



Terasen Gas (Vancouver Island) 2010-2011 Revenue Requirements and Rate Design Application

July 13, 2009

Workshop Agenda



- Introduction Tom Loski
- External Situation & Revenue Requirements Tom Loski
- Gas Sales and Transportation Demand Lee Robson
- Respected and Trusted Operator / Operational Excellence
 - *O&M and Capital* James Wong
 - *Cost of Gas* Mike Hopkins
- Rate Base Michelle Carman
- Rate Design Tom Loski
- Proposed Regulatory Timetable and Wrap-up Tom Loski

External Situation

Tom Loski – Chief Regulatory Officer

TGVI Must Respond To New Realities: *Changes In External Operating Environment*



- Several external factors impact our operating environment and we must respond to:
 - *Evolving energy and environmental policies*
 - *Changing expectations of customers, regulators and other stakeholders*
 - *Level of competitiveness as an energy provider*
 - *Changing economic and demographic realities*
 - *Changes in financial accounting standards*



TGVI Must Be Competitive In The Marketplace: Continued Status As An Immature Utility

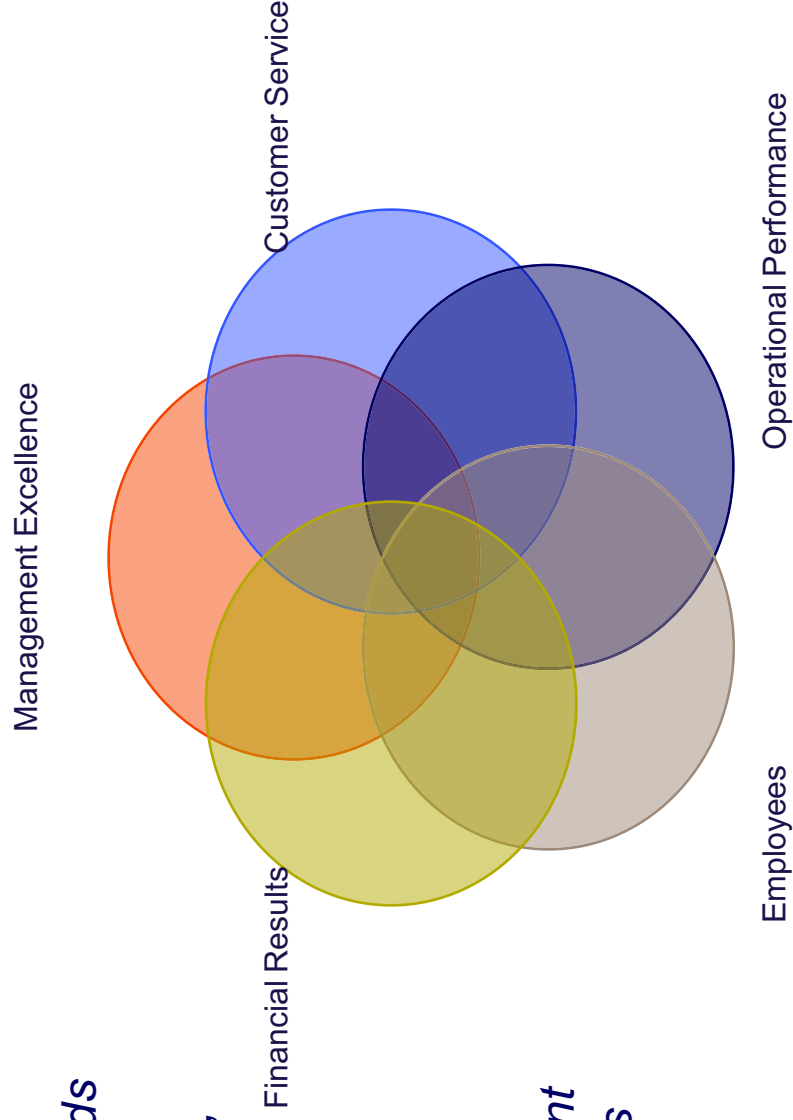


- There are several key differences between TGVI and a Mature Utility:
 - *Higher costs per customer*
 - Operating and rate base
 - *Lower revenue per customer*
 - *Royalty Credit*
- Soft-cap pricing mechanism constructed to reflect the immature nature of the utility; supports competitive ability while meeting rate design needs, rate stability and cost recovery
- The final year of the Royalty Credit is 2011; this will cause a significant increase in revenue requirement for 2012 if left unmitigated

The Proposed RRA Meets Stakeholder Needs



- We must make additional investments to:
 - *Meet the evolving needs or our customers, the communities we serve, and our shareholder*
 - *Address the new realities that we are faced with*
 - *Continued management focus on five key areas*



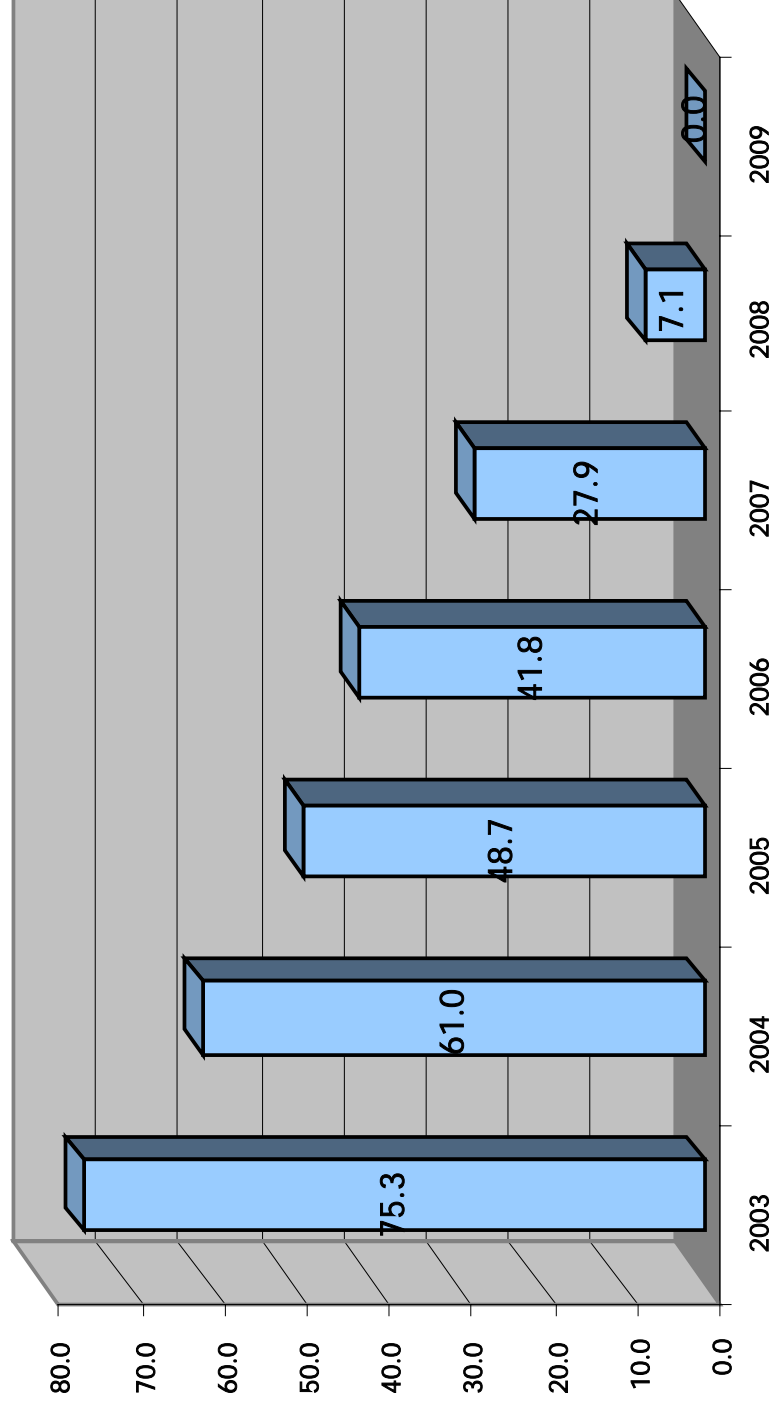
Revenue Requirements

Tom Loski – Chief Regulatory Officer

RDDA Repayment Ahead Of Schedule: Projected To End 2009 With Zero Balance



RDDA Closing Balance (\$millions)



RDDA Repayment Ahead of Schedule: Approval of 2008 Ending Balance



- 2008 Ending RDDA balance of **\$7,149,120**:
 - 2007 Approved Ending Balance: \$27,907,609
 - Opening Adjustment: (\$218,508)
 - 2008 Sub Debt Interest \$2,481,026
 - 2008 Annual Revenue Surplus (\$20,539,961)

- 2009 Projected Revenue Surplus balance of **(\$2,962,000)**:
 - 2009 Projected Annual Revenue Surplus (\$10,112,000) less elimination of the RDDA balance
 - TGVl proposes to amortize this balance to all customers (other than the VIGJV and Squamish) over the forecast period

Delivery Costs Relatively Stable: Forecasts Are Reasonable And Prudent



Annual Revenue Requirement	<u>2009P</u>	<u>2010F</u>	<u>2011F</u>
Operations & Maintenance	\$ 26.2	\$ 31.4	\$ 32.0
Depreciation & Amortization	23.0	21.6	28.4
Taxes	17.3	11.5	14.4
Other	3.9	3.3	(5.6)
Earned Return	<u>35.7</u>	<u>37.1</u>	<u>51.0</u>
Delivery Margin	106.1	104.8	120.1
Royalty Adjusted Cost of Gas	81.2	58.8	67.2
Revenue Requirement	<u>\$ 187.3</u>	<u>\$ 163.5</u>	<u>\$ 187.4</u>

Gas Costs Increasing Over Time: Cost of Gas Detail 2009 – 2011



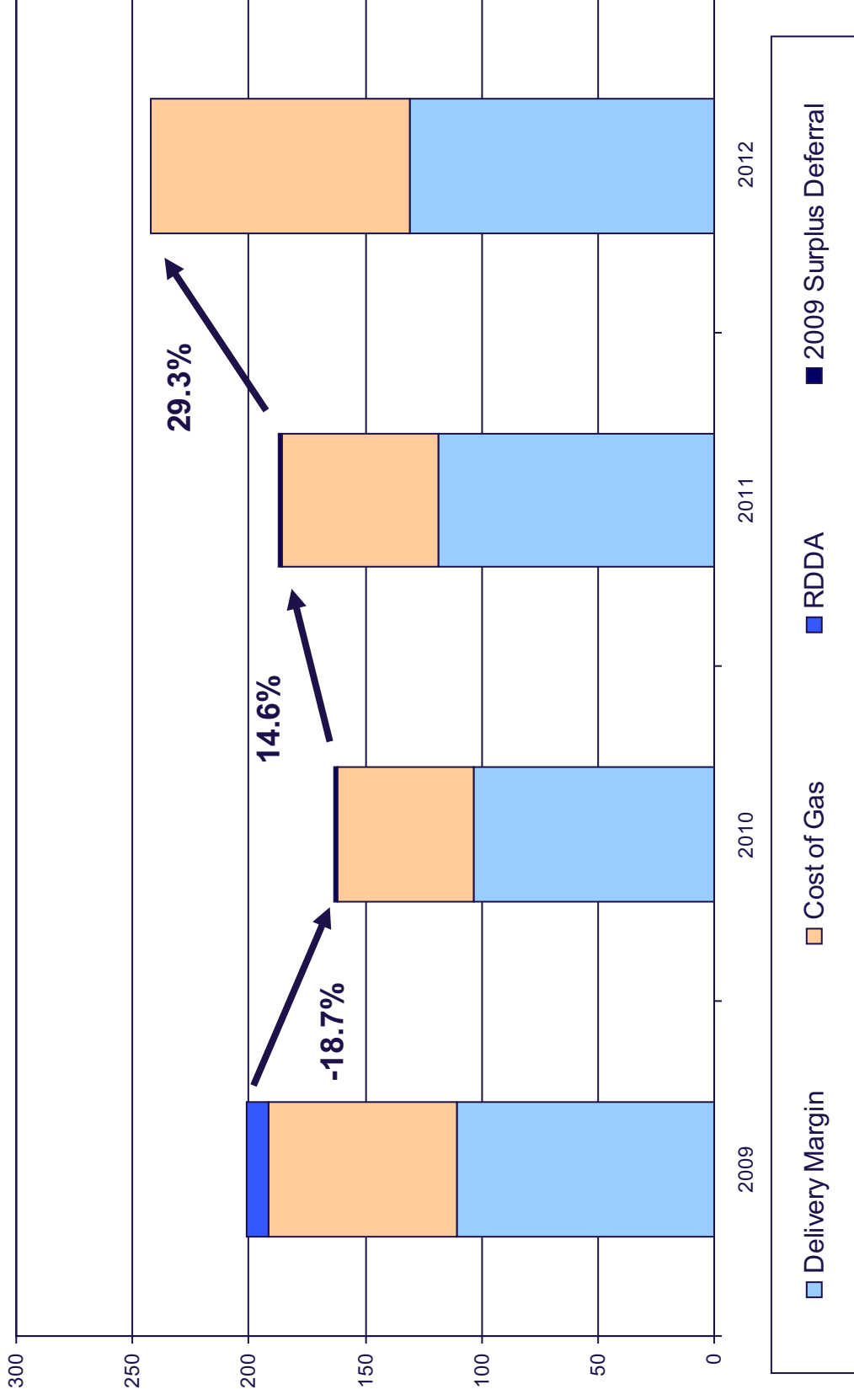
	2009	2010	2011
Royalty Credit	\$ (28.1)	\$ (35.8)	\$ (40.1)
GCVA Amortization	4.2	(4.0)	
GCVA Additions	5.8		
Cost of Gas Sold	99.3	98.6	107.3
RACOG Including GCVA Impacts	\$ 81.2	\$ 58.7	\$ 67.2

