
519-292-2062
scarter@northperth.ca

Cc: Perth-Wellington MP, John Nater
Perth Wellington MPP, Matthew Rae
All Ontario Municipalities

THE CORPORATION OF THE
TOWN OF MIDLAND

575 Dominion Avenue
Midland, ON L4R 1R2
Phone: 705-526-4275
Fax: 705-526-9971
info@midland.ca



September 8, 2023

The Senate of Canada
Ottawa, ON
K1A 0A4

Via Email: sencom@sen.parl.gc.ca

Premier Doug Ford
Legislative Building
Queen's Park
Toronto ON
M7A 1A1

Via Email: premier@ontario.ca

Dear Premier Ford:

Re: "Catch and Release" Justice is Ontario

At its September 6, 2023, Regular Council Meeting with Closed Session the Council for the Town of Midland passed the following Resolution:

That the Town of Midland send a letter to the Federal and Provincial Governments requesting meaningful improvements to the current state of "catch and release" justice in the Ontario legal system. Police Services across Ontario are exhausting precious time and resources having to manage the repeated arrests of the same offenders, which in turn, is impacting their morale, and ultimately law-abiding citizens who are paying the often significant financial and emotional toll of this broken system; and

That this resolution be sent to other Municipalities throughout Ontario for their endorsement consideration.

Thank you.

Yours very
truly,

THE CORPORATION OF THE TOWN OF MIDLAND

Sherri Edgar

Sherri Edgar, AMCT
Municipal Clerk
Ext. 2210

Oct 25, 2023

Ann-Marie Norio, Regional Clerk
Niagara Region
1815 Sir Isaac Brock Way
Thorold, ON
L2V 4T7

Dear Ms. Norio:

Re: Niagara Region - Motion Respecting Recommendations from the Renfrew County Inquest and Declaration of Intimate Partner Violence as an Epidemic

This is to confirm that at the Oct 23, 2023 Council Meeting the following resolution was adopted with respect to the above noted matter:

1. That, the correspondence received from the Regional Municipality of Niagara regarding the Motion Respecting Recommendations from the Renfrew County Inquest and Declaration of Intimate Partner Violence as an Epidemic, as attached as Schedule A, be received and supported; and,
2. That, the Township of West Lincoln recognize the issues of gender-based violence and intimate partner violence in Niagara as serious to the health and wellness of local residents and their families; and,
3. That, the Township of West Lincoln commit to engaging with community partners to educate and support our residents about the seriousness and long-term danger of violence in our communities; and,
4. That, the Township of West Lincoln declare, in accordance with Recommendation #5 of the Niagara Region request, that intimate partner violence and gender-based violence are an epidemic; and,
5. That, a copy of this motion be sent to each of Niagara's 12 Local Area Municipalities; The Honourable Arif Virani, Minister of Justice; The Honourable Doug Ford, Premier of Ontario; The Honourable Charmaine A. Williams, Associate Minister of Women's Social and Economic Opportunity; The Honourable Parm Gill, Minister of Red Tape Reduction; Niagara four MPs; Niagara's four MPPs; the Association of Municipalities of Ontario (AMO); the

Federation of Canadian Municipalities (FCM); Mayors and Regional Chairs of Ontario (MARCO); and Ontario's Big City Mayors (OBCM).

If any further information is required, please contact the undersigned at 905-957-3346, Ext 6720.

Yours Truly,



Jessica Dyson
Director of Legislative Services/Clerk

Niagara's 12 Local Area Municipalities
The Honourable Arif Virani, Minister of Justice;
The Honourable Doug Ford, Premier of Ontario;
The Honourable Charmaine A. Williams, Associate Minister of Women's Social and Economic Opportunity;
The Honourable Parm Gill, Minister of Red Tape Reduction;
Niagara four MPs; Niagara's four MPPs;
Association of Municipalities of Ontario (AMO);
the Federation of Canadian Municipalities (FCM); Mayors and Regional Chairs of Ontario (MARCO); and Ontario's Big City Mayors (OBCM)



The Corporation of
The Township of Brock
1 Cameron St. E., P.O. Box 10
Cannington, ON L0E 1E0
705-432-2355

October 26, 2023

Honourable Andrea Khanjin
Minister of the Environment, Conservation and Parks

Sent via email: Andrea.Khanjin@pc.ola.org; minister.mecp@ontario.ca

Re: Clean Up Lake Simcoe

Please be advised that the Council of the Corporation of the Township of Brock, at their meeting held on October 23, 2023. adopted the following resolution:

C-2023-236

“WHEREAS in 2009 the Government of Ontario released its Lake Simcoe Protection Plan, which called for Lake Simcoe’s phosphorus pollution to be reduced by 50% to 44 tonnes per year to protect our cold-water fishery and to prevent excessive weed growth and algae blooms; and

WHEREAS the Government of Ontario has still not funded or implemented a plan to reduce Lake Simcoe’s phosphorus pollution to 44 tonnes per year; and

WHEREAS Lake Simcoe’s phosphorus pollution has risen by 26% between 2015 and 2020 relative to its 2009 level.

BE IT THEREFORE RESOLVED THAT the Council of the Township of Brock requests the Government of Ontario to fund and implement a plan to reduce Lake Simcoe’s phosphorus pollution to 44 tonnes per year with a target date of 2030; and

THAT a copy of this resolution be sent to the Honourable Andrea Khanjin, Minister of the Environment, Conservation and Parks; and all Lake Simcoe watershed MPPS and municipalities.”

Should you have any questions or concerns please do not hesitate to contact the Clerk’s Department, Clerks@Brock.ca

Yours truly,

THE TOWNSHIP OF BROCK

A handwritten signature in black ink, appearing to read "Fernando Lamanna", is written over a white background.

Fernando Lamanna
Clerk/Deputy CAO

FL:dh

cc. Lake Simcoe Watershed MPP’s
Lake Simcoe Watershed Municipalities

If this information is required in an accessible format,
please contact the Township at 705-432-2355.



Executive Services
99-A Advance Avenue, Napanee, ON K7R 3Y5 www.greaternapanee.com

October 27, 2023

The Honourable Doug Ford
Premier of Ontario
Premier's Office, Room 281
Legislative Building
Queen's Park, Toronto, ON M7A 1A1

Re: Provincial Legislation for Third-Party Short-Term Rental Companies

Dear Premier Ford:

Please be advised that the Council of the Town of Greater Napanee passed the following resolution at its regular session meeting of October 24, 2023:

RESOLUTION #511/23: Hicks, Martin

That Council receive for information the correspondence from the City of Burlington respecting provincial legislation for third-party short-term rental brokerage companies; And further that Council direct staff to send a letter of support for the resolution passed by the City of Burlington to the Premier of Ontario, MPP Breese, and all Ontario municipalities.

CARRIED

Please do not hesitate to contact jwalters@greaternapanee.com if you require any further information with respect to this resolution.

Sincerely,

Jessica Walters
Clerk

cc. Hon. Ric Breese, MPP, Hastings-Lennox & Addington
All Ontario municipalities



905-335-7600 ext. 7702
905-335-7675
kevin.arjoon@burlington.ca

Sent via email

September 28, 2023

SUBJECT: Provincial legislation for third-party short-term rental companies

Please be advised that at its meeting held Tuesday, September 26, 2023, the Council of the City of Burlington approved the following resolution:

Whereas the demand for alternative accommodations has resulted in an increased prominence of residential properties being advertised for short term accommodations through third party companies such as Airbnb and VRBO; a shift from the 'traditional' cottage rental historically managed by a property owner; and

Whereas over the past decade a flood of properties have been removed from the ownership and long-term rental market (*Canada Research Chair in Urban Governance at McGill University*) contributing to housing shortages, increased housing demands and increased housing costs resulting in housing affordability issues, including affordable rentals; and

Whereas short term rentals (STR) can be beneficial, when operated appropriately, by providing solutions for the accommodation industry that supports local tourism and small businesses as well as providing an opportunity for property owners to generate income from their residence (permanent or seasonal) using a convenient third-party system; and

Whereas STR's can create nuisances including noise, parking, high volumes of visitors attending a property, septic capacity and fire safety, for adjacent residential property owners who wish to experience quiet enjoyment of their property; and

Whereas research indicates that demand for STR's is increasing, in part due to vacationers choosing domestic travel options as well as the financial benefits to property owners, demonstrating that STR's are here to stay; and

Whereas there are no Provincial regulations in place governing third party STR companies resulting in a variety of regulations/guidelines being implemented at the local municipal level which creates inconsistencies, confusion and frustrations for both consumers and residents across the province; and

Therefore, be it resolved that Burlington City Council calls on the Provincial Government to move forward as soon as possible to legislate all third-party short-term rental brokerage companies, for example Airbnb and VRBO, requiring them to:

- appropriately manage and be responsible for their listings, and to compel compliance; and
- establish a registry system, making it mandatory for each rental listing to register and pay an appropriate annual fee, with the requirement that STR companies are to provide the registry and collected fees to the municipality in which the STR properties are located, allowing municipalities to be aware of all registered STR properties and to have access to funds to assist with the response and enforcement of issues surrounding STR properties; and
- de-list/remove a property from the STR company's listing when a municipality has identified and verified life, health and/or nuisance infractions including noise, fire safety, septic, etc. to ensure a property cannot be rented; and

That a copy of this resolution be sent to all Ontario municipalities for support as well as to the Minister of Municipal Affairs and Housing and Halton MPPs.

If you have any questions, please contact me at extension 7702 or the e-mail address above.

Sincerely,



Kevin Arjoon
City Clerk



Executive Services
99-A Advance Avenue, Napanee, ON K7R 3Y5 www.greaternapanee.com

October 27, 2023

The Honourable Doug Ford
Premier of Ontario
Premier's Office, Room 281
Legislative Building
Queen's Park, Toronto, ON M7A 1A1

Re: Catch and Release Justice

Dear Premier Ford:

Please be advised that the Council of the Town of Greater Napanee passed the following resolution at its regular session meeting of October 24, 2023:

RESOLUTION #512/23: Calver, Norrie

That Council receive for information the correspondence from the Town of Midland respecting catch and release justice;
And further that Council direct staff to send a letter of support for the resolution passed by the Town of Midland to the Premier of Ontario, MPP Breese, and all Ontario municipalities.

CARRIED

Please do not hesitate to contact jwalters@greaternapanee.com if you require any further information with respect to this resolution.

Sincerely,

Jessica Walters
Clerk

cc. Hon. Ric Breese, MPP, Hastings-Lennox & Addington
All Ontario municipalities

THE CORPORATION OF THE
TOWN OF MIDLAND

575 Dominion Avenue
Midland, ON L4R 1R2
Phone: 705-526-4275
Fax: 705-526-9971
info@midland.ca



September 8, 2023

The Senate of Canada
Ottawa, ON
K1A 0A4

Via Email: sencom@sen.parl.gc.ca

Premier Doug Ford
Legislative Building
Queen's Park
Toronto ON
M7A 1A1

Via Email: premier@ontario.ca

Dear Premier Ford:

Re: "Catch and Release" Justice is Ontario

At its September 6, 2023, Regular Council Meeting with Closed Session the Council for the Town of Midland passed the following Resolution:

That the Town of Midland send a letter to the Federal and Provincial Governments requesting meaningful improvements to the current state of "catch and release" justice in the Ontario legal system. Police Services across Ontario are exhausting precious time and resources having to manage the repeated arrests of the same offenders, which in turn, is impacting their morale, and ultimately law-abiding citizens who are paying the often significant financial and emotional toll of this broken system; and

That this resolution be sent to other Municipalities throughout Ontario for their endorsement consideration.

Thank you.

Yours very
truly,

THE CORPORATION OF THE TOWN OF MIDLAND

Sherri Edgar

Sherri Edgar, AMCT
Municipal Clerk
Ext. 2210



October 30, 2023

The Honourable Doug Ford, Premier of Ontario
 Premier's Office, Room 281
 Legislative Building, Queen's Park
 Toronto, ON M7A 1A1

Delivered by email
 premier@ontario.ca

Dear Premier:

Re: Town of Aurora Council Resolution of October 24, 2023

Motion 10.1 – Councillor Kim; Re: Cannabis Retail Applications for the Town of Aurora

Please be advised that this matter was considered by Council at its meeting held on October 24, 2023, and in this regard, Council adopted the following resolution:

Whereas in January 2019, Council voted in favour of retail Cannabis in the Town of Aurora; and

Whereas the Alcohol and Gaming Commission of Ontario (AGCO) is the legal body overseeing Cannabis Retail; and

Whereas the Town of Aurora with geography of 7 km x 7 km and population of 64,000 currently has 13 Cannabis retail stores and 1 authorized at the AGCO; and

Whereas the long-term vision of the Town's Official Plan supports active and healthy lifestyle choices to complement a complete community; and

Whereas many cannabis stores are within close proximity to schools and daycares which are inhabited by society's most vulnerable; and

Whereas the Province of Ontario Liquor Licence and Control Act, 2019 (LLCA) in its regulation already has a precedent by limiting the number of grocery stores licensed to sell beer, wine, and cider to 450 and is currently not accepting any more applications;

- 1. Now Therefore Be It Hereby Resolved That the Town of Aurora requests that the Government of Ontario through its Alcohol and Gaming Commission of Ontario (AGCO) no longer accepts any further cannabis retail applications for the Town of Aurora; and**

Town of Aurora Council Resolution of October 24, 2023
Cannabis Retail Applications for the Town of Aurora
October 30, 2023

2 of 2

- 2. Be It Further Resolved That the Town of Aurora requests that the Government of Ontario re-evaluate its “formula” on how many cannabis stores are permissible within the boundaries of a municipality, including but not limited to:
 - a. Utilizing a cap or upper limit;
 - b. Utilizing a population per capita formula;
 - c. Utilizing a distance to the next cannabis retail store formula; and**
- 3. Be It Further Resolved That should the Government of Ontario revisit the retail Cannabis formula guiding the number of cannabis retail stores permissible in a municipality, that it would extend to all existing municipalities; and**
- 4. Be It Further Resolved That a copy of this Motion be sent to the Honourable Doug Ford, Premier of Ontario; the Honourable Doug Downey, Attorney General of Ontario; Dawn Gallagher Murphy, MPP Newmarket—Aurora; and the Honourable Michael Parsa, MPP Aurora—Oak Ridges—Richmond Hill; and**
- 5. Be It Further Resolved That a copy of this Motion be sent to the Association of Municipalities of Ontario (AMO) and all Ontario municipalities for their consideration.**

The above is for your consideration and any attention deemed necessary.

Yours sincerely,



Michael de Rond
Town Clerk
The Corporation of the Town of Aurora

MdR/lb

Attachment (Council meeting extract)

Copy: Hon. Doug Downey, Attorney General of Ontario
Dawn Gallagher Murphy, MPP Newmarket—Aurora
Hon. Michael Parsa, MPP Aurora—Oak Ridges—Richmond Hill
Association of Municipalities of Ontario (AMO)
All Ontario Municipalities



100 John West Way
Aurora, Ontario
L4G 6J1
(905) 727-3123
aurora.ca

Town of Aurora

Council Meeting Extract

Tuesday, October 24, 2023

10. Motions

10.1 Councillor Kim; Re: Cannabis Retail Applications for the Town of Aurora

Moved by Councillor Kim

Seconded by Councillor Gilliland

Whereas in January 2019, Council voted in favour of retail Cannabis in the Town of Aurora; and

Whereas the Alcohol and Gaming Commission of Ontario (AGCO) is the legal body overseeing Cannabis Retail; and

Whereas the Town of Aurora with geography of 7 km x 7 km and population of 64,000 currently has 13 Cannabis retail stores and 1 authorized at the AGCO; and

Whereas the long-term vision of the Town's Official Plan supports active and healthy lifestyle choices to complement a complete community; and

Whereas many cannabis stores are within close proximity to schools and daycares which are inhabited by society's most vulnerable; and

Whereas the Province of Ontario Liquor Licence and Control Act, 2019 (LLCA) in its regulation already has a precedent by limiting the number of grocery stores licensed to sell beer, wine, and cider to 450 and is currently not accepting any more applications;

1. Now Therefore Be It Hereby Resolved That the Town of Aurora requests that the Government of Ontario through its Alcohol and Gaming Commission of Ontario (AGCO) no longer accepts any further cannabis retail applications for the Town of Aurora; and
2. Be It Further Resolved That the Town of Aurora requests that the Government of Ontario re-evaluate its "formula" on how many cannabis stores are permissible within the boundaries of a municipality, including but not limited to:
 - a. Utilizing a cap or upper limit;
 - b. Utilizing a population per capita formula;
 - c. Utilizing a distance to the next cannabis retail store formula; and

3. Be It Further Resolved That should the Government of Ontario revisit the retail Cannabis formula guiding the number of cannabis retail stores permissible in a municipality, that it would extend to all existing municipalities; and
4. Be It Further Resolved That a copy of this Motion be sent to the Honourable Doug Ford, Premier of Ontario; the Honourable Doug Downey, Attorney General of Ontario; Dawn Gallagher Murphy, MPP Newmarket–Aurora; and the Honourable Michael Parsa, MPP Aurora–Oak Ridges–Richmond Hill; and
5. Be It Further Resolved That a copy of this Motion be sent to the Association of Municipalities of Ontario (AMO) and all Ontario municipalities for their consideration.

Yeas (7): Mayor Mrakas, Councillor Weese, Councillor Gilliland, Councillor Gaertner, Councillor Thompson, Councillor Gallo, and Councillor Kim

Carried



October 27, 2023

Via email: TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca

Minister of Transport Canada
5th Floor 777 Bay St.
Toronto, ON M7A 1Z8

Dear Hon. Pablo Rodriguez,

Re: Floating Accommodations

At the meeting of October 23, 2023, the Council of the Town of Huntsville adopted the following resolution in support of the Township of Lake of Bays Resolution #B(a)/04-12-22 and Township of Georgian Bay Motion C-2022-164 and C-2023-157 on Floating Accommodations:

Motion 222-23

Moved by Monty Clouthier, seconded by Helena Renwick

WHEREAS: the Township of Georgian Bay and the Township of Lake of Bays has identified concerns with Floating Accommodations.

AND WHEREAS: the Township of Georgian Bay and the Township of Lake of Bays has requested that Transport Canada address the issue;

NOW THEREFORE, BE IT RESOLVED THAT: the Town of Huntsville supports Township of Lake of Bays Resolution #B(a)/04-12-22 and Township of Georgian Bay Motion C-2022-164 and C-2023-157;

AND FURTHER THAT: Council hereby directs staff to forward this Resolution to the Minister of Transport, the Premier of Ontario, Scott Aitchison - MP, Graydon Smith - MPP, Associations of Municipalities of Ontario (AMO) and all municipalities in Ontario (Township of Lake of Bays Resolution to be included in this correspondence).

In accordance with Council's direction, I am forwarding you a copy of the Lake of Bays resolution for your reference as well.

Yours truly,

Jessica Boyes
Deputy Clerk

Copy to: Premier of Ontario
Scott Aitchison – MP
Graydon Smith – MPP
Association of Municipalities of Ontario (AMO)
All Municipalities in Ontario

THE CORPORATION OF THE TOWNSHIP OF LAKE OF BAYS
Council Meeting

RESOLUTION #8(a)/04/12/22
 NO.:

MOVED
 BY:



DATE: April 12, 2022

SECONDED
 BY:



WHEREAS floating accommodations have become a growing concern in that they will affect the environment, character, tranquillity and the overall enjoyment of Lake of Bays and regulating these floating accommodations is a top priority for the Township of Lake of Bays;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Lake of Bays hereby requests that Transport Canada amend the Canada Shipping Act 2001 by adding the following to the Act:

- All vessel greywater be discharged into a holding tank and disposed of as per Provincial regulations for new vessels; and
- All floating accommodations are required to conform to all Provincial and municipal regulations and by-laws.

AND FURTHER THAT the Council of the Corporation of the Township of Lake of Bays hereby requests that Northern Development, Mines, Natural Resources and Forestry (NDMNR) amend Ontario Regulation 161/17 to include the following:

- Post signs to restrict floating accommodation/camping on the water in southern Ontario (Muskoka ~~south~~) and that a permit from the NDMNR is required and a permit will not be granted without the consent of the local municipality;
- Camping is reduced from 21 days to 7 days;
- Not permit any camping on the water within 300m of a developed lot or within a narrow water body of 150m; and
- Should a municipality have more restrictive by-laws related to camping, these by-laws would apply.

AND FURTHER, THAT Council hereby directs the Clerk to forward this resolution to the Minister of Transport Canada, the Premier of Ontario, Scott Aitchison, MP, Norm Miller, MPP, Minister of Northern Development, Mines, Natural Resources and Forestry (NDMNR), Association of Municipalities of Ontario and all municipalities in Ontario.

RECORDED VOTE	Yeas	Nays
Councillor Mike Peppard		
Councillor Robert Lacroix		
Councillor Nancy Tapley		
Councillor Rick Brooks		
Councillor George Anderson		
Councillor Jacqueline Godard		
Mayor Terry Glover		

 Carried

 Defeated

 Postponed to:

 Lost

MAYOR _____



Terry Glover

Bill 131, *Transportation for the Future Act, 2023* – Recommendations

On October 26, 2023 Regional Council made the following decision:

1. The Province be requested to clarify:
 - a. How future GO Transit stations will be funded if a municipality does not use the new Station Contribution Fee and if this represents a shift in responsibility for funding GO Transit stations, from the Province to municipalities.
 - b. There is no ability for developers to ‘opt out’ of participation, once a municipality is prescribed, and the background study process is undertaken.
 - c. That the new Station Contribution Fee may be levied either on a municipal-wide or area-specific basis.
 - d. The type of offsets that municipalities levying the new fee will be required to provide developers; whether the quantum of those offsets must be commensurate/equal to the additional costs associated with the new fee; and in a two-tier jurisdiction where the upper-tier municipality levies the fee if a local municipal offset would satisfy this requirement.
2. The Province include the York Region in its consultation regarding the regulations supporting the new Station Contribution Fee.
3. The Regional Clerk forward this report to the Ministry of Infrastructure, Ministry of Transportation, local Members of Provincial Parliament, and the local municipalities



Report of the Commissioner of Finance

Bill 131, *Transportation for the Future Act, 2023* – Recommendations

1. Recommendations

1. The Province be requested to clarify:
 - a. How future GO Transit stations will be funded if a municipality does not use the new Station Contribution Fee and if this represents a shift in responsibility for funding GO Transit stations, from the Province to municipalities.
 - b. There is no ability for developers to ‘opt out’ of participation, once a municipality is prescribed, and the background study process is undertaken.
 - c. That the new Station Contribution Fee may be levied either on a municipal-wide or area-specific basis.
 - d. The type of offsets that municipalities levying the new fee will be required to provide developers; whether the quantum of those offsets must be commensurate/equal to additional costs associated with the new fee; and in a two-tier jurisdiction where the upper-tier municipality levies the fee if a local municipal offset would satisfy this requirement.
2. The Province include the York Region in its consultation regarding the regulations supporting the new Station Contribution Fee.
3. The Regional Clerk forward this report to the Ministry of Infrastructure, Ministry of Transportation, local Members of Provincial Parliament, and the local municipalities.

2. Purpose

This report provides Council with an update on the recently tabled Bill 131, *Transportation for the Future Act, 2023* (Bill 131). This report will serve as the Region’s recommendations to the Province, to inform potential amendments to Bill 131, as well as a request for participation in the regulation-making process in support of the bill.

Key Points:

- Bill 131 proposes a new voluntary tool that any prescribed municipality (i.e., upper-tier, single-tier, or local municipality) could use to advance and fund new GO Transit stations, called a Station Contribution Fee
- The Province is requested to clarify:
 - How future GO Transit stations will be funded if a municipality does not use the tool and if this represents a shift in funding responsibilities for GO Transit stations, from the Province to municipalities
 - That there is no ability for developers to ‘opt out’ of participation in the Fee
 - The new fee may be levied either on a municipal-wide or area-specific basis
 - As it relates to the requirement to help offset the costs associated with the new fee;
 - What type of offsets municipalities are required to provide developers
 - Whether the quantum of those offsets must be commensurate/equal to the additional costs associated with the new fee
 - Whether or not, in a two-tier jurisdiction, where the upper-tier municipality levies the fee, if a local municipal offset would satisfy this requirement
- Many details associated with the new Station Contribution Fee are to be prescribed through the regulation-making process and it is being requested that the Region be included in the consultation process.
- Should the Province update its GO Transit development charges bylaw, it is recommended it clarify whether it will include new GO Transit station infrastructure.
- Bill 131 also proposes to amend the *City of Toronto Act, 2006*, to improve cross boundary transit system integration.

3. Background

Bill 131 introduces a new voluntary tool to help build GO Transit stations

On September 25, 2023, the Province tabled Bill 131, which introduces a new act, the *GO Transit Station Funding Act, 2023* and a new associated fee, called a Station Contribution Fee (also referred to as a transit station charge).

Bill 131 is in response to requests made by municipalities for a new optional funding tool to raise revenues needed to build new GO Transit stations. The Station Contribution Fee would allow a municipality to fund design, construction, and other related costs for a new GO Transit station by having multiple benefiting developers contribute to costs. The concept of this new fee originates from Metrolinx’s current market driven approach to funding new GO Transit stations,

where often one benefiting developer contributes to costs of funding the station. The new Station Contribution Fee may be a more equitable approach to funding GO Transit stations than the market driven approach, in that it seeks contributions from multiple developers who may also be benefitting from the associated value uplift of their lands.