TGVI Must Be Competitive In The Marketplace: Total Cost Of Service 2009 - 2011



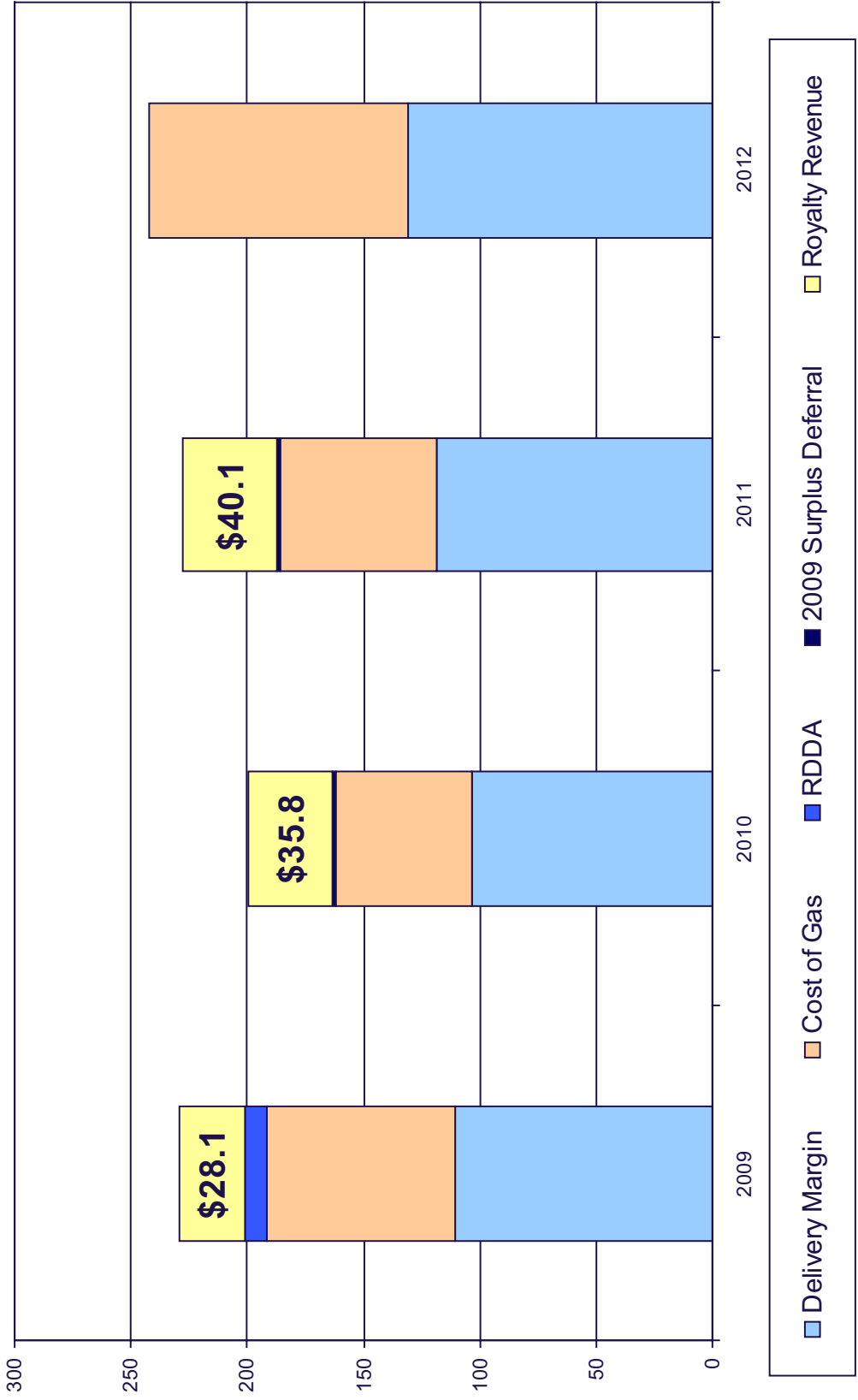
- TGVI is an immature utility
 - *Less than 20 years in operation*
 - *High rate base per customer*
 - *Royalty Credit (20% of total costs) allows for competitive pricing against competitive alternative fuels*
- 2011 is the final year of the Royalty Credit
- 2012 rates would need to increase significantly to recover the higher revenue requirement resulting from the loss of the Royalty Credit
- Phasing-in of this necessary increase over a two to three year period is desirable to prevent rate shock

Rate Stability Is Best For Our Customers: 2012 Royalty Revenue Loss Creates Rate Shock

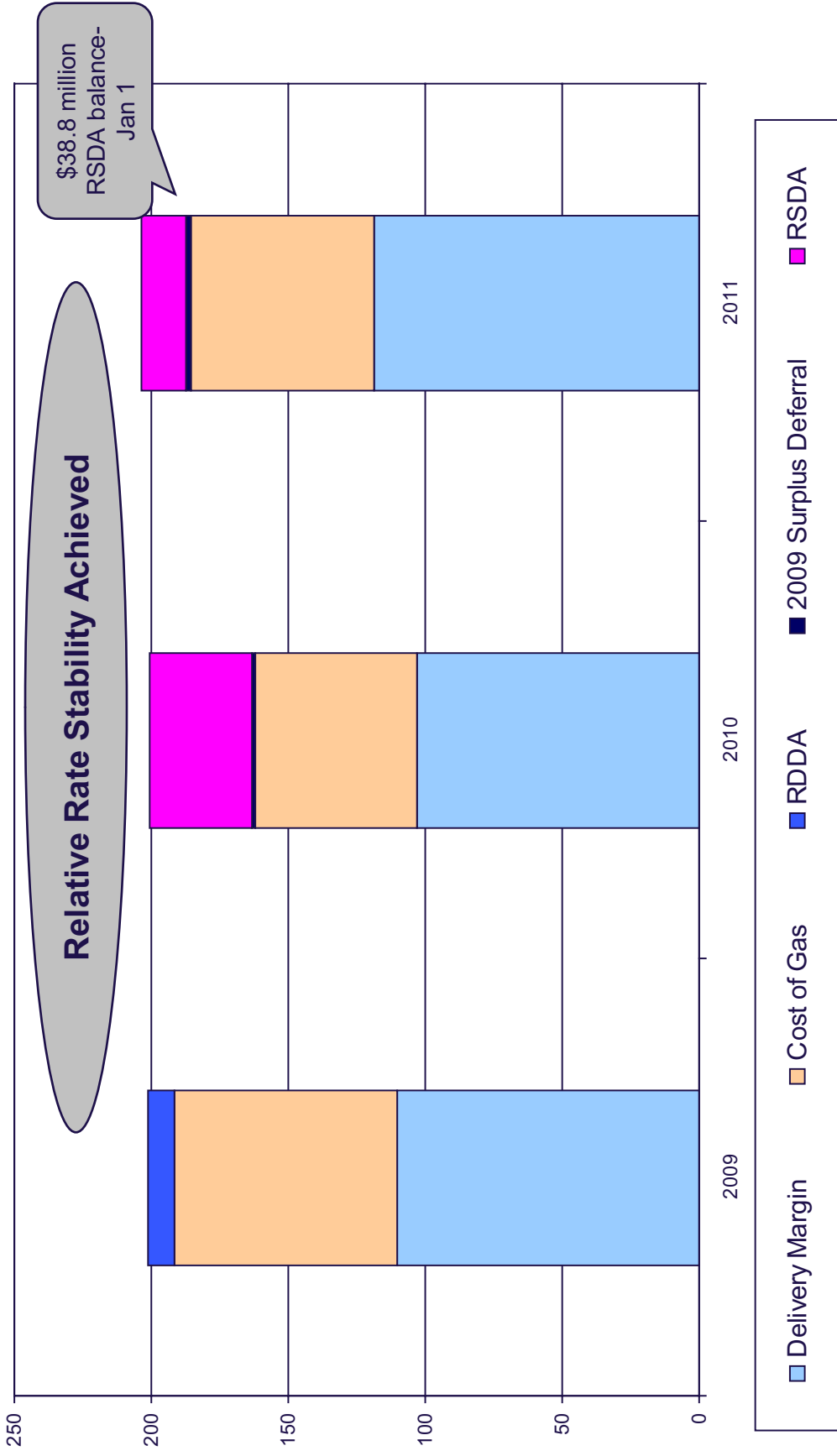




**Rate Stability is Best For Our Customers:
Relative Stability Absent Royalty Revenue**



Rate Stability is Best For Our Customers: 2010/2011 Surplus Allows a Unique Opportunity



The Forecast Revenue Requirements And Revenue Surplus Are Reasonable And Prudent



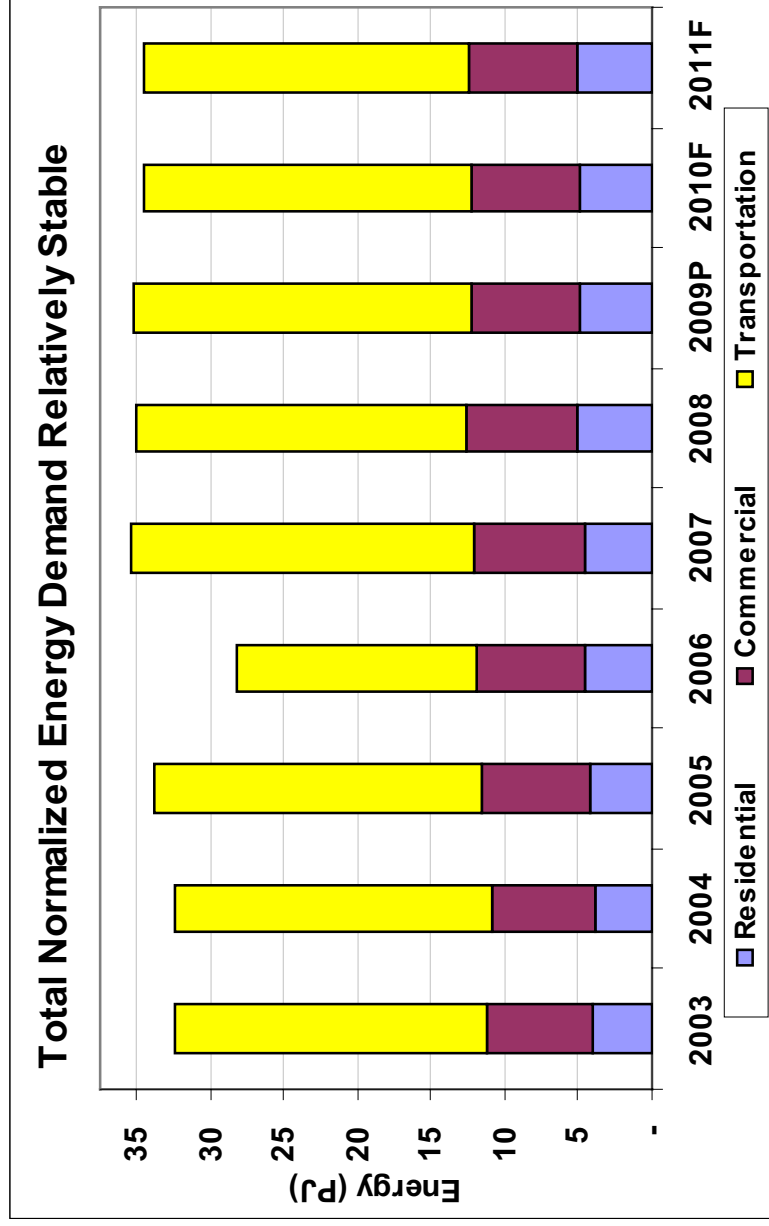
- TGV I must respond to evolving business realities
- TGV I must be competitive in the marketplace
- The proposed RRA meets the needs of stakeholders including customers, regulators, and our shareholder

We look forward to serving our customers now and into the future

Gas Sales and Transportation Demand

Lee Robson – Customer & Energy Forecasting Manager

The Demand Forecast Is Both Reasonable And Appropriate For Use In This Application



- Methodology is consistent with that used in prior years

- Methodology has been reviewed and accepted both internally and by the BCUC

- The best available information has been incorporated at the time of the forecast

Process Is Thorough And Follows A Similar Approach To That Taken In Prior Years



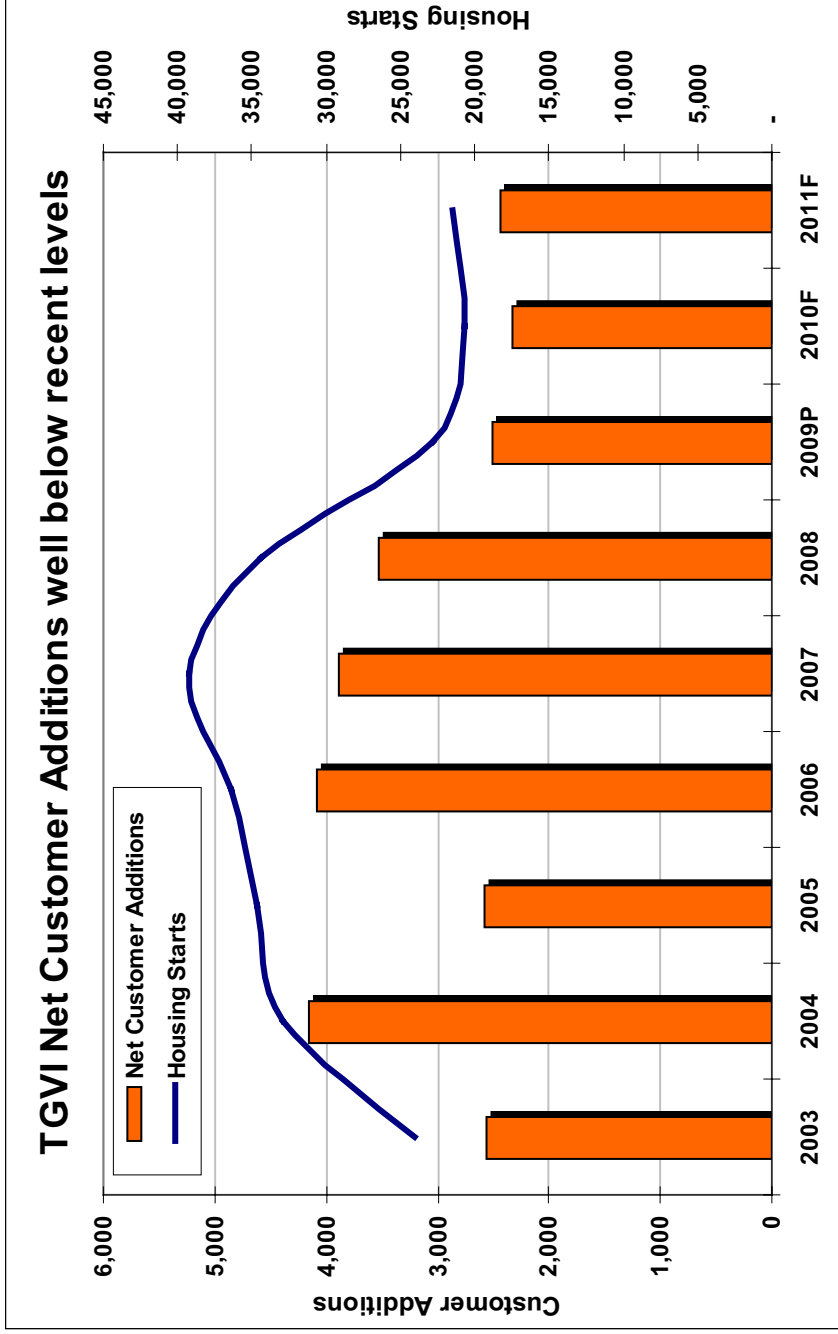
- Economic Indicators
- TGVI Forecast:
 - *Customer Additions*
 - *Average Use per Customer*
 - *Transportation Volumes & Margins*
- Company Summary

The Economic Downturn Impacts Overall Demand – Mainly Customer Additions



- Economy contracting:
 - 1st recession since 1982
 - 2010 Winter Olympics to assist recovery
- Unemployment rising:
 - 35,100 jobs lost in January – largest one month decline
 - Job losses concentrated in two sectors
- Housing Market declining:
 - Significant decline in 2009 (34% lower than 2008)
 - Further decline in 2010, before modest growth in 2011