Finally, costs related to other transit infrastructure or stations, such as stations to support the Yonge North Subway Extension or York Region Transit (YRT), would not be eligible for recovery using this tool (as it has been proposed).

Bill 131 proposes to amend the *City of Toronto Act* to improve cross boundary transit system integration

Bill 131 also proposes changes to the *City of Toronto Act, 2006*. Proposed amendments would have the effect of helping the City of Toronto better integrate its transit services with other regional transit networks by allowing the Toronto Transit Commission (TTC) to enter into cross-boundary service agreements with neighbouring transit agencies like YRT. At this point, it is unclear how this would impact neighbouring transit agencies like the YRT. Staff will continue to monitor this and report back when more information is made available.

In October, Committee of the Whole received a memorandum on Bill 131 and requested staff report back with recommendations to the Province

On October 12, Committee of the Whole received a [memorandum](#) from the Commissioner of Finance title, “Bill 131, Transportation for the Future Act, 2023 – Update”. This memorandum provided a summary of the key details of Bill 131. At that meeting, members of Committee of the Whole requested staff report back to the October meeting of Regional Council with recommendations to the Province.

4. Analysis

Municipalities need clarification as to how new GO Transit stations will be funded, if a Station Contribution Fee is not used

Given available information, the new Station Contribution Fee would appear to be a permissive power that prescribed municipalities can use to fund GO stations they wish to advance faster than what the Province has planned.

Municipalities need clarification as to how new GO Transit stations would be funded if a municipality does not use this tool and that this does not represent a shift in funding responsibilities to developers and municipalities.

Only prescribed municipalities will be eligible to levy new Station Contribution Fee

The *GO Transit Station Funding Act, 2023*, provides that only prescribed upper-tier, single-tier or local municipalities may, by bylaw, levy this new fee. Neither the Region nor any other

municipality has been prescribed so far. It is unclear as to what process would need to be undertaken to be prescribed.

Upon being prescribed, a municipality considering levying this fee would have to be guided by the principle that new funding supports the following three objectives:

- Creation of local and regional transit connections;
- Creation and growth of transit-oriented communities near the GO Transit station;
- Recovery of costs related to construction of the new GO Transit station in a reasonable, transparent, and fair manner.

Once a municipality is prescribed, it is requested that the Province clarify that there is no ability for developers to ‘opt out’ of participation in the Fee

Bill 131, which is an extension of the province’s market driven approach to funding GO Transit stations, seems to download future station planning and construction to municipalities and developers. Municipalities with identified, but unfunded, future stations are being asked to work/negotiate with developers (and potentially reduce other development related costs by providing developers with offsets) to get stations funded and constructed. The Province should clarify that this tool is to provide greater certainty for municipalities to advance GO Transit stations where they want to increase densities supported by transit infrastructure,

Finally, given the Station Contribution Fee spreads the costs of new GO Transit stations across multiple benefitting developers with a potential value uplift to their lands, it is requested that the Province also clarify that once a municipality is prescribed, and the background study process undertaken, that developer participation is mandatory.

The Province is being requested to clarify that prescribed municipalities can levy a Station Contribution Fee on either a municipal-wide or area-specific basis

Bill 131 does not prescribe whether a municipality must levy this new fee on a municipal-wide or area-specific basis. Insofar as this is not prescribed, those municipalities who wish to levy this fee would appear to be able to do so on a municipal-wide basis, provided that a municipal-wide benefit can be shown, or an area-specific basis.

Despite the clarity provided in Bill 131, at the September 28, 2023 debate on the bill, Deepak Anand, Parliamentary Assistant to the Minister of Labour, Immigration, Training and Skills Development, was [quoted](#) as saying, “the applicable fee is only to new development. It’s voluntary and applies only to new development. **It is area-specific, applicable only within a specified area surrounding a new GO station**, identified by municipalities” [emphasis added].

Given the uncertainty caused by this statement, it is recommended the Province amend Bill 131, explicitly clarifying that this new fee may be levied on a Region-wide, local-municipal-wide, or area-specific basis.

While municipalities levying a Station Contribution Fee would need to help offset other development costs, clarification is requested as to the type of offsets to be used and whether they need be equal to the increased costs

A Station Contribution Fee will ordinarily be due at building permit issuance, although prescribed municipalities would have the ability to enter into early or late payment agreements (e.g., prepayment or deferral agreements)¹.

As noted in the [Ontario Newsroom release](#), prescribed municipalities who levy this new fee would need to show a reduction in other development costs to help provide an offset for developers. The Bill however does not provide clarity as to what offsets municipalities would be required to provide, nor does it speak to the quantum of those offsets (e.g., must they be commensurate/equal to the additional costs associated with the new fee).

Based on information publicly available, a municipality could provide an offset through:

- Prioritizing capacity for transit-oriented developments benefitting from the new GO Transit station
- Relaxing parking requirements
- Expediting planning approvals
- Reducing fees

It is unclear if an upper-tier municipality were to levy this new fee, whether an offset provided by the local municipality would satisfy this requirement.

As a result, it is requested that the Province clarify the types of offset that a municipality levying the new fee will be required to provide developers; whether the quantum of those offsets must be commensurate/equal to additional costs associated with the new fee; and in a two-tier jurisdiction where the upper-tier municipality levies the fee, if a local municipal offset would satisfy this requirement.

Bill 131 provides other key requirements for the enabling Station Contribution Fee bylaw; however, much will be prescribed during the regulation-making process and Council requests the Region be included

Bill 131 provides requirements to pass the enabling bylaw, and levy a Station Contribution Fee, the key details of which are provided in Table 1 below. Still many details remain yet to be prescribed, with an expectation of further clarity being provided as part of the regulation-making process. While municipalities are anticipating being engaged as part of that process, it is unclear which municipalities will be included and as such the Region is requesting its inclusion in that consultation (and any potential technical working groups).

¹ Note: Municipalities may charge interest at a rate not above Prime +1

Table 1
Station Contribution Fee – Key Details
(Information requiring further regulatory clarification has been bolded)

Area	Key Detail(s)
When can Station Contribution Fee be imposed	For developments requiring: <ul style="list-style-type: none"> ✓ passing of a zoning by-law or an amendment under section 34 of the Planning Act (Act) ✓ approval of a minor variance under section 45 of the Act ✓ approval of a plan of subdivision under section 51 of the Act ✓ consent under section 53 of the Act ✓ approval of a description under section 9 of the Condominium Act, 1998 ✓ issuance of a permit under the Building Code Act, 1992
Excluded/exempted development	<ul style="list-style-type: none"> ✓ Municipalities and school boards ✓ Other development to be prescribed
Requirement to pass a Bylaw	<ul style="list-style-type: none"> ✓ Complete a background study meeting prescribed requirements (Province could also prescribe the maximum life of the enabling bylaw) ✓ Public notice of the background study and proposed bylaw, consult as the municipality deems appropriate ✓ Pass a resolution requesting that the Minister consent to passing of the bylaw, forward to the Minister with the prescribed information and obtain Minister's consent to pass the bylaw (with potential Ministerial modification) <ul style="list-style-type: none"> • Resolution must identify the area to which the proposed bylaw would apply and a draft of the proposed bylaw
Eligible costs	<ul style="list-style-type: none"> ✓ Related to construction of new GO Transit stations and includes any interest the municipality pays on any debt it incurs to pay any costs for which the fee is imposed
Requirements of the Bylaw	<ul style="list-style-type: none"> ✓ Map of the area within which the fee is imposed ✓ Rules to determine if a transit station charge is payable and the rules to determine the amount of the charge ✓ Anything required by regulation
Timing of payment - rental and institutional development	<ul style="list-style-type: none"> • Subject to further regulatory clarification

Area	Key Detail(s)
Establishment of special reserve	<ul style="list-style-type: none"> • Minister may, through regulation, require a municipality to establish a reserve fund for Station Contribution Fees collected
Statement of the Treasurer	<ul style="list-style-type: none"> ✓ Treasurer annually provide Council a statement detailing costs related to construction of the stations that have been funded by the fee and the amount of such costs that are to be funded by transit station charges that remain unfunded, as well as other prescribed information ✓ Statement be made publicly available on the municipality's website or office in a manner as prescribed

While the new Station Contribution Fee appears similar to a development charge, there are distinct differences

While many provisions in the *GO Transit Station Funding Act, 2023* appear to be similar to those under the *Development Charges Act, 1997* there are key differences, summarized in Table 2.

Table 2

Development Charges Act, 1997 versus GO Transit Station Funding Act, 2023

Development Charges Act	GO Transit Station Funding Act
Development charge rates frozen at application for site plan approval or zoning bylaw amendment	No such provision for the Station Contribution Fees
Exemption for affordable, attainable, non-profit housing, and second/additional suites	No such provision
Discounts for rental developments	No such provision
Development charges rates phased in:	
80% of the new rate in year 1 of the Bylaw	No such provision
85% in year 2	
90% in year 3	
95% in year 4	
100% in years 5-10	
Maximum timeframe for bylaw – 10 years	No such provision

Development Charges Act	GO Transit Station Funding Act
Appeal rights on a new development charges bylaw; ability to file a complaint when development charges are due	No such provisions, redress through courts

Fifteen GO Transit stations, yet to be built, were identified in the Region’s 2022 Transportation Master Plan

The 2022 Transportation Master Plan includes 15 GO Transit Rail stations that are yet to be built (as shown in the Appendix A, Map – 2022 Transportation Master Plan – Existing and Recommended GO Stations). These stations are needed to address the travel demands of future population and employment as forecast by the Province.

Should the Region become a prescribed municipality and decide to help fund these new stations and levy this fee, there would be debt implications to be considered. Bloomington Station, which opened in 2017 in Richmond Hill, is [reported](#) to have cost just over \$82 million.

Should the Province update its GO Transit development charges bylaw, it is recommended that it clarify whether or not it will include new GO Transit station infrastructure

York Region’s GO Transit Development Charges Bylaw (Bylaw) was enacted in 2001 for a two-year term. The background study, in support of the Bylaw, included approximately \$1 billion in gross, growth-related infrastructure. The Bylaw term has been extended every three years since 2001, by way of regulation, and most recently in 2022. These extensions did not involve updating growth-related capital costs (e.g., to enhance Regional GO rail systems to support transit-oriented communities) or development charges rate calculation methodology (e.g., to capture legislative changes to the *Development Charges Act, 1997*).

GO Transit development charges, which are only applied to residential development, are collected by the Region and other participating municipalities, with the Region remitting the funds to Metrolinx on a quarterly basis. In 2022, the Region [collected](#) just over \$2.5 million in GO Transit development charges. It is unclear how much, if any, of the GO Transit development charge revenues Metrolinx collects goes to fund new GO Transit stations.

Finally, should the Province update its Bylaw, it is recommended that it clarify whether Station Contribution Fees or development charges would be the primary tool to fund new GO Transit stations.

Responding to Bill 131 supports York Region's 'Vision' focus of good government and economic vitality

York Region's [Vision](#) of good government is one that is democratic and reliable. Responding to Bill 131, as part of the legislative process, is part of this democratic process. This response is also evidence of the reliability of Regional Council. The feedback contained herein is informed by the Vision focus of ensuring the economic vitality of the Region, with the need to grow and employ infrastructure, in a financially sustainable manner.

5. Financial Considerations

There are no direct financial implications from this report. Staff will report back when Bill 131 receives Royal Assent, if there are any financial implications.

6. Local Impact

The new Station Contribution Fee would be available to any prescribed municipality that wishes to advance and fund new GO Transit stations.

New GO Transit stations benefit York Region and the local municipalities by providing greater access to regional rail transit services, influencing land use development and assisting in achieving provincially mandated intensification and housing targets.

7. Conclusion and Next Steps

Bill 131 provides an optional, voluntary tool municipalities can seek authority to use to advance and fund new GO Transit stations. Clarification is however being recommended on a few key areas, including that this new fee does not represent a shift in funding responsibilities for GO Transit stations. It is also being requested that the Province engage with municipalities, including the Region, as part of the regulation-making process in support of the new Station Contribution Fee.

Finally, as of October 18, 2023, Bill 131 was being considered at the Standing Committee on Heritage, Infrastructure and Cultural Policy, as part of its second reading. Staff will continue monitoring progress of the Bill, and the expected regulation-making process, and report back as necessary.

For more information on this report, please contact Ed Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644. Accessible formats or communication supports are available upon request.

Recommended by:



Laura Mirabella

Commissioner of Finance and Regional Treasurer

Approved for Submission:

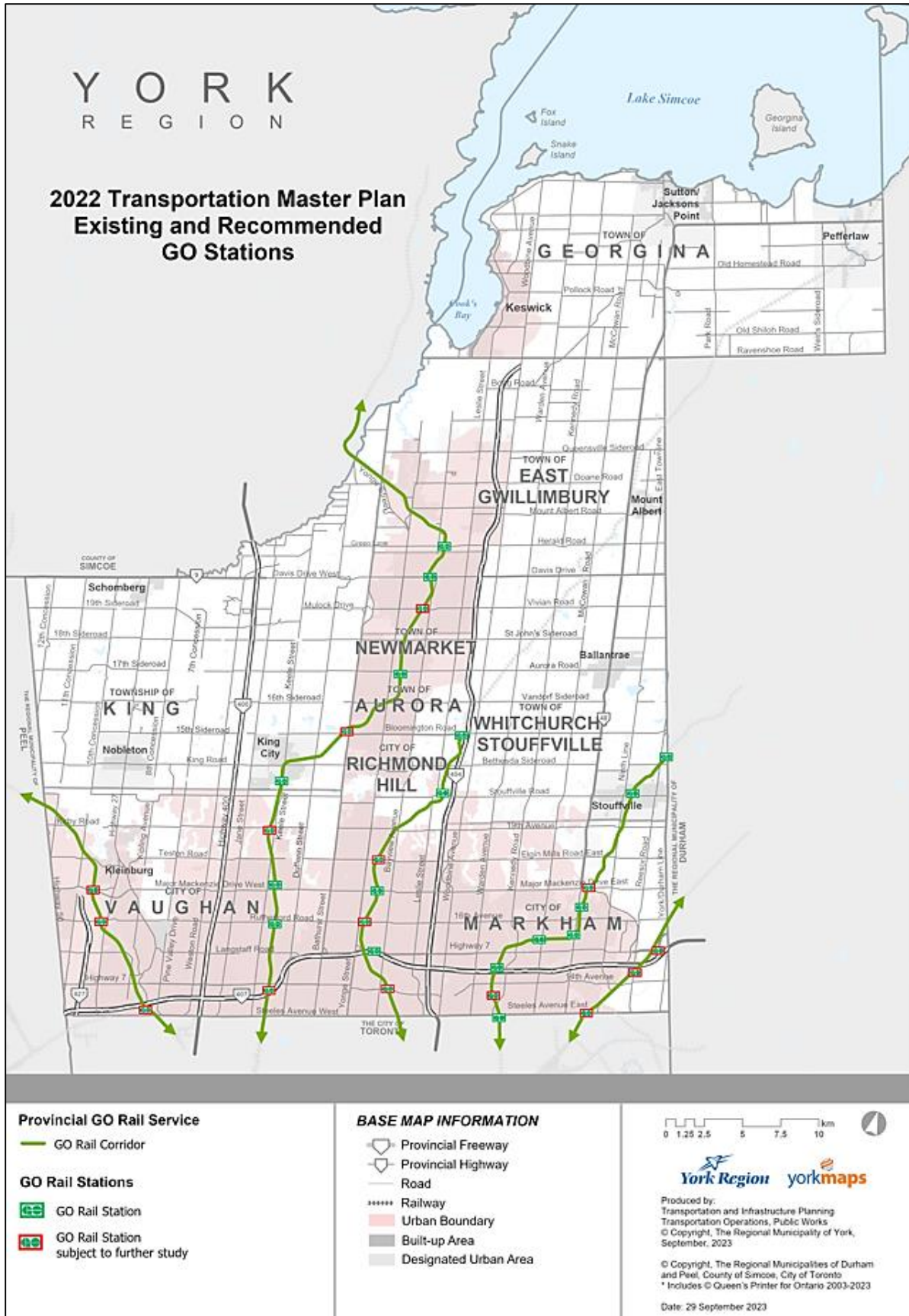


Erin Mahoney

Chief Administrative Officer

October 24, 2023
15793468

Appendix A – Map – 2022 Transportation Master Plan – Existing and Recommended GO Stations



Bus Rapid Transit Prioritization

On October 26, 2023 Regional Council made the following decision:

1. Regional Council approve the recommendation to advance environmental assessment and preliminary engineering work for bus rapid transit projects identified in Phase 1 on:
 - a. Jane Street North from Highway 7 to Major Mackenzie Drive
 - b. Enterprise Boulevard from Birchmount Road to Kennedy Road (via YMCA Boulevard)
 - c. Kennedy Road / Highway 7, Kennedy Road from YMCA Boulevard to Highway 7 and over to McCowan Road.
2. The Highway 7 bus rapid transit project from McCowan Road to York Durham Line/CP Havelock be prioritized to Phase 1 subject to analysis of associated costs and funding from senior levels of government.
3. Regional Council endorse advancing advocacy for funding from senior levels of government for bus rapid transit projects identified in Phases 1, 2 and 3.
4. The Regional Clerk forward this report to the Clerks of the local municipalities for information.



The Regional Municipality of York

Committee of the Whole
Transportation Services

October 12, 2023

FOR DECISION

Report of the Commissioner of Public Works **Bus Rapid Transit Prioritization**

1. Recommendations

1. Regional Council approve the recommendation to advance environmental assessment and preliminary engineering work for bus rapid transit projects identified in Phase 1 on:
 - a. Jane Street North from Highway 7 to Major Mackenzie Drive
 - b. Enterprise Boulevard from Birchmount Road to Kennedy Road (via YMCA Boulevard)
 - c. Kennedy Road / Highway 7, Kennedy Road from YMCA Boulevard to Highway 7 and over to McCowan Road.
2. Regional Council endorse advancing advocacy for funding from senior levels of government for bus rapid transit projects identified in Phases 1, 2 and 3.
3. The Regional Clerk forward this report to the Clerks of the local municipalities for information.

2. Purpose

[Committee of the Whole Memorandum \(May 2023\)](#) summarized the need to develop a priority-setting framework for remaining segments of the planned bus rapid transit network as identified in the Region's 2022 Transportation Master Plan (Transportation Master Plan).

This report describes the bus rapid transit priority-setting process and results. Approval to advance Phase 1 projects for environmental assessment (EA) and preliminary engineering work is recommended along with endorsement to advocate for Phase 1, 2 and 3 bus rapid transit project funding.

Key Points:

- Staff presented a prioritization process to assess future BRT corridors to Council and the York Region Rapid Transit Corporation (YRRTC) Board in May 2023, and presented the preliminary outcomes of this exercise to the YRRTC Board on September 7, 2023
- With limited resources and funding, the 130 km remaining sections of bus rapid transit will need to be delivered in phases, similar to phased delivery of the existing 34 kms already constructed
- A prioritization process was applied to unconstructed bus rapid transit corridors identified in the 2022 Transportation Master Plan to prioritize bus rapid transit projects for delivery in three phases
- Results from the prioritization process show three corridors to be advanced during Phase 1: Jane Street North from Highway 7 to Major Mackenzie Drive, Enterprise Boulevard from Birchmount Road to Kennedy Road (via YMCA Boulevard) and Kennedy Road / Highway 7 from YMCA Boulevard, Kennedy Road to Highway 7 and over to McCowan Road (Kennedy Road/Highway 7)
- Future bus rapid transit projects were identified as projects to be advanced as part of Phase 2: Highway 7 East (McCowan Road to York-Durham Line), Major Mackenzie Drive West (Jane Street to Yonge Street), Major Mackenzie Drive East (Yonge Street to Leslie Street), Leslie Street South (Steeles Avenue to Highway 7), Leslie Street North (Highway 7 to Major Mackenzie Drive) and Highway 7 West (Helen Street to Highway 50)
- Future bus rapid transit projects were identified to be advanced as part of Phase 3 including: Yonge Street (19th Avenue to Savage Road), Yonge Street (Davis Drive to the East Gwillimbury GO station via Green Lane), Major Mackenzie Drive (Jane Street to Highway 50, Leslie Street to McCowan Road, and McCowan Road to Donald Cousens Parkway)
- Staff recommend initiating a transit EA and preliminary engineering for the Phase 1 Jane Street North segment from Highway 7 to Major Mackenzie Drive
- For the Phase 1 projects on Enterprise Boulevard and on Kennedy Road/Highway 7, staff recommend reconfirming findings of the EA alignment from 2005 and initiation of preliminary engineering, as appropriate
- Advancement of planning or preliminary engineering for Phase 2 projects will be considered as part of the annual budget process. Some Phase 2 projects, such as Highway 7 East, already have approved EAs

3. Background

The need for a rapid transit prioritization process was summarized for Council and YRRTC Board in May 2023

Thirty-four kilometres of BRT have been constructed and are in operation across the Region. Construction of the remaining 130 kilometres shown in the Region's Official Plan and 2022 Transportation Master Plan are not yet identified for construction funding by any level of government. Identifying rapid transit priorities for York Region will better position projects for funding by senior levels of government. Preparatory works such as EAs and preliminary engineering is recommended for priority projects to ensure the Region is best positioned to secure any available funding.

The initial rapid transit prioritization process focusses on bus rapid transit with the intention to ultimately prioritize all rapid transit projects in the Region including rail projects. This process was developed in collaboration with YRRTC, building on the rapid transit prioritization framework used by Metrolinx. The prioritization process was presented in a Memorandum to Committee of the Whole on May 4, 2023 and was presented to the YRRTC Board on May 11, 2023. Staff committed to report back to Council in fall 2023 with prioritization results and recommendations.

Bus rapid transit priority-setting criteria align with Metrolinx's

Criteria include transit ridership, rapid transit network connectivity, land use density, project readiness, project cost, and socio-economic considerations. These criteria are consistent with those used by Metrolinx.

Using consistent criteria supports the Region's planning and advocacy efforts with the Ministry of Transportation and Metrolinx as the next phase of rapid transit priorities are advanced across the Greater Toronto and Hamilton Area (GTHA). The Region has been successful in the past identifying priority projects which then underpin advocacy efforts to secure funding from senior levels of government.

4. Analysis

Three scenarios were run using criteria resulting in similar project prioritization

The prioritization framework incorporates five of the six criteria presented to Council and the YRRTC board in May. These include transit ridership, project costs, network connectivity, land use density, and project readiness. Data to assess the socio-economic criteria are still being developed and will be incorporated into the prioritization process when ready.

Three scenarios were investigated to determine the most appropriate weighting of the criteria. A balanced scenario in which all criteria are equally weighted, a high development scenario in

which the land use density criterion was more heavily weighted, and a high transit ridership scenario, where the transit ridership criterion was more heavily weighted.

While there were minor variations in results among scenarios, highest ranked projects in the balanced scenarios were the highest ranked projects in each of the other scenarios. Given that the criteria all include estimations of future conditions for development, transit ridership and costs, it makes sense to equally weight them, since all are equally important in determining success of a rapid transit corridor. The Metrolinx priority-setting process is similarly based on a balanced approach where each criterion is equally weighted.

Bus rapid transit projects were prioritized for delivery in three phases

The Transportation Master Plan identified the rapid transit network required to support growth in the Region over the next 30 years. Each unconstructed bus rapid transit corridor in the 2051 network was evaluated based on prioritization criteria and given an overall score. The prioritization framework was applied which differentiated bus rapid transit projects for delivery in three phases. While all bus rapid transit projects are expected to be needed to meet 2051 travel demands, projects in Phase 1 have a higher relative priority compared to projects in Phase 2 and 3.

A prioritization approach with phases allows more than one project to be included in each phase. This provides a level of flexibility to consider multiple projects for delivery since conditions can change over time and opportunities can be created which advance a project for funding consideration with other levels of government.

The three phases of priority bus rapid transit corridors were identified with Phase 1 priorities including Jane Street North and Markham Centre

Project priorities are identified in three phases, with Phase 1 being the highest priority projects to advance pre-work, including EA and preliminary engineering, if not already completed. Advancing advocacy for construction funding from senior levels of government for Phase 1 projects will be undertaken. For projects identified in Phases 2 and 3, advocacy for planning, engineering, and construction funding from senior levels of government will be advanced based on funding opportunities for future projects with consideration for planning or engineering funding to be included as part of annual Regional budget discussions. Appendix A shows bus rapid transit projects by phase, along with evaluation results for each criterion from most to least desirable. Projects within each phase are not listed in any prioritized order. Table 1 summarizes Bus Rapid Transit projects across these three project phases.