Despite Declining Customer Additions, Overall Energy Demand Still Growing

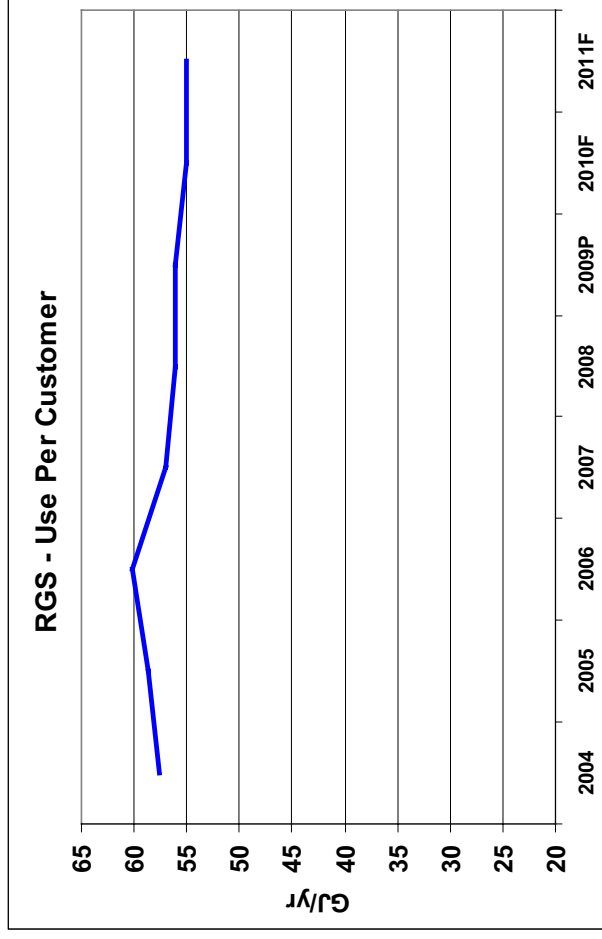
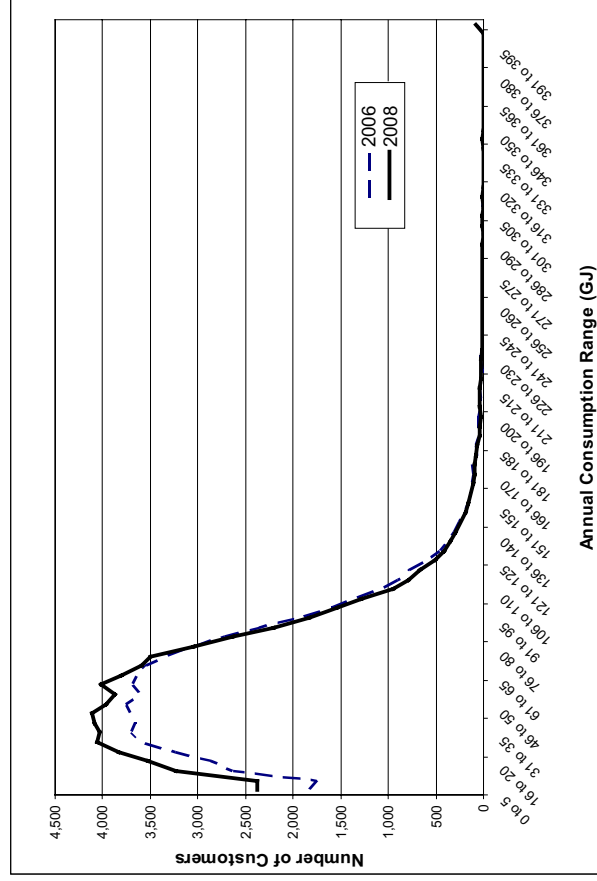


■ Customer Additions to decline through 2010:

■ Reflects economic downturn, consistent with CMHC forecast

■ Projecting: 2,500 net customer additions for 2009, 2,320 in 2010, and 2,430 in 2011

Stable Residential Average Use Lessens Impact Of Declining Customer Additions



- Residential load profile relatively similar:
 - Leads to relative stable average use per customer
 - Change since 2004 is 2.9%, or 0.7% annually
 - Although recent trend downwards, potential for increases

Lower Potential for Efficiency Improvements Due To Relative Youth Of TGVI



- Even within the same housing type, there are many variables that impact annual consumption

Victoria Home Constructed 1990-2005

- One storey building with basement
- 2,500 square foot older home
- Typical constructed home from 1990-2005
- Average temperature 20 degrees Celsius
- Thermally broken windows code minimum
- Induced draft furnace, AFUE of 78%

Space Heating Energy = 55.4 GJ/yr

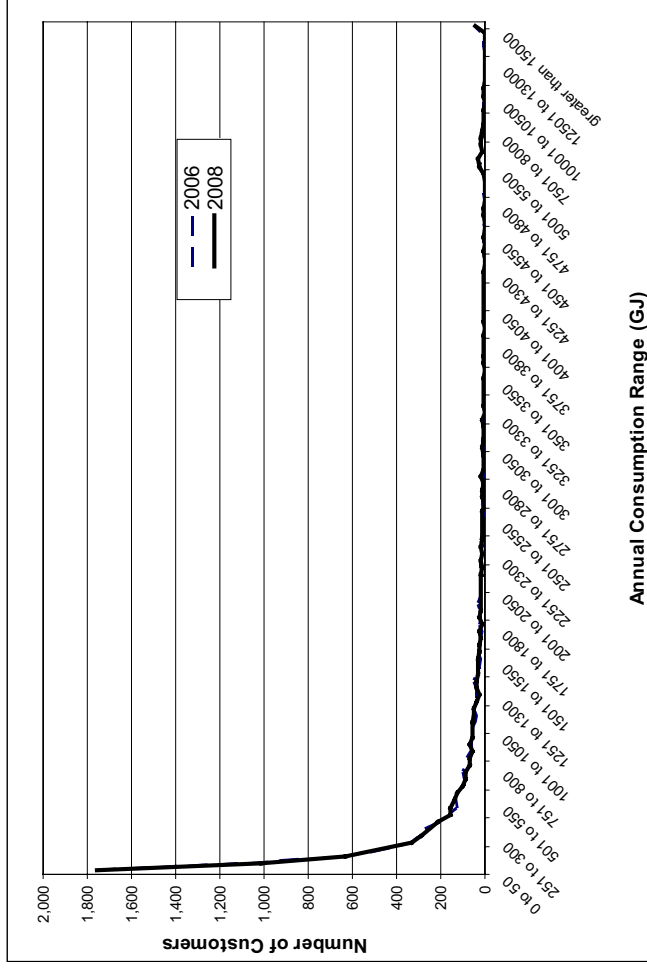
Source: Modelled through Natural Resources Canada's HOT 2000 software

New High Efficient Home in Victoria

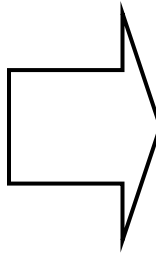
- One storey building with basement
- 2,500 square foot new home (code compliant)
- Constructed under current codes
- Average temperature 20 degrees Celsius
- Energy Star windows code minimum
- High efficiency condensing furnace, AFUE of 93%

Space Heating Energy = 45.6 GJ/yr

Commercial Average Use Per Customer Relatively Stable



	Normal 2006	Normal 2007	Normal 2008
AGS	1,387.0	1,367.0	1,297.0
SCS1	75	91	103
SCS2	314	310	313
LCS1	903	943	952
LCS2	2,295	2,406	2,359
LCS3	17,379	17,694	16,521



	Normal 2006	Normal 2007	Normal 2008
Total Energy	7,341	7,491	7,345

- Commercial load profile almost identical (in aggregate):
- Some variability in individual customer classes
- Overall volumes have been relatively stable

Commercial Customer Reclassification Impacts Use Per Customer - Overall Volumes Unaffected



■ ~1,300 commercial customers to be reclassified (~14% of total)

■ *Impacts use per customer for SCS1, SCS2, LCS1, LCS2, and LCS3*

Reclassified Out	
Tariff	Customers
SCS1	86
SCS2	612
LCS1	422
LCS2	144
LCS3	47



Reclassified In	
Tariff	Customers
SCS1	546
SCS2	279
LCS1	322
LCS2	142
LCS3	22



Net Change	
Tariff	Customers
SCS1	460
SCS2	-333
LCS1	-100
LCS2	-2
LCS3	-25

■ *Analysis of volumes identifies adjustment to be made*

Change In Average Use	
Tariff	Adjustment (GJ)
SCS1	-28
SCS2	9
LCS1	45
LCS2	202
LCS3	3,041

Average Use Per Customer Forecast Is Reasonable And Appropriate For Use In This Application



	2005	2006	2007	2008	2009P	2010	2011
RGS	58.7	60.2	57.0	56.1	56.1	55.0	55.0
SCS1	75	75	91	103	94	74	74
SCS2	314	314	310	313	327	322	322
LCS1	943	903	943	952	968	997	997
LCS2	2,384	2,295	2,406	2,359	2,530	2,561	2,561
AGS	1,339	1,387	1,367	1,297	1,290	1,262	1,262
LCS3	16,521	17,379	17,694	16,521	18,471	19,562	19,562

Notes

1. First two months of 2009 are actuals.
2. Reclassification of approximately 1,300 commercial customers impacts the use per customer projections for 2009. Reclassification is to be completed August 1, 2009.

- Residential average use to remain relatively stable
- Commercial average impacted by reclassification, but also stable
- Methodology consistent with that for prior years:
 - Trending analysis of recent historical results
 - Trends in the market
 - Reviewed and accepted both internally and by BCUC

Transportation Volumes & Margins Relatively Stable Throughout Forecast Period

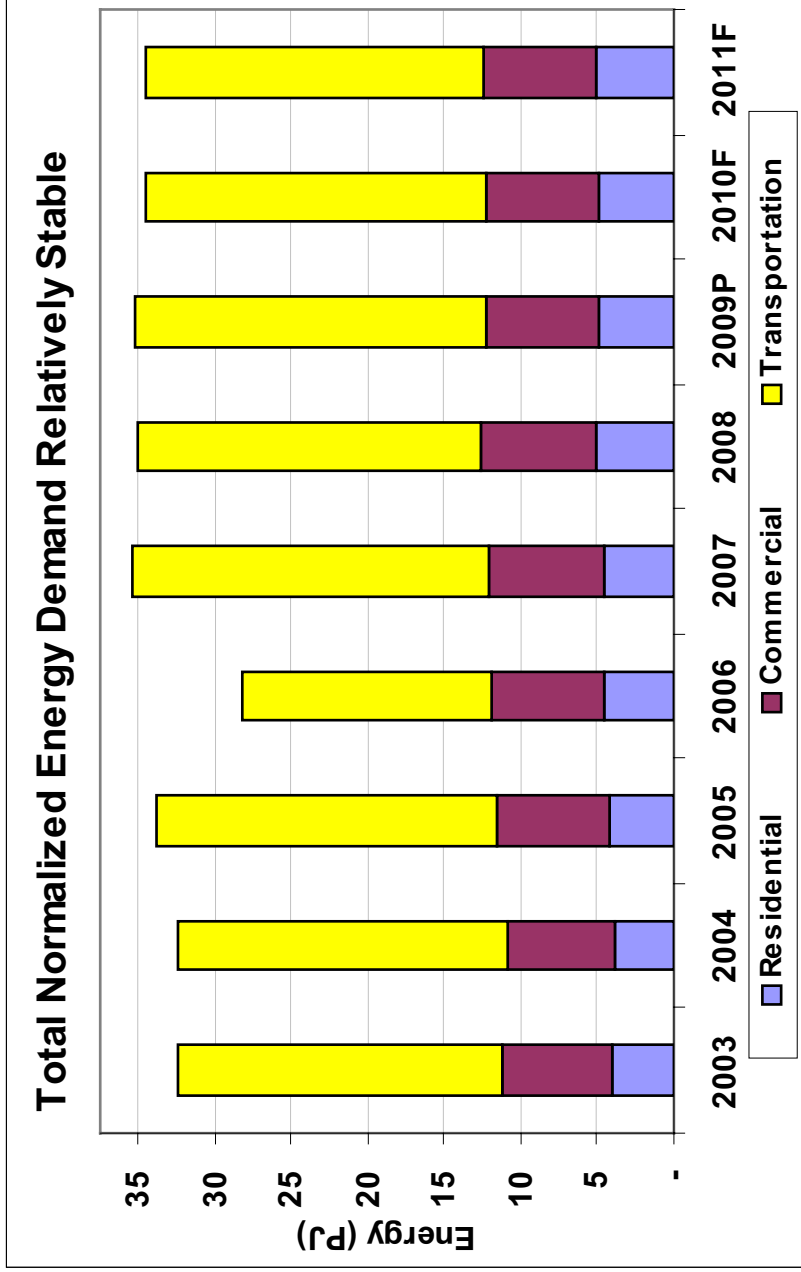


- Developed based on existing contractual arrangements at the time of the forecast



- BCH ICP – Contract demand 50 TJ/day (effective November 1, 2009 – October 31, 2011)
- VIGJV forecast at existing contract demand of 8.0 TJ/day

The Demand Forecast Is Both Reasonable And Appropriate For Use In This Application



- Methodology is consistent with that used in prior years
- Methodology has been reviewed and accepted both internally and by the BCUC
- The best available information has been incorporated at the time of the forecast

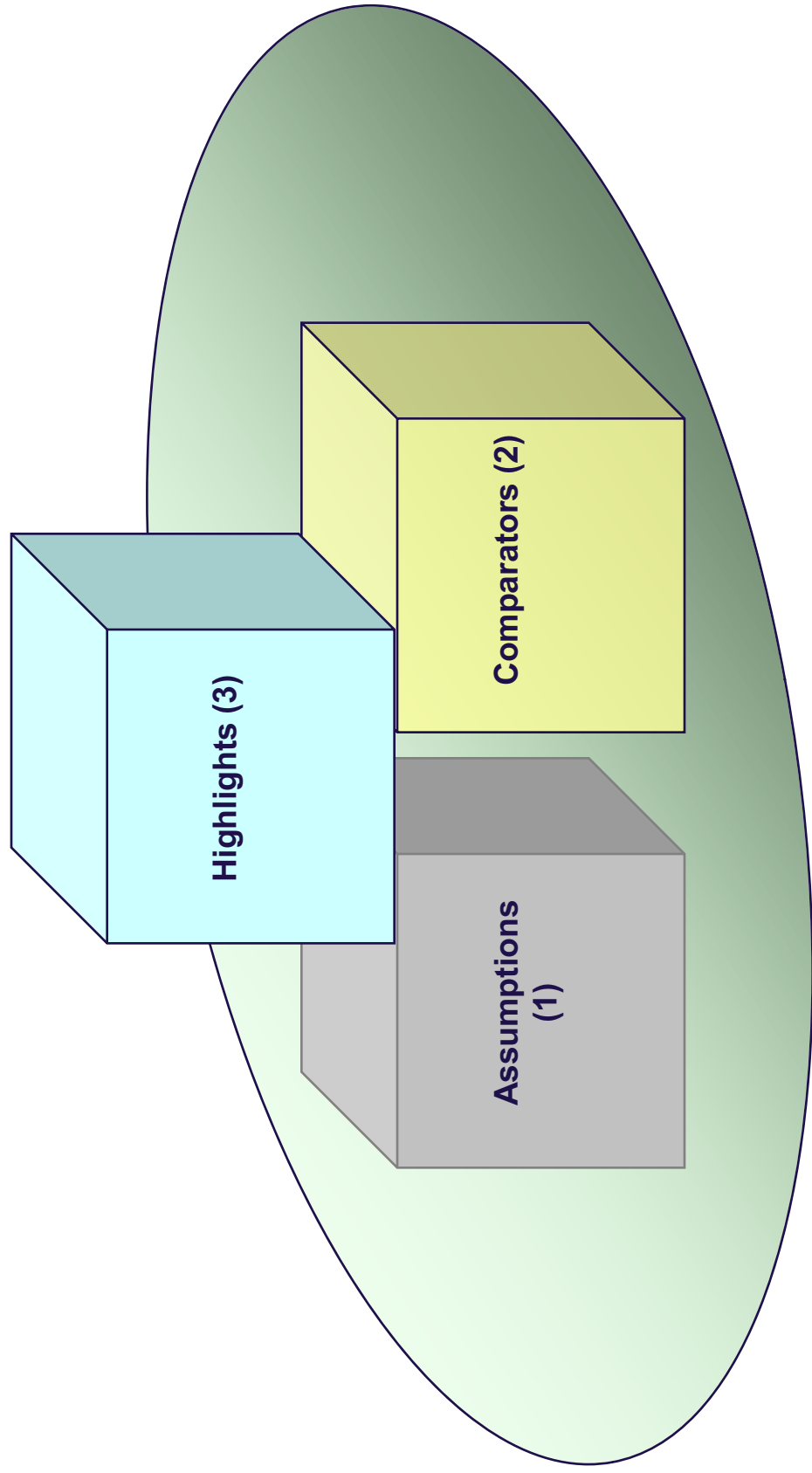
Note: First two months of 2009P are actual results (non-weather normalized)