Table 1
Bus Rapid Transit Projects by Project Phase

Phase	Project Name
1	<p>Enterprise Boulevard – Birchmount Road to Kennedy Road (via YMCA Boulevard)</p> <p>Kennedy Road / Highway 7 YMCA Blvd/Kennedy Road to Highway 7 and over to McCowan Road)</p> <p>Jane Street North – Highway 7 to Major Mackenzie Drive</p>
2	<p>Highway 7 West – Highway 50 to Helen Street</p> <p>Highway 7 East – McCowan Road to York Durham Line / CP Havelock</p> <p>Major Mackenzie Drive – Jane Street to Yonge Street</p> <p>Major Mackenzie Drive – Yonge Street to Leslie Street</p> <p>Leslie Street – Steeles Avenue to Highway 7</p> <p>Leslie Street – Highway 7 to Major Mackenzie Drive</p>
3	<p>Yonge Street – Gamble Road / 19th Avenue to Sawmill Valley Drive / Savage Road</p> <p>Yonge Street – Davis Drive to East Gwillimbury GO</p> <p>Major Mackenzie Drive – Highway 50 to Jane Street</p> <p>Major Mackenzie Drive – Leslie Street to McCowan Road</p> <p>Major Mackenzie Drive – McCowan Road to Donald Cousens Parkway</p>

Phase 1 projects build off existing rapid transit investments to better connect Urban Growth Centres with near-term intensification opportunities. Jane Street North BRT connects to Spadina Subway/Highway 7 BRT through Vaughan Metropolitan Centre to the new Vaughan Cortellucci Hospital. Markham Centre BRT extends Highway 7 BRT from Richmond Hill Centre and completes the corridor through Markham Centre with a connection to Unionville GO station.

Phase 2 projects respond to emerging rapid transit corridors and initiatives by others with increasing intensification opportunities that are connected through lower density established

neighbourhoods. Emerging rapid transit corridors include Highway 7 East, Major Mackenzie Drive and Leslie Street. Initiatives by others include Highway 7 West BRT, connecting the Vaughan Metropolitan Centre to Brampton, currently being studied by Metrolinx.

Phase 3 projects complete the BRT network identified in the 2022 Transportation Master Plan to support York Region's growth over the longer term to 2051.

Some Phase 1 and 2 bus rapid transit projects are underway by the Region or Metrolinx

Highway 7, from Highway 50 to Helen Street, is being advanced by Metrolinx in the Queen Street-Highway 7 Bus Rapid Transit Preliminary Design Business Case. This business case is a Metrolinx process and was initiated in 2022. Business case work is anticipated to be completed by 2024, with stakeholder consultation occurring between Q3 2022 and Q1 2024. An update to Council was provided in [October 2020](#) indicating that this corridor is not a top BRT transit priority corridor from the Region's perspective. The prioritization process identifies Highway 7 West as a Phase 2 project. This is an example of the difference between prioritization results in the Metrolinx process versus the York Region process. Metrolinx is assessing based on a GTHA scale so that a Highway 7 project to connect downtown Brampton to the Vaughan Metropolitan Centre has more benefit to Metrolinx than it does for the Region.

Another update was provided in [May 2023](#) seeking Council approval for a feasibility study to investigate widening the constrained section of Highway 7, from Kipling Avenue to east of Islington Avenue as part of Metrolinx's larger project. Work with Metrolinx for this section of Highway 7 is ongoing.

Markham Centre bus rapid transit project consists of two segments, Enterprise Boulevard and Kennedy Road / Highway 7. The Enterprise Boulevard segment is located generally along Enterprise Boulevard, from Birchmount Road to Kennedy Road (via YMCA Boulevard). A portion of this segment, from Birchmount to Andre De Grasse Street, is being delivered concurrent with adjacent development and will be under construction in 2024. The Kennedy Road segment from YMCA Boulevard to Highway 7 is being delivered by the Region and is included in the 10-year Capital Plan. Appendix B shows a map of future bus rapid transit projects by phases and highlights bus rapid transit projects already underway.

The alignment for Highway 7 East was included as part of the larger EA that was completed in 2005, Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements. The study limits include Highway 7 from Highway 50 to York Durham Line, and Jane Street between Steeles Avenue and Highway 7, in anticipation of TTC's Spadina Subway.

Steeles Avenue and McCowan Road were not included in the bus rapid transit prioritization

Steeles Avenue bus rapid transit (from Highway 27 to York-Durham Line) was excluded from the prioritization as this corridor is under the City of Toronto's jurisdiction. A sensitivity assessment was completed to understand where a Steeles Avenue bus rapid transit project

(from Jane Street to McCowan Road) would rank relative to the bus rapid transit projects included within the Region. Based on the assessment, a Steeles Avenue bus rapid transit project (from Jane Street to McCowan Road) would be prioritized as a Phase 1 project.

McCowan Road, from Steeles Avenue to Major Mackenzie Drive, is identified in the 2022 Transportation Master Plan as a potential rapid transit corridor, subject to future study. This future study work has not yet been completed and the potential link does not have any current status. The focus of this prioritization work was on projects previously identified as Rapid Transit Corridors in the 2022 Transportation Master Plan. If a north/south rapid transit link is identified in Markham as part of a future study, it would be included as part of the annual prioritization process at that time.

Based on results of the prioritization process, next steps are recommended to improve the readiness of Phase 1 projects

Staff recommend advancing EA and preliminary engineering works for Phase 1 projects to improve project readiness and increase the likelihood of construction funding from other levels of government:

- Jane Street North BRT, from Highway 7 to Major Mackenzie Drive - Initiate EA followed by preliminary engineering
- Enterprise Boulevard BRT, from Andre De Grasse Street to the intersection of YMCA boulevard at Kennedy Road - Reconfirm the findings of the EA alignment from 2005 and initiate preliminary engineering as appropriate
- Highway 7 BRT, from Kennedy Road to McCowan Road - Reconfirm findings of the 2005 EA and initiate preliminary engineering as appropriate

Completing environmental assessments and preliminary engineering work for these corridors will ensure these projects are ready to advance when construction funding from other levels of government becomes available. Advancement of planning or preliminary engineering for Phase 2 projects will be considered as part of the annual budget process. Some Phase 2 projects, such as Highway 7 East, have approved EAs.

Rapid Transit prioritization supports economic vitality and sustainable environment objectives in the Strategic Plan

The prioritization framework builds on focus area actions identified in the 2022 Transportation Master Plan and aligns with objectives identified in the 2023 to 2027 Strategic Plan:

- 2022 Transportation Master Plan Focus Area: Reduce Car Travel, Especially During Rush Hours
- 2023 to 2027 Strategic Plan Objective 2 under Economic Vitality Area of Focus: Invest in a safe, effective transportation system that connects people, goods and services

- 2023 to 2027 Strategic Plan Objective 1 under Sustainable Environment Area of Focus: Deliver and promote environmentally sustainable services

5. Financial Considerations

Advancing rapid transit has financial benefits beyond the Region, connecting people to jobs, and communities to key destinations. The 2022 Transportation Master Plan identified the need for a \$12.4 billion total investment in rapid transit infrastructure and programs to support growth over the next 30 years. The Regional share of rapid transit investment is \$4.1 billion including bus rapid transit corridors, Yonge North Subway Extension and expansion of transit facilities and fleet as shown in Table 2 below. York Region's investment in bus rapid transit infrastructure is based on the estimated funding contribution model of 40% Federal, 33% Provincial and 27% Regional/Municipal.

Table 2
2022 Transportation Master Plan Transit Capital Cost Estimate

Component: Transit	Total (\$ billions)	Regional (\$ billions)
Bus Rapid Transit corridors	5.4	1.6
Yonge North Subway Extension	5.6	1.1
Transit facilities / fleet (expansion)	1.4	1.4
Total	12.4	4.1

Funding for environmental assessment and preliminary engineering work for bus rapid transit projects is included in the 2023 approved YRRTC capital plan, which includes \$35 million over the next 10 years. This capital plan is currently sufficient to support Region-led bus rapid transit environmental assessment and preliminary engineering for Phase 1 projects. This funding is not adequate to address the Regional/Municipal 27% contribution for construction of any Provincial bus rapid transit project (for example the Queen Street-Highway 7 bus rapid transit project being led by Metrolinx). If bus rapid transit funding is advanced by senior levels of government, the Region's share of capital costs would need to be funded through a reprioritized 10-year capital plan.

Table 3 summarizes capital funds budgeted in the 2023 10-year capital plan and the agency delivering Phase 1 projects.

Table 3
Capital Funds Budgeted for Phase 1 Projects

Phase 1 Projects	Total Project Cost (\$M)	Spent (\$M)	10-Year Program (2023) (\$M)	Lead
BRT EA and PE Work for:				
• Enterprise Boulevard – Birchmount Road to Kennedy Road (via YMCA Boulevard)				YRRTC led environmental assessment and preliminary engineering
• Kennedy Road / Highway 7 – YMCA Blvd/Kennedy Road to Highway 7 and over to McCowan Road	\$35.1	-	\$35.1	
• Jane Street North– Highway 7 to Major Mackenzie Drive				
Enterprise Boulevard between Birchmount Road and Andre De Grasse Street	\$5.4	\$3.6	\$1.8	Developer led construction
Kennedy Road from Highway 407 to Highway 7	\$60.8	\$1.1	\$57.1	York Region led design and construction

As environmental assessment and preliminary engineering work advances for Phase 1 projects, funding for environmental assessment and preliminary engineering of Phase 2 projects can be considered within available budget and as part of the annual budget process.

There is increasing competition for transit and infrastructure funding across the GTHA and Canada. Advancing the planning and preliminary design of the next 130 kilometres of bus rapid transit ensures that the Region remains in a state of readiness with shovel-ready projects having greater likelihood of being funded by senior levels of government.

6. Local Impact

The proposed rapid transit prioritization process helps advance environmental assessment and preliminary design works for bus rapid transit corridors providing higher-order transit services to local municipalities. The prioritization framework provides a collaborative and transparent

process for Regional staff to work together with local municipalities in planning and phasing rapid transit to address community needs.

A connected rapid transit system helps local municipalities to meet housing and development targets by allowing increased densities and less reliance on single occupant vehicles for travel. For this reason, rapid transit corridors are integral to long-term development plans for benefiting local municipalities.

7. Conclusion and Next Steps

Regional staff developed a process to prioritize the remaining 130 kilometres of bus rapid transit segments identified in the 2022 Transportation Master Plan. The rapid transit prioritization framework identifies priority projects within three phases for implementation based on a balanced approach to address growth in communities across the Region. This process builds on Metrolinx's prioritization framework and includes criteria such as transit ridership, rapid transit network connectivity, land use density, project readiness, and project cost.

Using the prioritization framework, rapid transit projects have been differentiated into three phases with the following projects ranked highest: Jane Street North BRT from Highway 7 to Major Mackenzie Drive, Enterprise Boulevard BRT from Birchmount Road to Kennedy Road (via YMCA Boulevard) and Kennedy Road /Highway 7 from YMCA Boulevard, Kennedy Road to Highway 7 over to McCowan Road. Staff recommend a transit environmental assessment and preliminary engineering be initiated for Jane Street North BRT, and preliminary engineering work be initiated for the sections of Enterprise Boulevard BRT and Kennedy Road / Highway 7 BRT that are not already identified for construction.

For more information on this report, please contact Brian Titherington, Director, Infrastructure Asset Management (TRN) at 1-877-464-9675 ext. 75901. Accessible formats or communication supports are available upon request.

Recommended by:



Mike Rabeau, P. Eng.

General Manager, Capital Infrastructure Services

Approved for Submission:



Erin Mahoney

Chief Administrative Officer

September 22, 2023
#15418848

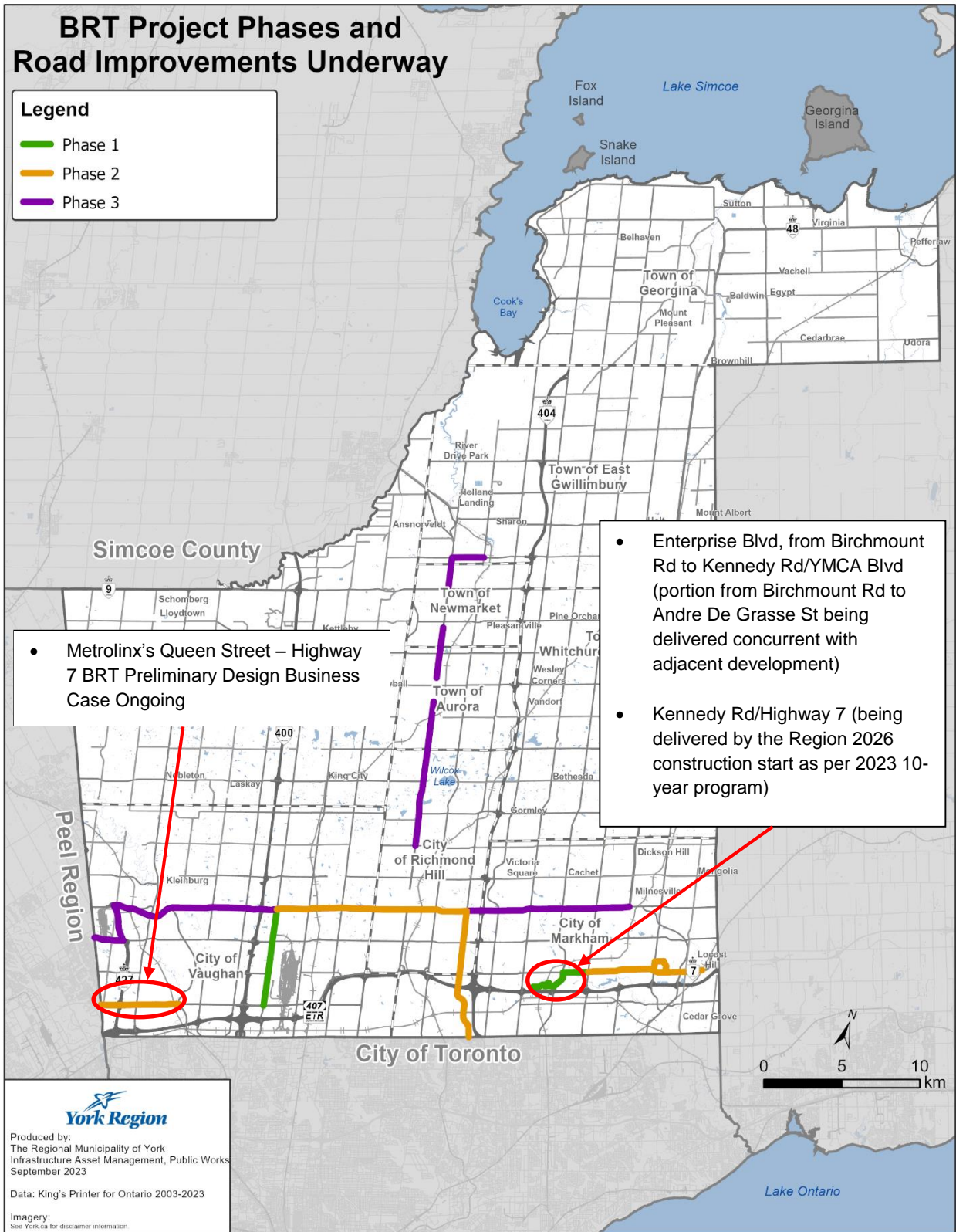
Appendix A – BRT Project Evaluation Table
Appendix B – BRT Project Phases and Road Improvements Underway

BRT Project Evaluation Table

		Least Preferred ○ → ● Most preferred			
Phase	Project Name	Transit Ridership	Network Connectivity	Land Use Density	Project Readiness
1	Enterprise Boulevard – Birchmount Road to Kennedy Road (via YMCA Boulevard)				
	Kennedy Road / Highway 7 YMCA Blvd/Kennedy Road to Highway 7 and over to McCowan Road				
	Jane Street North – Highway 7 to Major Mackenzie Drive				
2	Highway 7 – Highway 50 to Helen Street				
	Highway 7 – McCowan Road to York Durham Line / CP Havelock				
	Major Mackenzie Drive – Jane Street to Yonge Street				
	Major Mackenzie Drive – Yonge Street to Leslie Street				
	Leslie Street – Steeles Avenue to Highway 7				
	Leslie Street – Highway 7 to Major Mackenzie Drive				
3	Yonge Street – Gamble Road / 19 th Avenue to Sawmill Valley Drive / Savage Road				
	Yonge Street – Davis Drive to East Gwillimbury GO				

Least Preferred ○ → ● Most preferred

Phase	Project Name	Transit Ridership	Network Connectivity	Land Use Density	Project Readiness
	Major Mackenzie Drive – Highway 50 to Jane Street				
	Major Mackenzie Drive – Leslie Street to McCowan Road				
	Major Mackenzie Drive – McCowan Road to Donald Cousens Parkway				



Pedestrian Cycling and Municipal Streetscape Partnership Programs Update

On October 26, 2023 Regional Council made the following decision:

1. The Regional Clerk forward this report to the local municipalities, Lake Simcoe Region Conservation Authority and Toronto and Region Conservation Authority for information.



The Regional Municipality of York

Committee of the Whole
Transportation Services

October 12, 2023

FOR DECISION

Report of the Commissioner of Public Works

Pedestrian Cycling and Municipal Streetscape Partnership Programs Update

1. Recommendation

The Regional Clerk forward this report to the local municipalities, Lake Simcoe Region Conservation Authority and Toronto and Region Conservation Authority for information.

2. Purpose

The Commissioner of Public Works has delegated authority to approve projects as part of the Pedestrian Cycling Partnership Program (Pedestrian Cycling Program) and Municipal Streetscape Partnership Program (Streetscape Program) and approvals are regularly reported to Council. This report captures 2022 and 2023 approved projects.

Key Points:

- The Pedestrian Cycling Program and Streetscape Program benefit local municipalities and other stakeholders by advancing projects identified by local municipalities through cost-sharing infrastructure that supports walking, cycling, and safe communities
- Programs contribute to Strategic Plan Healthy Communities and Sustainable Environment areas of focus by providing infrastructure to support active living choices and public realm enhancements
- The Commissioner of Public Works has delegated authority to approve projects funded through these Council-approved programs
- Successful applications must meet criteria outlined in the respective programs and highlight how the projects will contribute to larger community objectives including those recently funded in Georgina, Markham, Richmond Hill and Vaughan
- Regional funding allocated annually to these programs is up to \$500,000 for the Pedestrian Cycling Program and up to \$1,000,000 for the Streetscape Program

3. Background

Partnership Programs provide \$1.5 million annually in cost-sharing opportunities for locally initiated infrastructure projects which support larger community objectives

The Region commits up to \$500,000 annually to the Pedestrian Cycling Program and up to \$1,000,000 annually to the Streetscape Program. Funding is approved through the annual capital budget. Since the program launch in 2006/2007, 49 projects have been funded through the Pedestrian Cycling Program with a Regional contribution of \$8.4 million and 41 projects through the Streetscape Program with a Regional contribution of \$13.3 million.

Pedestrian Cycling Program objectives include contributing to build-out of the Region's active transportation network by improving pedestrian and cycling infrastructure and enhancing connections to major transportation infrastructure. Streetscape Program objectives aim to promote pedestrian-friendly design, attractive streetscapes, and connections to major transportation infrastructure. Projects are locally initiated and must demonstrate how they meet larger community priorities to be considered for funding.

Projects are eligible for funding of 50% of eligible project costs if they are completed as part of a Region capital project, and 33% funding of eligible costs on stand-alone projects demonstrating significant benefit to the community. A full list of approved projects for each of the Programs are shown in Appendix A and B.

Applications to both the Pedestrian Cycling Program and Streetscape Program are reviewed through Pedestrian Cycling and Streetscape Review Committees. The committees recommend projects to be considered based on eligibility criteria outlined in their respective [policies](#). All applications receiving funding sign maintenance agreements to ensure clear ownership and future maintenance responsibilities for the completed capital projects.

4. Analysis

Increased use of Regional road corridors through walking and cycling during the COVID-19 pandemic heightened the importance of investments to expand sustainable transportation options and create attractive spaces along Regional road corridors that promote all modes of travel. The Pedestrian Cycling Program and Streetscape Program contribute directly to enhancing Regional road corridors and reducing reliance on single occupant vehicles, which are both identified as key objectives in the 2022 Transportation Master Plan.

Four projects were funded under the Pedestrian Cycling Program

Four applications to the Pedestrian Cycling Program received funding. Funding was granted to projects in Georgina, Markham and Vaughan as shown in Table 1, as they aligned with program objectives. Available program funding for two years totals \$1,000,000 of which \$934,952 was awarded.

Table 1
Pedestrian Cycling Program 2022/2023 Funding Summary

Applicant	Year	Project	Total Eligible Project Cost	York Region Contribution	York Region Funding
Georgina	2022	Woodbine Avenue Multi-Use Path	\$1,095,641	33%	\$361,560
Markham	2022	Markham Road Multi-Use Path Intersection Enhancements	\$222,400	33%	\$73,392
Vaughan	2023	Major Mackenzie Drive Cycle Tracks	\$500,000	50%	\$250,000
Vaughan	2023	New Westminster Drive Cycle Tracks Phase 1	\$757,576	33%	\$250,000
Awarded Funding					\$934,952

The total eligible project costs and York Region's contribution for the multi-use path on Woodbine Avenue, from Glenwoods Drive to the new Multi-Use Recreational Complex (MURC), are still being defined. The costs in the table represent a previous project submission from Georgina that could no longer be built because of utility issues. The multi-use path project creates a significant benefit to the community by providing a missing active transportation link to the MURC. The Region's funding allocation for the project will be updated upon completion of the detailed design for the multi-use path.

Markham received \$73,392 for intersection enhancements along Markham Road, connecting two Regional Roads including 16th Avenue and Major Mackenzie Drive. The project includes enhancing

safety and accessibility at intersections along with improved pavement markings and signage for pedestrians and cyclists.

Vaughan received \$250,000 for active transportation enhancements on Major Mackenzie Drive between Jane Street and McNaughton Road, including new cycling facilities, accessibility improvements, signage, and pavement markings. This project leveraged existing Regional road improvement projects that were planned along Major Mackenzie Drive.

Vaughan applied for a second project and received \$250,000 for their cycle track project along New Westminster Drive, between Bathurst Street and Clark Avenue. The project connects into the Bathurst-Centre Bus Rapid Transit System and recently completed Clark Avenue cycle tracks.

Under the Municipal Streetscape Program four applications were approved for funding in 2023

Four applications were approved for funding in 2023 as part of the Streetscape Program as shown in Table 2. No Streetscape Program applications were received in 2022.

Table 2
Municipal Streetscape Program 2023 Funding Summary

Municipality	Year	Project	Total Eligible Project Cost	York Region Contribution	York Region Funding
Richmond Hill	2023	Bathurst Street Parkettes	\$60,000	50%	\$30,000
Richmond Hill	2023	16 th Avenue & Leslie Street	\$64,000	50%	\$32,000
Vaughan	2023	Major Mackenzie Drive (McNaughton-Keele)	\$998,226	50%	\$499,113
Vaughan	2023	Major Mackenzie Drive & Station Street	\$594,839	33%	\$196,297
Awarded Funding					\$757,410

The Bathurst Street Parkettes project in Richmond Hill received \$30,000. The project included two distinctively designed parkettes at Shaw Road and Weldrick Road that offer a landscaped space with a paved pathway, seating, and planting for a sheltered retreat. The project is integrated with the Region's Bathurst Street (16th Avenue-Teston Road) road widening project.

A second project in Richmond Hill received \$32,000 for four colour-enhanced crosswalks to bring greater visibility for pedestrians and cyclists crossing. The project is integrated with York Region's 16th Avenue (Leslie Street-Warden Avenue) road widening project.

The Major Mackenzie Drive (McNaughton-Keele) project in Vaughan received \$499,113 for an enhanced streetscape design and active transportation facility in the Village of Maple. The project includes low planters that offer planting opportunities along Major Mackenzie Drive. This project was coordinated with the Region's Major Mackenzie Drive (Jane-Keele) road improvement project.

The Major Mackenzie Drive and Station Street project in Vaughan received \$196,297. This partnership focuses on supporting the City in creating an accessible path to the Maple GO Station. Streetscape enhancements included new planting and cost-sharing on the part of the accessible ramp within the Regional right-of-way.

5. Financial Considerations

Timely project implementation is important to ensure that the limited funding for these programs is available for all qualified projects. As a result, the Region works with those local municipalities with projects that are not proceeding in a timely fashion and in some circumstances these projects may be deferred to a future year subject to available funding.

The Region commits up to \$500,000 annually to the Pedestrian and Cycling Program and up to \$1,000,000 annually to the Streetscape Program. The Pedestrian Cycling Program and Streetscape Program are funded through 90% development charges and 10% tax levy. Allocations to these programs are reviewed annually through the budget process.

6. Local Impact

The Pedestrian Cycling Program and Streetscape Program allow for collaborative approaches to enhancing the Regional road network in partnership with local municipalities and stakeholders. Programs aim to deliver additional transportation options for residents along with streetscaping enhancements to our Regional corridors to promote more pedestrian and cyclist friendly spaces.

7. Conclusion

The Pedestrian Cycling Program and Streetscape Program offer collaborative cost-sharing opportunities between the Region, local municipalities and other stakeholders to enhance corridors in York Region that promote the use of sustainable transportation options such as walking and cycling.

The Commissioner of Public Works has delegated authority to approve projects for funding that demonstrate significant benefit to larger community objectives. This includes projects that expand transportation options for residents, enhance the streetscape and provide safer and more seamless connections to major transportation systems and key destinations.

Staff will continue to evaluate the effectiveness of these partnership programs to ensure successful implementation of infrastructure.

For more information on this report, please contact Brian Titherington at 1-877-464-9675 ext. 75901. Accessible formats or communication supports are available upon request.



Recommended by:

Mike Rabeau, P. Eng.
General Manager, Capital Infrastructure Services



Approved for Submission:

Erin Mahoney
Chief Administrative Officer

September 22, 2023
#15431962

Appendix A - Pedestrian Cycling Program Projects
Appendix B - Municipal Streetscape Program Projects

Pedestrian Cycling Program Projects

Town of Aurora

- 1 Nokiidaa Trail Connection
- 2 Bayview Avenue Multi-Use Path: St. John's Sideroad - Wellington Street

Town of East Gwillimbury

- 3 Pedestrian Bridge: Holland River (Yonge Street - 2nd Concession)
- 4 Nokiidaa Trail Enhancement: Nokiidaa Trail (2nd Concession)
- 5 Trail Enhancement: Green Lane - 2nd Concession
- 6 7 Multi-Use Path Extension: Phase 1 and 2 - Green Lane (Peggy's Wood - Yonge Street)
- 8 Lake to Lake Route: Nokiidaa Trail Extension (Yonge Street)
- 9 Holland River Bridge and the Lake to Lake Connection

Town of Georgina

- 10 Dalton Road Multi-Use Path/Woodbine Avenue Multi-Use Path

Township of King

- 11 Multi-Use Trail: 2585 King Road - Dufferin Street
- 12 Bike Lane - 15th Sideroad

City of Markham

- 13 Multi-Use Path: Major Mackenzie Drive (Woodbine Avenue - Prospector's Drive)
- 14 Multi-Use Path: Major Mackenzie Drive (Prospector's Drive - Highway 48)
- 15 Multi-Use Path: Warden Avenue (16th Avenue - Major Mackenzie Drive)
- 16 17 18 Multi-Use Path: Rouge River Valley - Phases 1, 2 and 3
- 19 20 Rouge Valley Trail - Phases 4 and 5
- 21 Rouge Valley Trail Connections
- 22 Multi-Use Path: Markham Road Crossride Enhancements

Town of Newmarket

- 23 24 25 Tom Taylor Trail Extension - Phases 1, 2 and 3
- 26 Tom Taylor Trail at Davis Drive
- 27 Tom Taylor Trail Extension at The Tannery
- 28 Multi-Use Path: Fairy Lake
- 29 30 Multi-Use Path: Davis Drive and Bathurst Street - Phases 1 and 2

City of Richmond Hill

- 31 32 33 34 Multi-Use Path: Lake to Lake Route, Leslie Street - Phases 1, 2 and 3

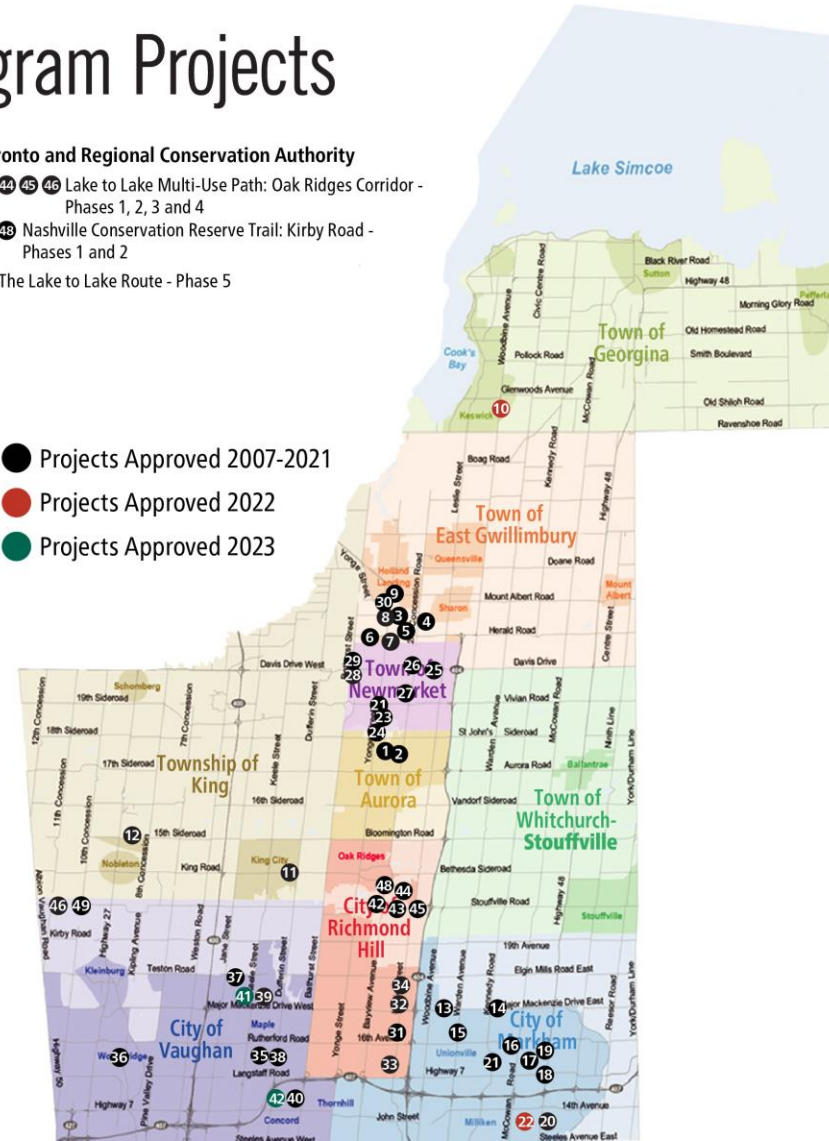
City of Vaughan

- 35 Bartley Smith Greenway Trail: Planchett Road - Jacob Keffer Parkway
- 36 William Granger Greenway Trail: Rutherford Road - Boyd Conservation
- 37 Multi-Use Path: Teston Road (Jane Street - Keele Street)
- 38 Bartley Smith Greenway Trail: Signage
- 39 Multi-Use Trail: McNaughton Road (Keele Street - Major Mackenzie Drive)
- 40 Cycle Tracks: Clark Avenue
- 41 Cycle Tracks: Major Mackenzie Drive
- 42 Cycle Tracks: New Westminster Drive

Toronto and Regional Conservation Authority

- 43 44 45 46 Lake to Lake Multi-Use Path: Oak Ridges Corridor - Phases 1, 2, 3 and 4
- 47 48 Nashville Conservation Reserve Trail: Kirby Road - Phases 1 and 2
- 49 The Lake to Lake Route - Phase 5

- Projects Approved 2007-2021
- Projects Approved 2022
- Projects Approved 2023



Municipal Streetscape Program Projects

Town of Aurora

- 1 Wellington Street (Bayview Avenue - Leslie Street)
- 2 Wellington Street (Bathurst Street - Murray Drive & Berczy Street - John West Way)
- 3 Wellington Street (Bathurst Street - Murray Drive)
- 4 Yonge Street and St. John's Sideroad Gateway Feature

Town of East Gwillimbury

- 5 Leslie Street and Mount Albert Road Gateway
- 6 Leslie Street and Mount Albert Road (East and West Sides)

Town of Georgina

- 7 Woodbine Avenue (Arlington Drive - Wexford Drive)
- 8 Woodbine Avenue (Glenwoods Avenue - Morton Avenue)
- 9 Woodbine Avenue (Ravenshoe Road)
- 10 Dalton Road Crosswalks

Township of King

- 11 King Road and Keele Street Gateway
- 12 Highway 27/King Road/Old King Road
- 13 Keele Street Sidewalks
- 14 Keele Street (South of King Road - Station Street)
- 15 King Road (2585 - Dufferin Street)

City of Markham

- 16 Warden Avenue (16th Avenue - Major Mackenzie Drive)
- 17 Highway 7 (Town Centre Boulevard - Sciberras Road)
- 18 Yonge Street (Colborne Street)
- 19 Highway 7/Warden Avenue Gateway

Town of Newmarket

- 20 Yonge Street and Davis Drive Gateway
- 21 Bathurst Street and Davis Drive Gateway

City of Richmond Hill

- 22 Gamble Road (Bathurst Street - Linda Margaret Crescent)
- 23 Yonge Street (Garden Avenue)
- 24 25 Bathurst Street (Weldrick Road/ Shaw Parkettes) - Phases 1 and 2
- 26 16th Avenue and Leslie Street

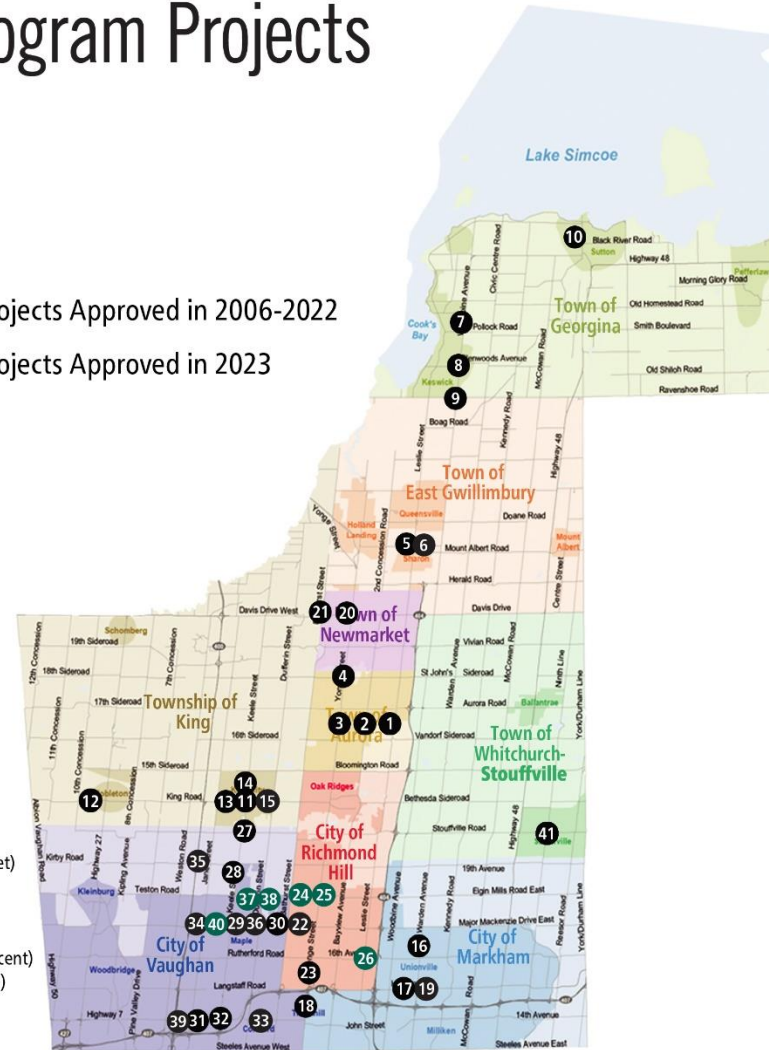
City of Vaughan

- 27 Maple Streetscape Phase VI
- 28 Keele Street (McNaughton Road)
- 29 Major Mackenzie Drive Enhanced Lighting
- 30 Major Mackenzie Drive
- 31 Highway 7 (Commerce Street - Creditstone Road)
- 32 Highway 7 (Keele Street - Bowes Road)
- 33 Centre Street (Dufferin Street - Bathurst Street)
- 34 Islington Avenue & Major Mackenzie Drive
- 35 Major Mackenzie Drive (Highway 400 - Jane Street)
- 36 Major Mackenzie Drive and Civic Centre Drive
- 37 38 Major Mackenzie Drive and Station Street (Maple GO) - Phases 1 and 2
- 39 Highway 7 (Edgeley Boulevard - Applewood Crescent)
- 40 Major Mackenzie Drive (McNaughton Road - Keele)

Town of Whitchurch-Stouffville

- 41 Ninth Line and Main Street Gateway

- Projects Approved in 2006-2022
- Projects Approved in 2023



Traffic and Pedestrian Signal Policy Update

On October 26, 2023 Regional Council made the following decision:

1. Council approve the proposed Traffic and Pedestrian Signal Policy update as outlined in Appendix A for use on Regional roads.
2. Council delegate authority to the Commissioner of Public Works to approve signal installations in accordance with the Traffic and Pedestrian Signal Policy.
3. The Regional Clerk circulate this report to the local municipalities.



Report of the Commissioner of Public Works Traffic and Pedestrian Signal Policy Update

1. Recommendations

1. Council approve the proposed Traffic and Pedestrian Signal Policy update as outlined in Appendix A for use on Regional roads.
2. Council delegate authority to the Commissioner of Public Works to approve signal installations in accordance with the Traffic and Pedestrian Signal Policy.
3. The Regional Clerk circulate this report to the local municipalities.

2. Purpose

This report recommends a revised Traffic and Pedestrian Signal Policy (Policy), in response to Council's direction to approve traffic and pedestrian signal installations that do not diminish safety and are paid by the requestor.