Respected & Trusted Operator / Operational Excellence

O&M

James Wong – Director, Finance & Planning

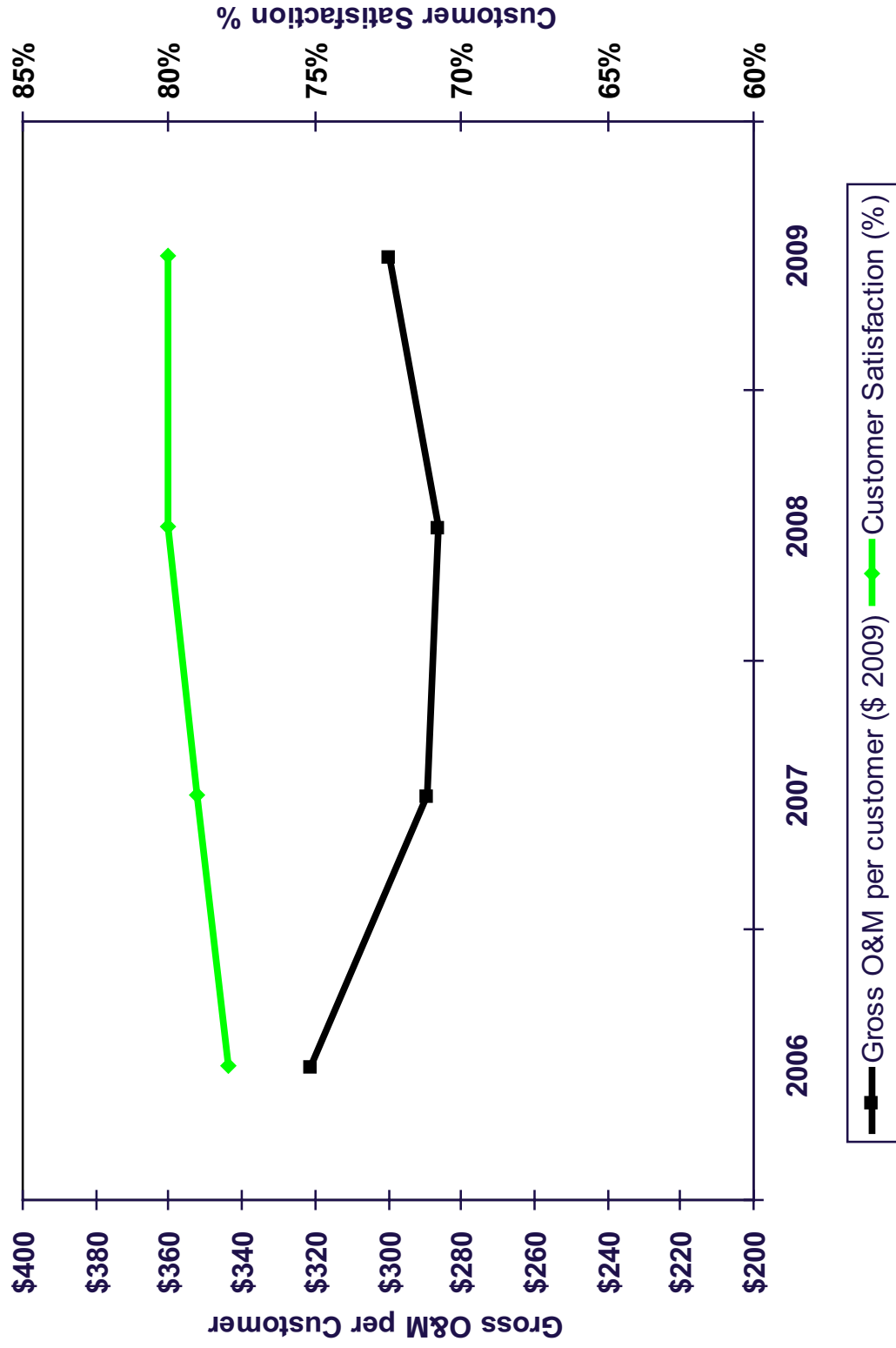
TGVI O&M Expenditures



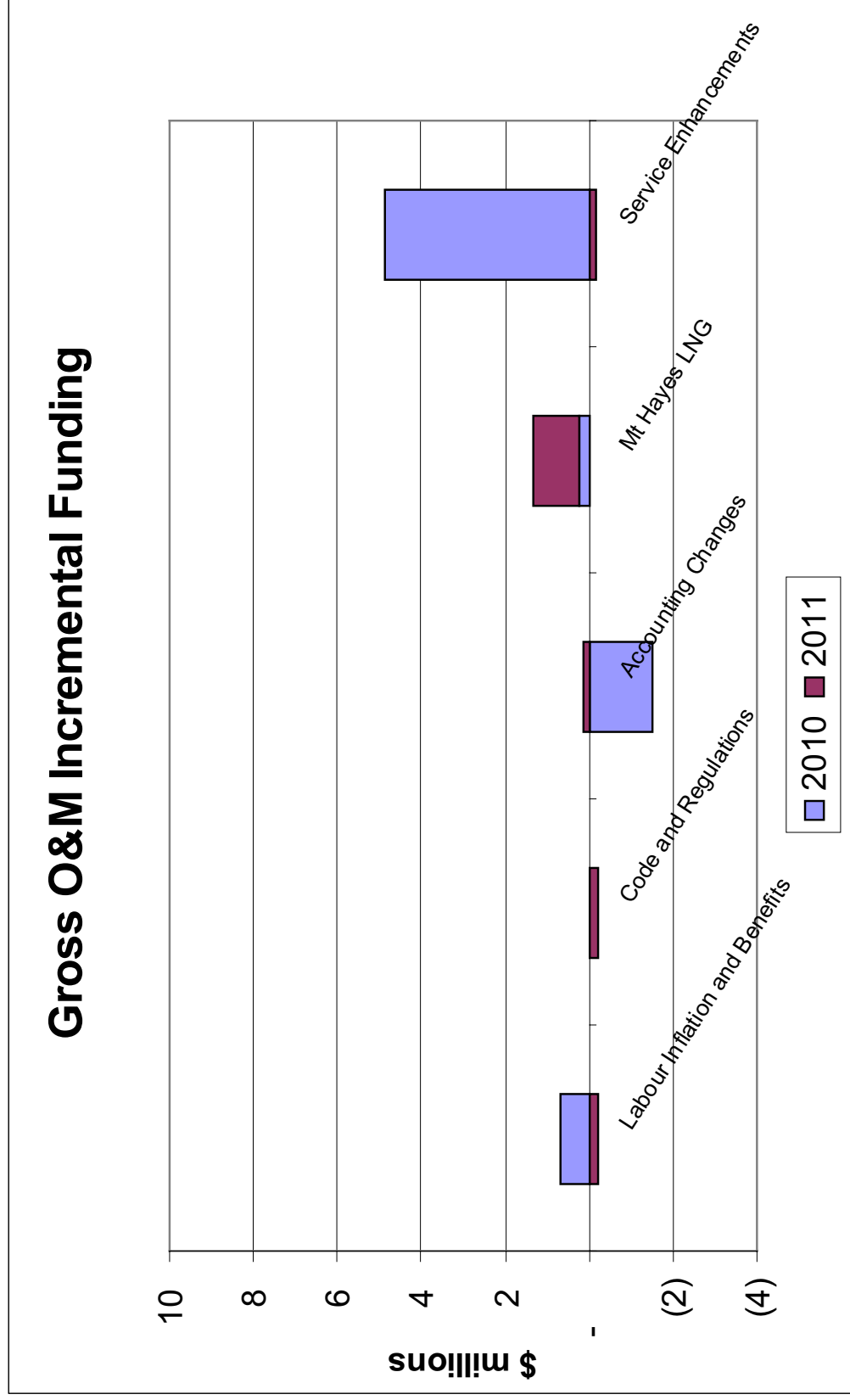
Assumptions

- Zero Based Budgeting
- O&M Management
- 2009 O&M as the Base
- O&M Incremental Funding:
 - 2010 Additive to 2009 Projection
 - 2011 Additive to 2010 Forecast
- Categories of O&M Incremental Funding:
 - *Labour inflation and benefits*
 - *Code and regulations*
 - *Accounting changes*
 - *Mt Hayes LNG*
 - *Service enhancements*

Improving Customer Satisfaction While Containing O&M Per Customer



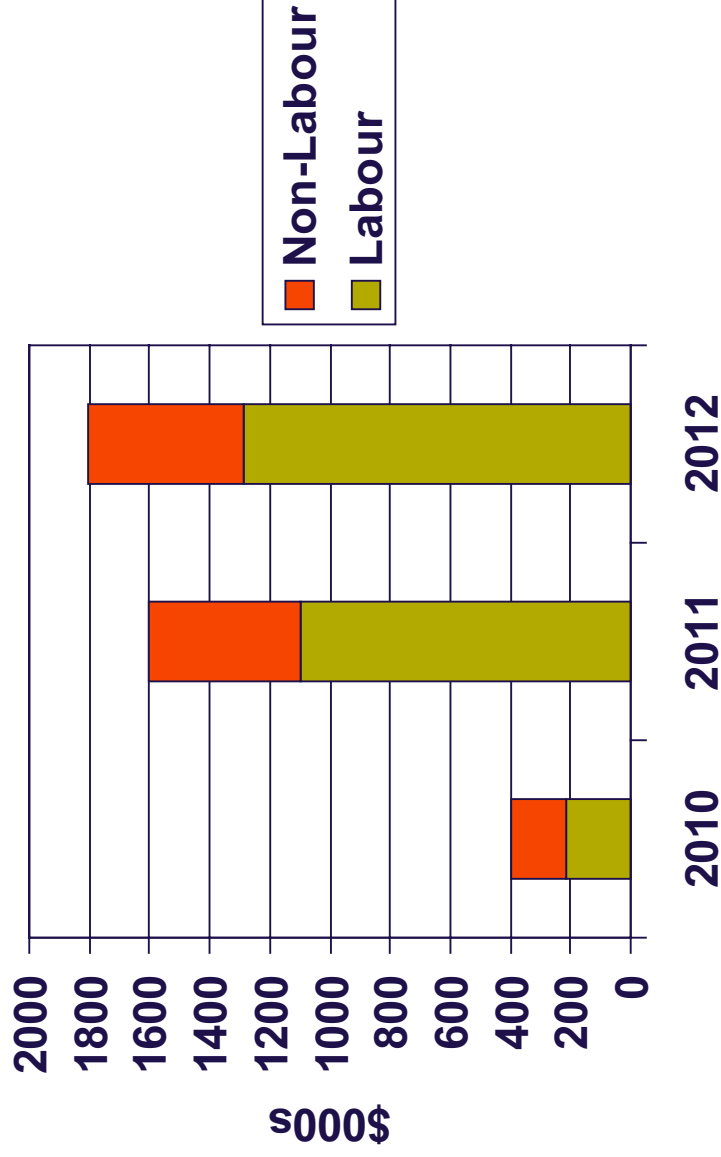
O&M Incremental Funding To Meet Our Customers' Needs – 2010 & 2011



Incremental Funding Required To Operate The Mt Hayes LNG Facility To Serve Customers

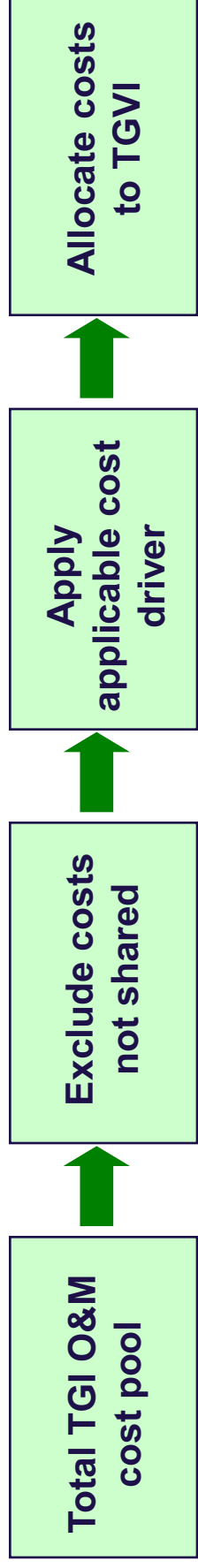


O&M Funding

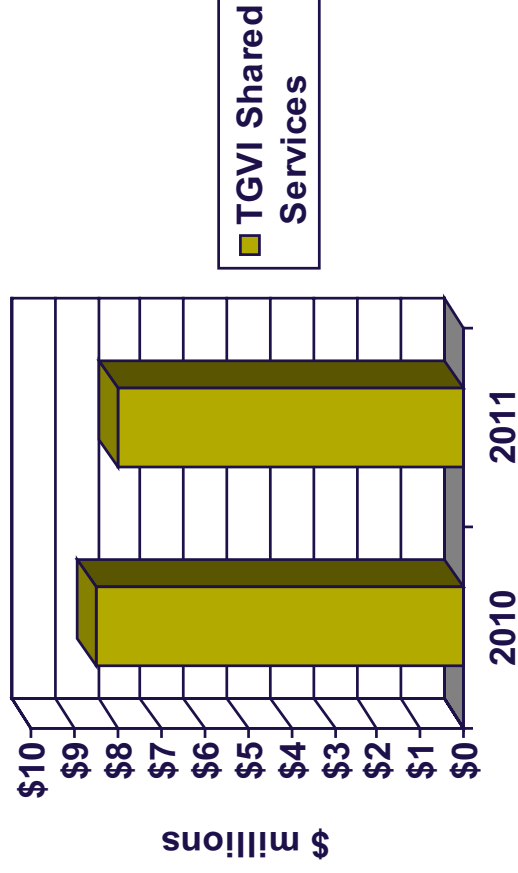


TGI To TGV Shared Services Approach Provides For Reasonable Allocation Of Costs

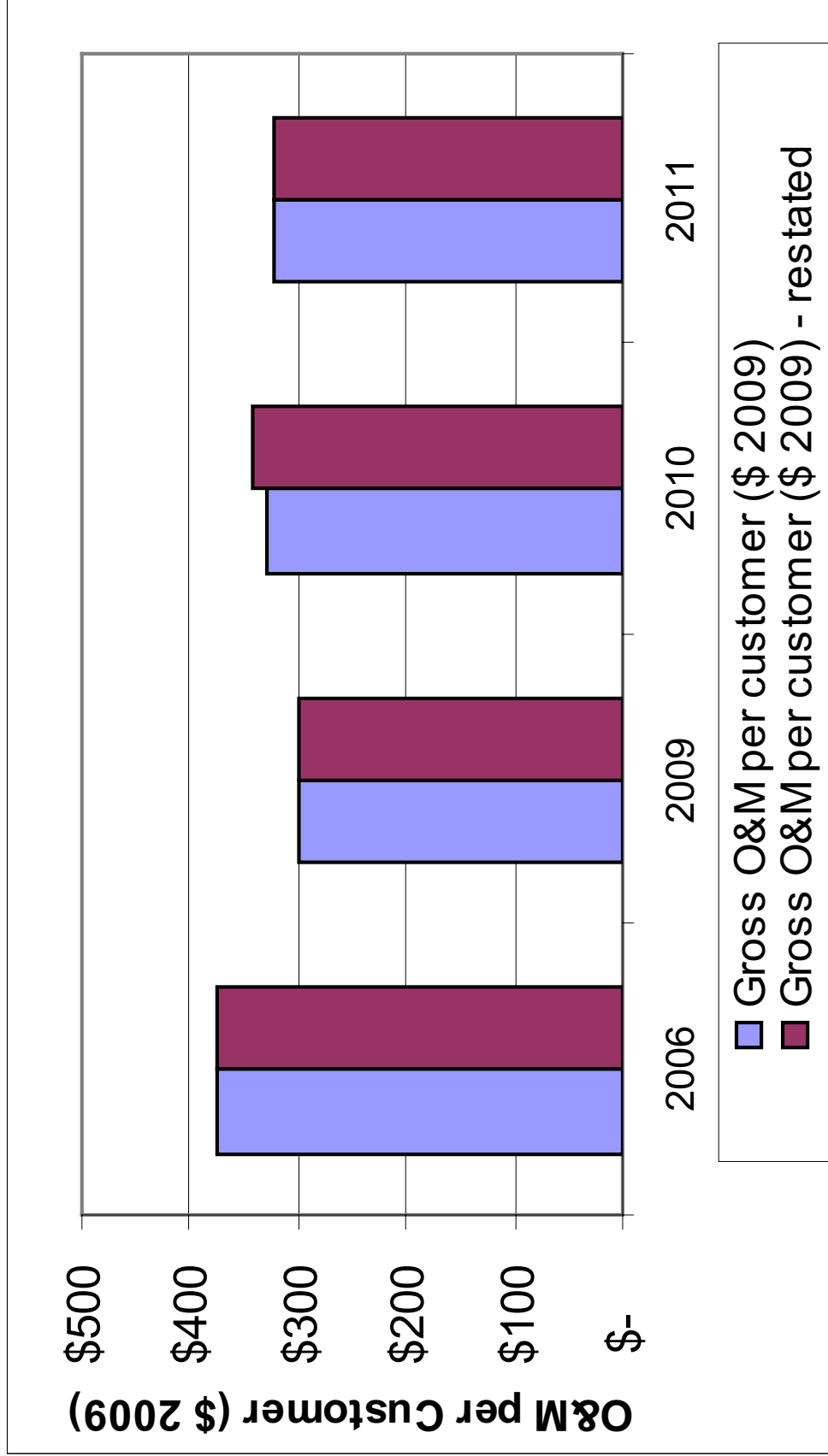
Shared Services Approach



- Applicable Cost Driver includes:
 - Management estimate
 - FTE count
 - Customer count



Customers Benefiting From Efficiencies Realized - O&M Per Customer Is Lower In 2010 & 2011 Than In 2006



* Restated number excludes incremental funding due to codes and regulations, accounting changes, Mt Hayes LNG

O&M Summary



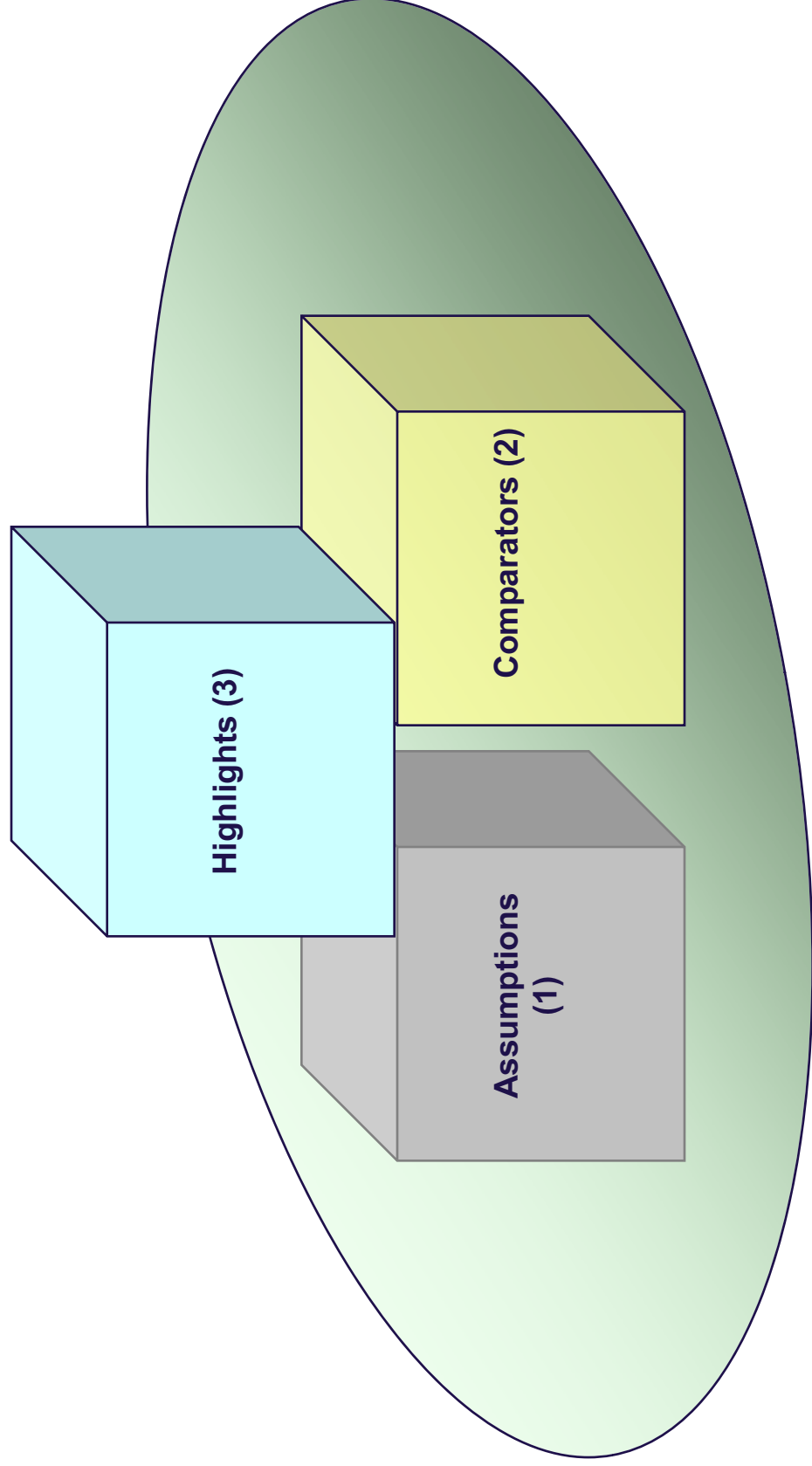
- Required to meet the needs of customers and stakeholders and to maintain TGI's profile as an efficient and effective gas utility
- TGI requests approval of the O&M funding as outlined

Respected & Trusted Operator / Operational Excellence

Capital

James Wong – Director, Finance & Planning

TGVI Capital Expenditures

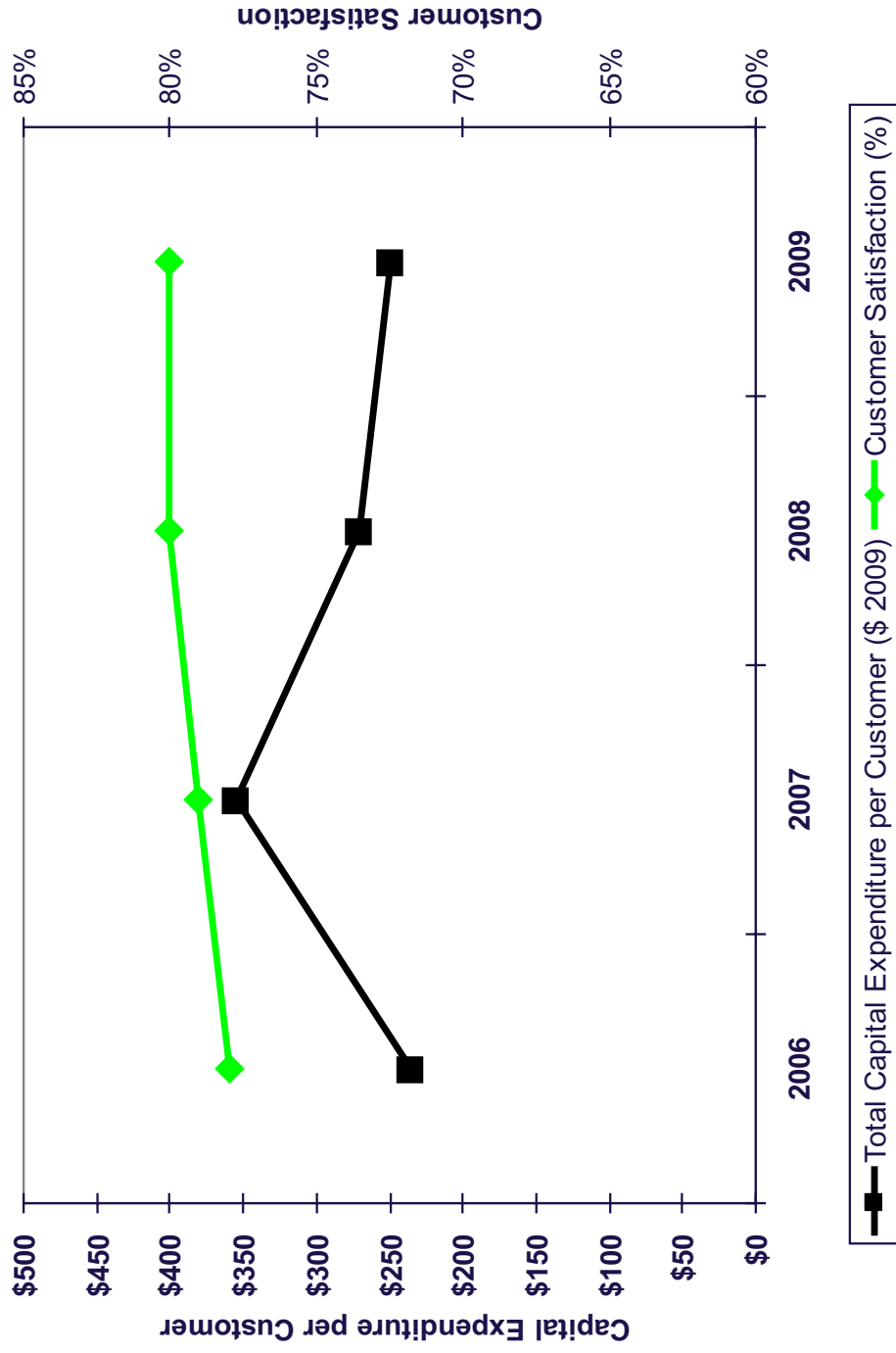


Assumptions

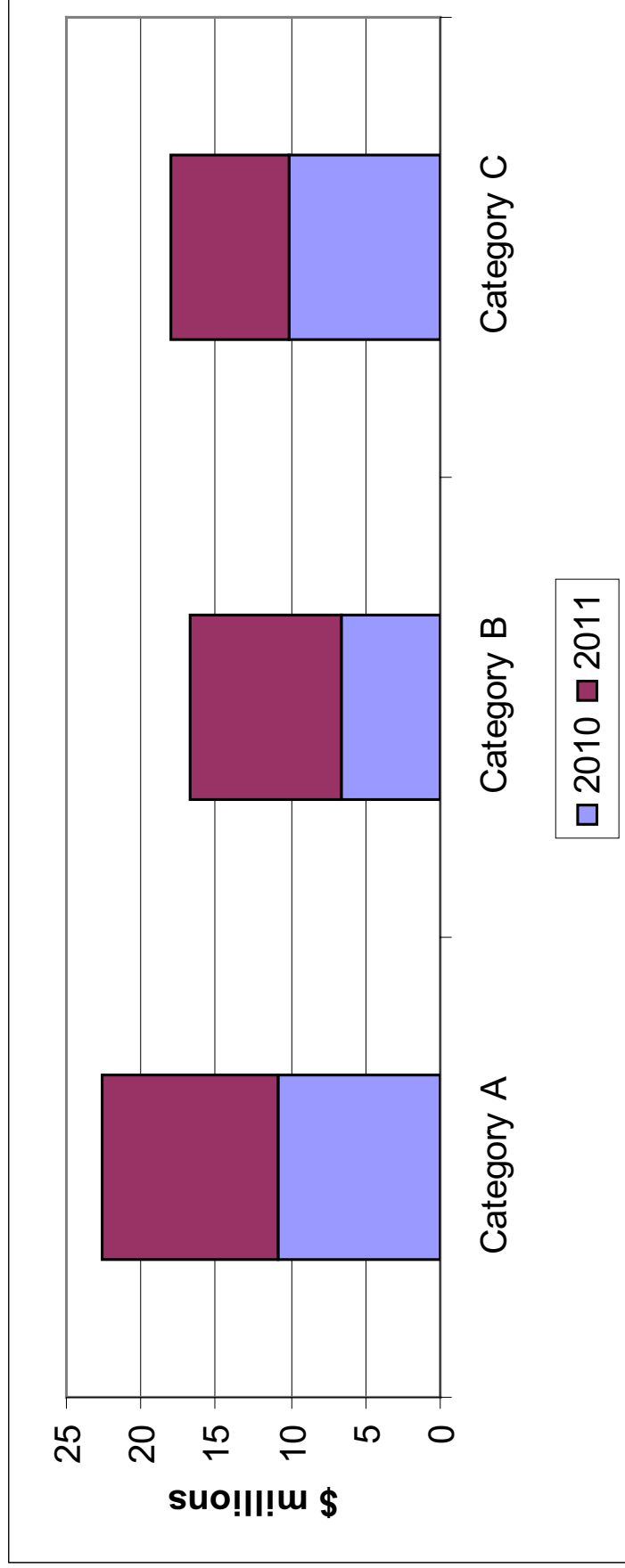


- Categories of Capital Spending:
 - *Category A - Mains, Services and Meters*
 - *Category B - Transmission and Distribution*
 - *Category C - IT and non IT*
- Category A: Mains, Services, Meters based on:
 - *Forecast Customer Additions and Meter Exchanges*
- Category B: Transmission and Distribution:
 - *Safety, Reliability and Growth*
 - *20 Year Transmission Plan, Five Year Distribution System Plan*
- Incorporates a proposed change to CPCN threshold limit:
 - *\$5.4 million (1% of rate base) to \$20 million*