Key Points:

- [September 2022](#), staff informed Council a Policy update would be considered to approve installation at the cost of the requestor
- A requestor of a traffic and pedestrian signal is defined as a business, developer, local municipality, individual resident, resident groups, Ministry of Transportation of Ontario and all levels of government, including agencies. A requestor is solely responsible for all costs for installation of a traffic or pedestrian signal and a one-time 10-year operating and maintenance fee
- [January 2023](#), staff informed Council that a Policy update would be provided following completion of Ministry of Transportation Ontario's review of Ontario Traffic Manual Book 12 – Traffic Signals

- Staff recommend updating the Policy to include an assessment tool to evaluate signal installations paid by the requestor
- Council delegate authority to the Commissioner of Public Works to approve signal installations that do not diminish safety and are paid by the requestor

3. Background

June 2015, Council adopted the current Traffic and Pedestrian Signal Policy that allows staff to install signals where criteria is met

On [June 25, 2015](#), Council adopted the current Traffic and Pedestrian Signal Policy. The Policy is consistent with Ministry of Transportation Ontario (MTO) traffic signal criteria and directly references Ontario Traffic Manual Book 12 – Traffic Signals (OTM Book 12). This publication provides a consistent approach across the province in implementing traffic and pedestrian signals (signals). The current Policy allows staff to install signals where criteria are met.

September 2022, staff informed Council a Policy update would be considered to advance installation at the cost of the requestor

On [September 29, 2022](#), staff informed Council an update to the Policy would be presented to Council in 2023 for consideration. This update includes an assessment tool to address requests to advance signal installations where costs for construction and maintenance would be paid by the requestor. This will help improve efficiency of program delivery and public safety.

January 2023, staff informed Council a Policy update would be provided following MTO's review of Ontario Traffic Manual Book 12 – Traffic Signals

On [January 12, 2023](#), Council was informed MTO had retained a consultant to review OTM Book 12, which may result in an update to provincial traffic and pedestrian signal criteria. This review was completed in mid-2023 and staff committed to provide an update to Council on the Policy following completion of MTO's review.

4. Analysis

Ministry of Transportation Ontario's update to Book 12 – Traffic Signals focuses on collision history and projected growth

MTO retained an engineering consultant to assist in their review of OTM Book 12. This review recommended updating safety performance criteria and projected volume thresholds for future demand. These recommendations will be considered in the update to OTM Book 12. These changes do not materially change the Region's ability to advance signals that benefit road users prior to full build out of communities.

Staff recommend updating the Policy to include an assessment tool to advance signal installations that do not pose hazards or operational concerns at the cost of the requestor

The same engineering consultant that reviewed OTM Book 12 for MTO was retained by the Region to develop a decision-making tool to be used in considering advancing signal installations not currently meeting provincial criteria to be installed at the cost of the requestor. This assessment tool helps manage risk and consists of a weighted score for road user safety, latent demand, lane use and operational concerns. Details are listed in the draft Policy (Appendix A). Requests with a total benefit score of 40 or higher which do not pose hazards or operational concerns shall be considered for installation of traffic and pedestrian signals.

Staff will continue to install traffic signals at public intersections that meet OTM Book 12 criteria at the Region's expense.

Council delegate authority to the Commissioner to advance qualifying signal installations paid by the requestor

Staff receive three to five requests annually to install signals paid by the requestor. To improve efficiency of program delivery, delegated authority is requested for the Commissioner of Public Works to advance signal installations that have a total benefit score of 40 or higher, which do not pose hazards or operational concerns and are paid by the requestor. This will allow staff to effectively respond and ensure signals are installed in a timely manner and respond to road user needs as communities grow. The proposed Policy has been updated to include the delegated authority recommended herein. A draft of the proposed policy is provided in Appendix A.

5. Financial Considerations

The Region is responsible for construction and maintenance costs for signal installations at public intersections that satisfy OTM Book 12. Signals associated with development applications satisfying OTM Book 12 will be subject to the Development Charges Bylaw.

The requestor is responsible for traffic and pedestrian signals costs at private entrances and public intersections that do not satisfy OTM Book 12 however satisfy the assessment tool. The requestor is responsible for all construction costs based on the Region's standards and a one-time fee, valued at the net present value of 10 years of the Region's traffic signal operating and maintenance costs. Costs are non-refundable.

6. Local Impact

The Region and its local municipal partners are aligned in a shared interest in implementing signals that do not diminish safety on the Regional road network. Implementing this new process will help drive efficiencies with local municipalities on requests not meeting Provincial criteria. Local municipal staff have been consulted on the proposed Policy changes and Region staff have addressed their comments.

7. Conclusion

Staff recommend updating the Region's Traffic and Pedestrian Signal Policy to include an assessment tool to advance signal installations that do not diminish safety at the cost of the requestor. The proposed policy provides a consistent framework to best manage risk in assessing requests for signals not meeting OTM Book 12. Requests with a total benefit score of 40 or higher which do not pose hazards or operational concerns shall be considered for installation of traffic and pedestrian signals.

It is recommended that Council delegate authority to the Commissioner of Public Works to approve signal installations that do not diminish safety and are paid by the requestor.

For more information on this report, please contact Joseph Petrunaro, Director, Roads, Traffic and Fleet, at 1-877-464-9675 ext. 75220. Accessible formats or communication supports are available upon request.

Recommended by:



Laura McDowell, P. Eng.

General Manager, Operations and Services

Approved for Submission:



Erin Mahoney

Chief Administrative Officer

September 19, 2023

15310489

Appendix A – Draft Traffic and Pedestrian Signal Policy (15491879)



Traffic and Pedestrian Signal Policy

Approved By: Council

Approved On: TBD

Policy Statement

This policy provides guidelines and criteria to assist staff in decision making for requested installation of traffic and pedestrian signals within the Regional network.

Application

The Traffic and Pedestrian Signal Policy will be used by staff in determining acceptable locations for requested installation of traffic and pedestrian signals on Regional roads.

Purpose

This policy provides criteria and an assessment tool which allows for a consistent method of determining acceptable locations for requested installation of traffic and pedestrian signals on Regional roads.

Definitions

Traffic Signals: Electronic signaling devices positioned at road intersections to alternate right-of-way for all road users.

Pedestrian Signals: Electronic signaling devices positioned at road intersections and pedestrian crossings to specifically control pedestrian movements versus competing traffic flows.

Safety: Implies the minimum hazard to vehicles, pedestrians and other road users.

Local Municipality: Municipalities located within the Regional Municipality of York, namely Town of Aurora, Town of East Gwillimbury, Town of Georgina, Township of King, City of Markham, Town of Newmarket, City of Richmond Hill, City of Vaughan and Town of Whitchurch-Stouffville.

Requestor: A requestor of a traffic and pedestrian signal is defined as a business, developer, local municipality, individual resident, resident groups, Ministry of Transportation of Ontario and all levels of government, including agencies. A requestor is solely responsible for all costs related to installation of a traffic or pedestrian signal.

Description

This policy contains criteria in determining the need for installation of new traffic and pedestrian signals on Regional roads. Regional staff are to apply the following criteria to assess the need for requested installation of new traffic and pedestrian signals on Regional roads.

Ontario Traffic Manual Book 12 (OTM Book 12), including any future updates

Ministry of Transportation Ontario's traffic signal criteria, as per Ontario Traffic Manual Book 12, is widely used by Ontario municipalities. OTM Book 12 outlines criteria expressed in the form of numerical requirements that include traffic/pedestrian volumes, conditions and characteristics of an intersection and peak traffic hours to determine the technical need for the installation of new signals.

Assessment Tool

In addition to safety measures outlined in OTM Book 12, this tool (Table 1) uses a set of additional factors and variables that can be applied for advancing traffic signal installations that help improve safety at the cost of the requestor.

The tool considers forecasted future road use/demand, improvements to community traffic flow, enhanced use of community amenities. Each variable has a low, medium and high score. Requests with a total weighted benefit (40 or higher) which do not pose hazards or operational concerns (less than 40) shall be considered for installation of traffic and pedestrian signals.

Table 1**Assessment Tool Factors and Variables**

Factors	Variables	Benefit and Risk
Road users' safety consideration	Operating speed and crossing distance	High 20, Medium 10, Low 0
	Sight distance	High 20, Medium 10, Low 0
	Nearby amenity with high volume of pedestrians	High 20, Medium 10, Low 0
	Presence of transit stops and ridership volume and frequency	High 20, Medium 10, Low 0
Road users latent/future demand	Presence of pedestrians and cyclists at uncontrolled crossings	High 20, Medium 10, Low 0
	Pedestrian and cycling infrastructure	High 10, Medium 5, Low 0
Land use considerations	Traffic diversion	High 10, Medium 5, Low 0
	Planned and existing development/growth	High 20, Medium 10, Low 0
	Forecasted demand in Transportation Mobility Plan indicates the intersection would satisfy the Policy under the full built-out horizon, and traffic analysis anticipates traffic signal will significantly improve intersection capacity and level of services	High 20, Medium 10, Low 0
Emergency route management	Presence of existing/planned emergency detour route (EDR) or an emergency evacuation route (EER)	High 10, Medium 5, Low 0
Total Weighted Benefit		40 and higher to advance signal

Funding for Public Intersections

Operational concerns and risk	Geometric/operational concern that cannot be mitigated by design and would result in negative impact on safety or operational efficiency if traffic signal is installed	High 40, Medium 20, Low 0
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Total Weighted Risk Less than 40 to advance signal

The Region is responsible for construction and maintenance costs for signal installations at public intersections that satisfy OTM Book 12. Signals associated with development applications satisfying OTM Book 12 will be subject to the Development Charges Bylaw.

In cases where public intersections do not satisfy OTM Book 12 and the requestor (as defined in this Policy) is seeking installation, the intersection must satisfy the assessment tool and the requestor is responsible for all construction costs based on the Region's standards and a one-time fee, valued at the net present value of 10 years of the Region's traffic signal operating and maintenance costs. Costs are non-refundable.

Funding for Private Entrances

Funding of capital costs of traffic and pedestrian signals for private entrances remain at the expense of the property owner. Property owners are also required to pay a one-time fee, valued at the net present value of 10 years of the Region's traffic signal operating and maintenance costs at the time of application. Costs are non-refundable.

Responsibilities

York Region

The Region shall apply the updated Policy to assess the need for installation of traffic and pedestrian signals on Regional roads, which include the assessment tool that allow staff to quantify decision-making based on sound engineering judgement to advance pedestrian and traffic signals.

Reference

Legislative and other authorities

- [Clause 3, Report 11 - Traffic and Pedestrian Signal Policy - Adopted June 25, 2015](#)
- [Ontario Traffic Manual - Book 12 Traffic Signals](#)

Contact

Director, Roads, Traffic and Fleet, Operations and Services, Public Works Department,
ext. 75220

Approval

Council Date: <input type="text"/>	Committee Date: <input type="text"/>
Council Minute Item: <input type="text"/>	Committee Minute Item: <input type="text"/>

15491879

Accessible formats or communication supports are available upon request.



October 30, 2023

Sent to: kyanna@rainbows.ca

Dear Kyanna Lee:

RE: Proclamation Request – November 16, 2023 – National Children’s Grief Awareness Day

On behalf of the Town of Newmarket Council I am pleased to recognize November 16, 2023 as National Children’s Grief Awareness Day.

In addition, the Fred A. Lundy Bridge located on Water Street will be illuminated in blue on November 16, 2023 from sunset until 11:00 PM.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

John Taylor
Mayor



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

October 30, 2023

Sent to: kyanna@rainbows.ca

Dear Kyanna Lee:

RE: Proclamation and Lighting Request – November 16, 2023 – National Children’s Grief Awareness Day

I am writing to advise that your proclamation and lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim November 16, 2023 as National Children’s Grief Awareness Day. Approved proclamations, lighting requests, and community flag raisings will be listed on the Town’s website. Approved lighting and community flag raisings will also be communicated to the public through the Town’s social media.

In addition, the Fred A. Lundy Bridge located on Water Street will be illuminated in blue on November 16, 2023 to recognize National Children’s Grief Awareness Day. Please note that the lighting will occur from sunset until 11:00 PM.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to be "ETH", written in a cursive style.

Emily Thomas-Hopkins

Legislative Coordinator



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

October 30, 2023

Sent to: [REDACTED]

Dear Bradley Langford,

RE: Lighting Request – November 18 – 24, 2023 – Antimicrobial Resistance Awareness Week

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in blue on November 24, 2023 to recognize Antimicrobial Resistance Awareness Week. Please note that the lighting will occur from sunset until 11:00 PM.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to be "ETH", written in a cursive style.

Emily Thomas-Hopkins

Legislative Coordinator



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
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Fax: 905-953-5100

November 3, 2023

Sent to: events@mygutfeeling.ca

Dear Stephanie Koenig:

RE: Lighting Request – November 30, 2023 – Stomach Cancer Awareness Day

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in blue on November 30, 2023 to recognize Stomach Cancer Awareness Day. Please note that the lighting will occur from sunset until 11:00 PM.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to be "ETH", written in a cursive style.

Emily Thomas-Hopkins

Legislative Coordinator