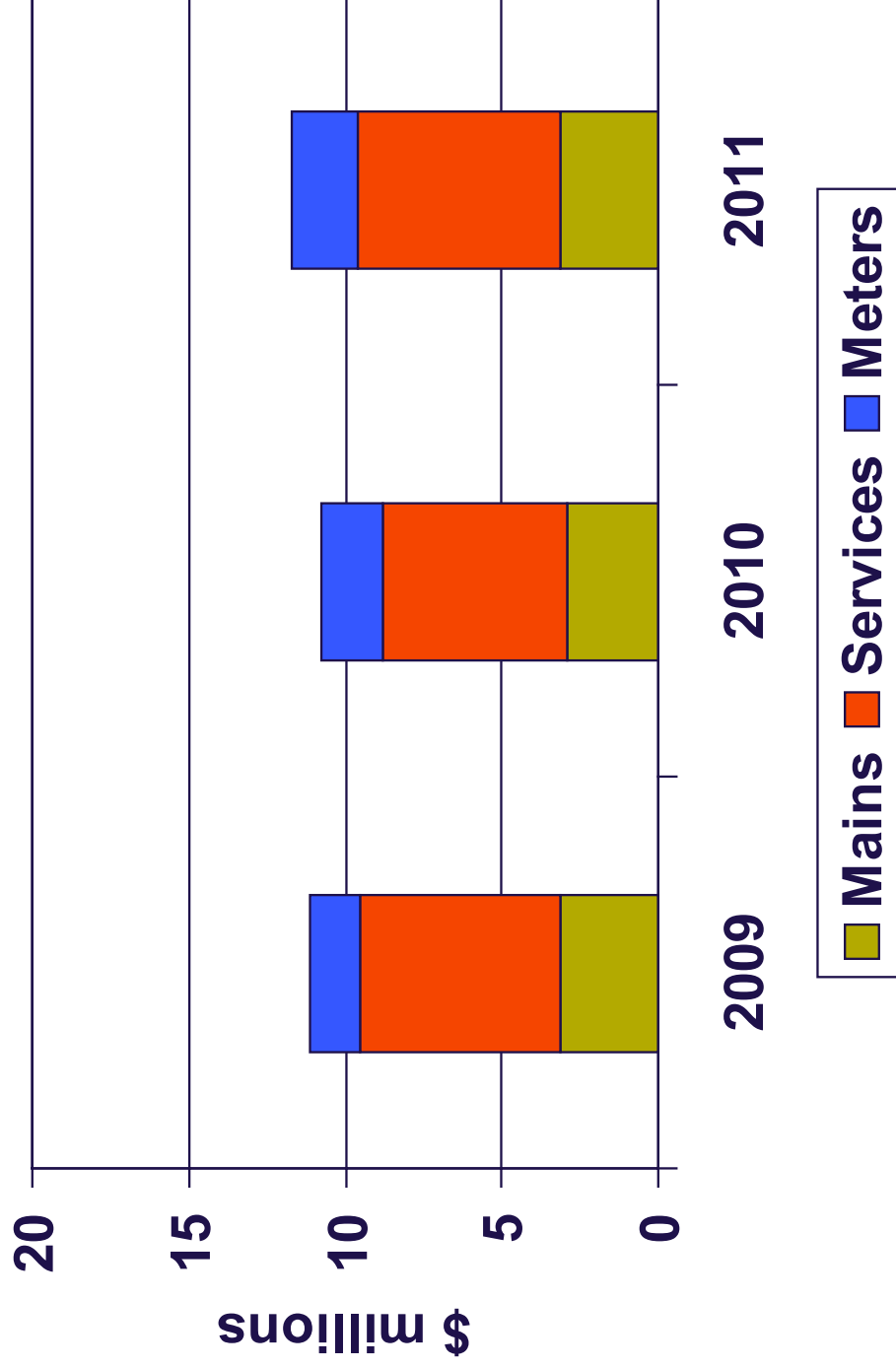
Improving Customer Satisfaction While Containing Capital per Customer



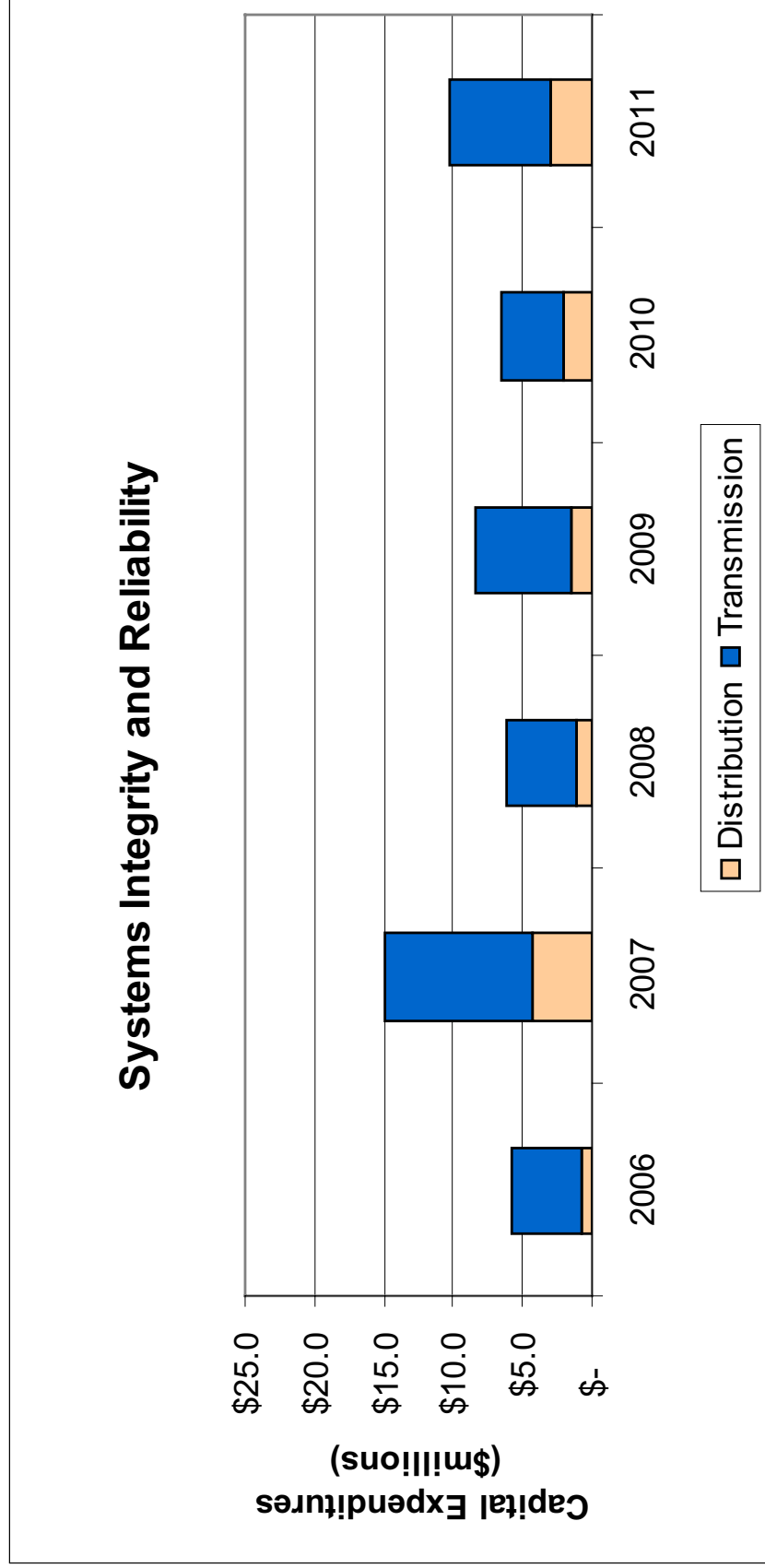
2010 – 2011 Proposed Capital Expenditures



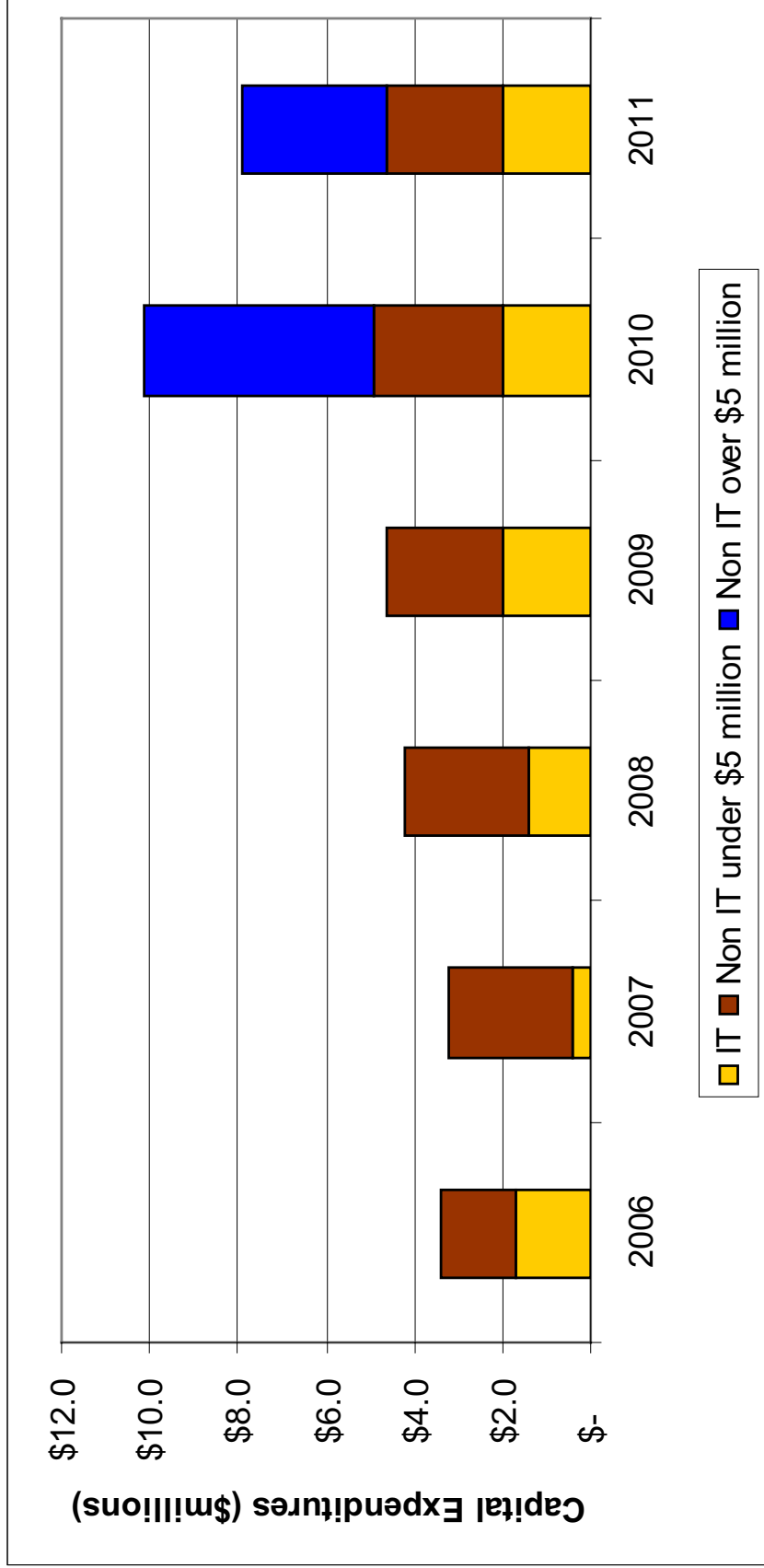
Mains, Services and Meters Capital Expenditures to Service Customers



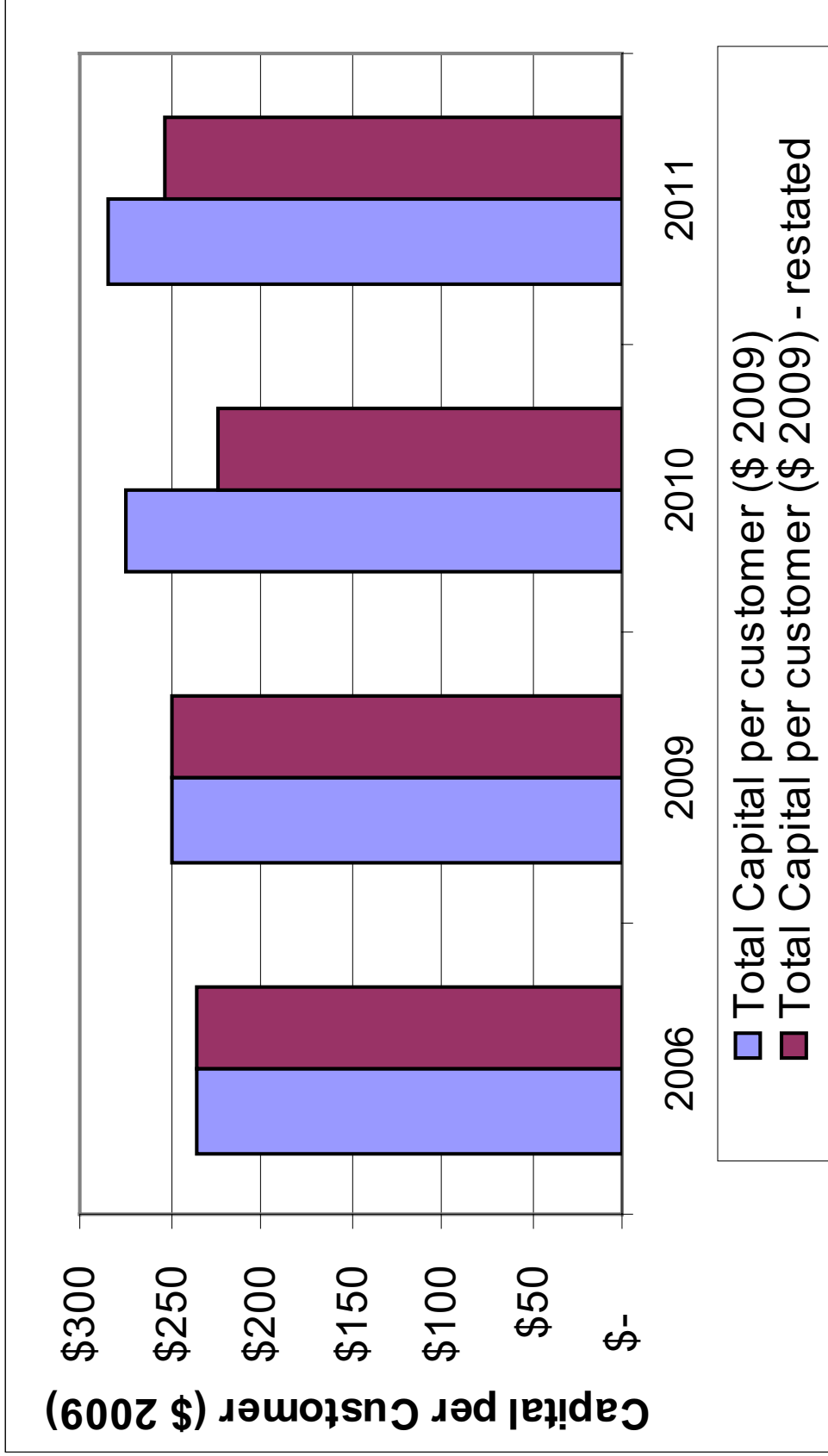
Transmission And Distribution Plant Spending Trend To Continue



All Other Plant – Category C Spending Trend to Continue



Containing Capital Spend Per Customer



* Restated number excludes \$5 m in 2010 and \$3 m in 2011 for replacement of the Victoria Regional Office that otherwise would have been CPCN

Capital Summary



- 2010 and 2011 levels of capital expenditures are required to service new and existing customers and ensure the safety and reliability of the gas distribution system
- TGI requests approval of the capital expenditures as outlined



Terasen Gas (Vancouver Island) Inc.

TGVI Cost of Gas

Mike Hopkins – Manager, Commodity

Presentation Agenda



- Resource Portfolio
- Hedging Program
- Cost of Gas & Scenarios

ACP Reflects a Reliable and Cost Effective Resource Portfolio

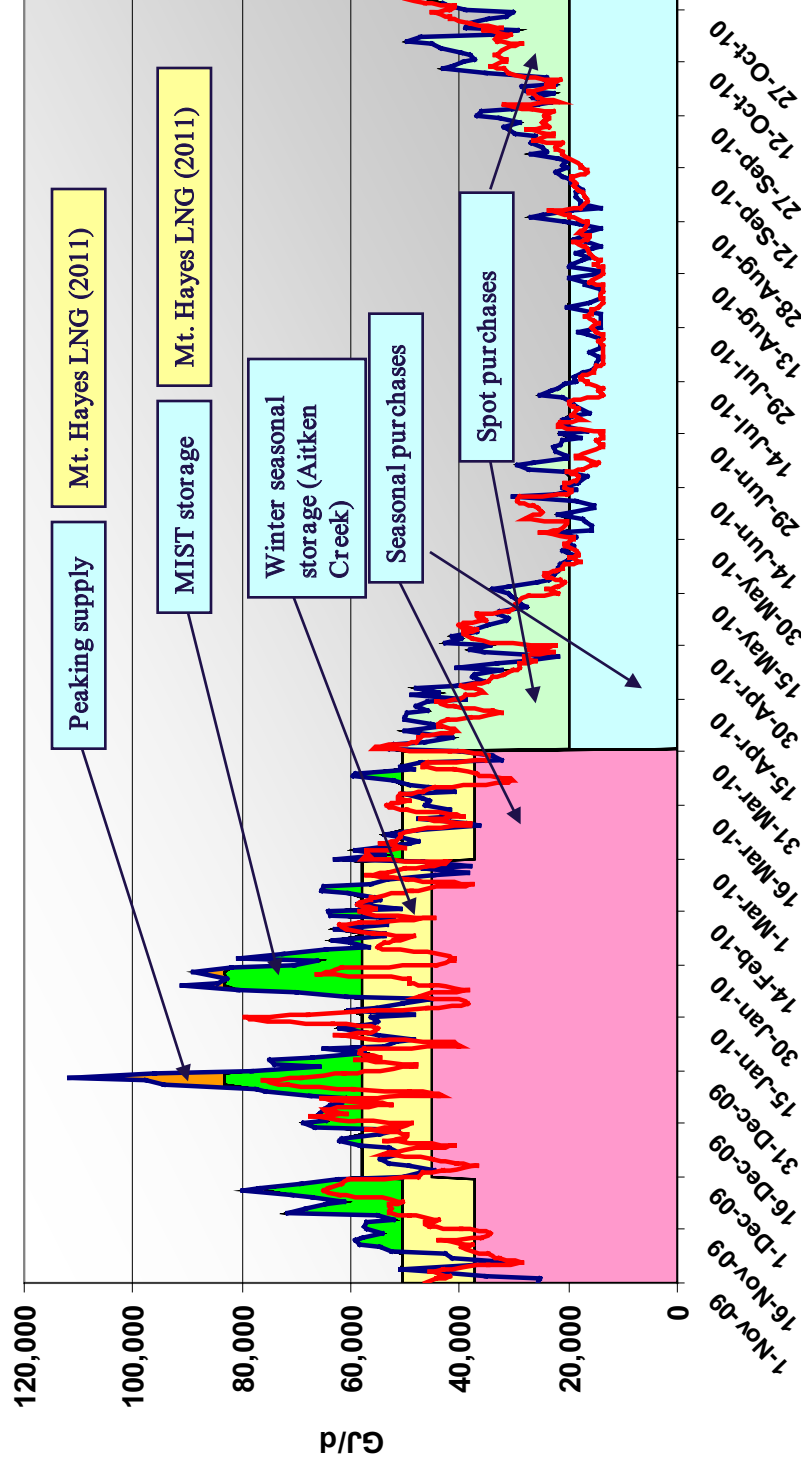


- Objective of the Annual Contracting Plan (ACP):
 - *Contract for a cost effective supply portfolio to meet the design peak day and normal loads*
- Submitted to Commission for approval each year
- Contract details also submitted to Commission (prior to start of each winter and summer)

Reliable and Cost Effective Resources To Meet Core Load



2009/10 TGVI Normal & Design Day Loads vs Supply Portfolio



Hedging Program Provides Cost Stability

- Objectives of the Hedging Program include:
 - *Improving probability of rate competitiveness with other sources of energy (e.g. electricity and fuel oil)*
 - *Moderating volatility of market gas prices and providing cost stability*
- Submitted to Commission for approval each year
- Transaction details also submitted to Commission (on a quarterly basis)

2009-2011 Forecast Gas Costs

- Commodity purchases represent the largest component of cost of gas

Base Case Cost of Gas - 2009-2011 Forecast Gas Costs (\$ 000s)

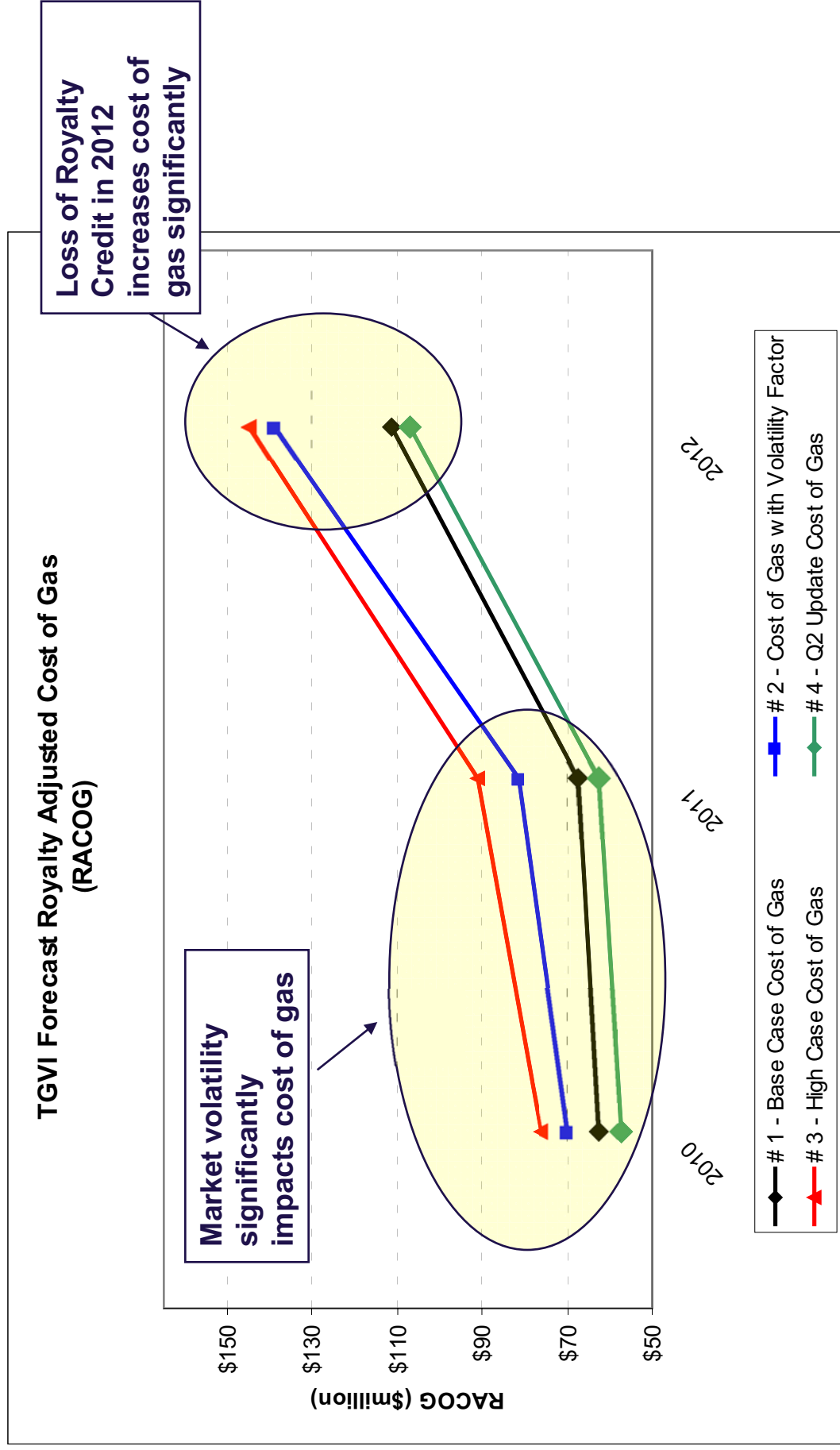
	2009	2010	2011
	Projected	Forecast	Forecast
Commodity Supply	\$ 70,010	\$ 78,596	\$ 91,264
Company Use & UAF - Commodity Cost	2,791	3,489	4,051
Commodity	\$ 72,801	\$ 82,084	\$ 95,314
Transportation Demand Charges	7,025	6,732	6,534
Storage Demand Charges	3,463	3,408	3,109
Carbon Tax on Company Use Gas	277	355	466
Hedging Cost / (Gain)	15,283	5,445	1,268
Gas Supply Management Costs	465	605	620
Total Cost of Gas	\$ 99,314	\$ 98,629	\$ 107,311
Royalty Revenues	\$ (28,095)	\$ (35,832)	\$ (40,091)
Royalty Adjusted Cost of Gas (RACOG)	\$ 71,219	\$ 62,796	\$ 67,220
Sales Volumes (TJ)	12,264	12,241	12,433
RACOG Unit Cost (\$/GJ)	\$ 5.81	\$ 5.13	\$ 5.41
Approved 2009 RACOG Unit Cost (\$/GJ)	\$ 6.40		

Forecast Gas Costs - Four Scenarios



- (#1) Base Case Cost of Gas:
 - *February 24, 2009 forward prices*
- (#2) Cost of Gas with Volatility Factor:
 - *35% volatility factor applied to Base Case Cost of Gas forecast*
- (#3) High Case Cost of Gas:
 - *July 3, 2008 market high forward prices applied to Base Case Cost of Gas forecast*
- (#4) Q2 Update Cost of Gas:
 - *June 1, 2009 forward prices and additional hedging in place*

2010-2012 Forecast Gas Cost Scenarios



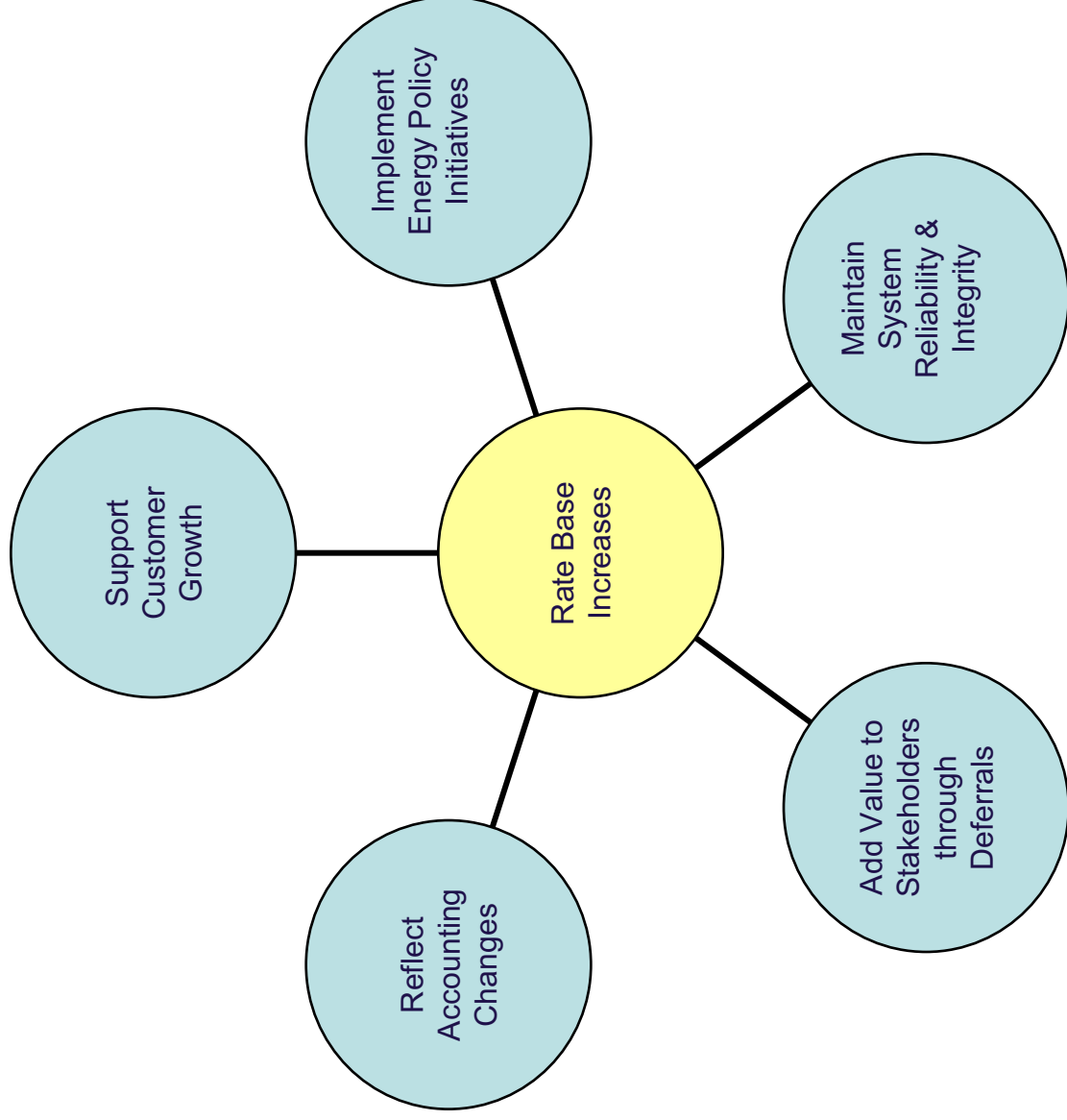


Terasen Gas (Vancouver Island) Inc.

Rate Base

Michelle Carman – Cost of Service Manager

Rate Base Increases Are Required To Continue Serving Customers



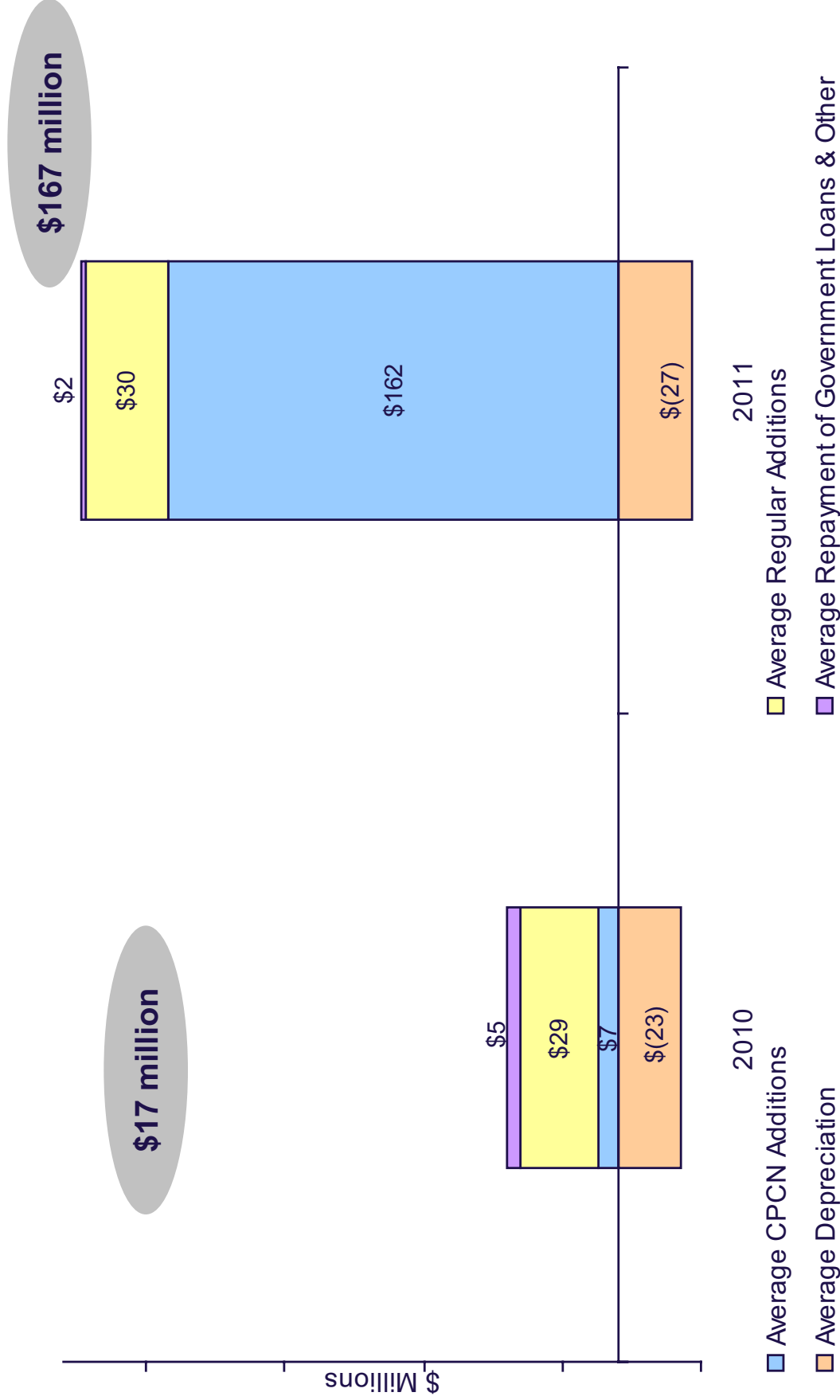
Change In Rate Base Largely Due To The Mt. Hayes Facility



(amounts in \$ millions)

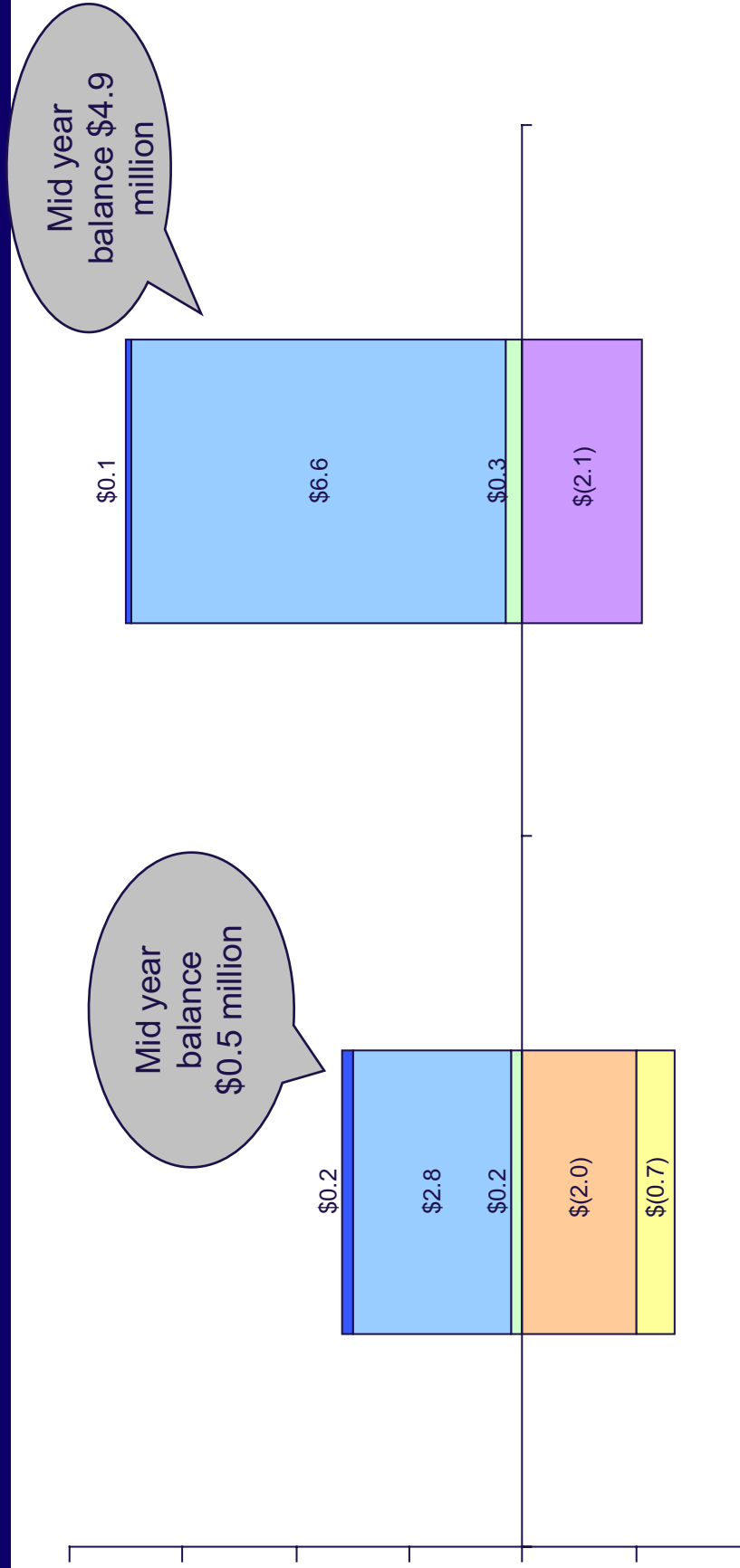
	<u>2009P</u>	<u>2010F</u>	<u>2011F</u>
Net Plant in Service	\$ 527.6	\$ 545.0	\$ 550.0
Mount Hayes LNG Addition	-	-	162.0
Deferred Charges	6.2	0.5	4.9
Cash Working Capital	(2.1)	0.3	0.5
Gas-in-Storage	11.9	9.8	12.5
Other	<u>(3.4)</u>	<u>(0.3)</u>	<u>(0.3)</u>
Utility Rate Base	<u>\$ 540.2</u>	<u>\$ 555.4</u>	<u>\$ 729.6</u>
Rate Base Increase	<u>\$ -</u>	<u>\$ 15.2</u>	<u>\$ 174.2</u>

Investment In Plant Required For Growing Customer Base and System Integrity



Part III, Section C, Tab 13, Schedules 9 and 10

Deferrals Provide Benefits To Our Customers And The Company



2010 2011

■ Non-Controllable Items
 ■ Energy Policy
 ■ GCVA
 ■ Cost of Current Applications
 ■ Other
 ■ Residual

Working Capital And Gas-In-Storage Reflect Updated Requirements



- **Cash Working Capital:**
 - *Updated Lead Lag Study produces 2010 and 2011 working capital forecasts*
 - *Results validated by KPMG*
 - *Reflects updated working capital requirements*

- **Gas-in-Storage changes reflect changing commodity prices**

Rate Base Increases are Required



- Rate base changes reflect our responses to the requirements discussed today and in our Application
- Rate base changes are required to continue serving customers and provide safe and reliable service



Terasen Gas (Vancouver Island) Inc.

Rate Design

Tom Loski – Chief Regulatory Officer

Rate Design Supports Competitive, Stable And Fair Rates: *Need To Meet Situational Challenges*



- Deal with RDDA balance
- Whistler Pipeline cost allocation
- Mt Hayes cost allocation
- Address continuing challenges for an Immature Utility:
 - *TGVI's competitive position*
 - *Need for stable predictable set of rates*
 - *Loss of Royalty Revenues in 2012*
 - *Repayment obligations - repayable government contributions*

Rate Design Principles are Consistent and Remain Pertinent for the Forecast Period



- **Competitiveness:**
 - *Continue with rates established under the soft-cap mechanism to effectively achieve rate stability with respect to cost of gas and alternative fuels*
- **Stability:**
 - *Need for stable predictable rates to ensure company's ability to attract and retain customers*
- **Customer Impact:**
 - *Ensure that rate design does not unduly impact customers' bills*
- **Fairness:**
 - *Rate structures reflect cost of service and value for service*
- **Ease of Understandability, Administration and Rate Continuity:**
 - *Ensure consistency and continuity to minimize customer confusion; promote fairness and equity*
- **Recovering the Revenue Requirements:**
 - *Progress towards goal of financial sustainability*
- **Maintain the safety and reliability of the utility system:**
 - *Ensure that the system is properly maintained and is operated in a safe reliable manner*

Current Customer Segmentation Is Still Appropriate For TGI As An Immature Utility



- Load factors and average annual consumption for the Core Market as a whole have declined moderately since 2003:
 - *Reflect residential customers' continued focus on energy efficiency and use of newer, more efficient appliances*
 - *Commercial classes have remained relatively stable since 2003 with some reclassification required*
- Maintaining Current Customer Segmentation:
 - *Fits with an Immature Utility's intention to expand its customer base and align its customer needs with different rate classes*
 - *Premature to change segmentation since the company is assessing the possibility of amalgamation with TGI*
 - *Ensures greater consistency and continuity of rates that are better understood by customers and more easily administered by the company*

Cost Allocation Methodology Continues To Be Appropriate For Forecast Period

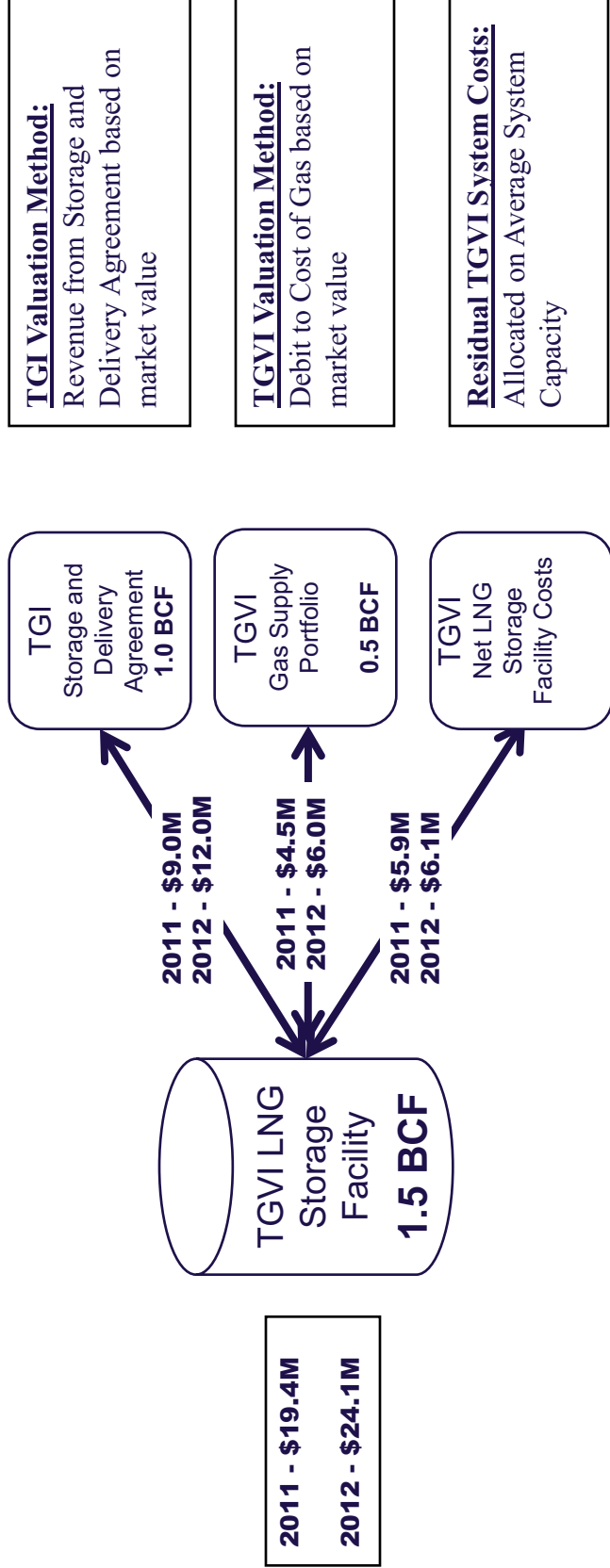


- Cost of Service Study updated with current inputs for the 2010-2011 forecast period
- Yields appropriate results for the design and evaluation of rates for forecast period
- The Whistler Pipeline successfully implemented and the capital contribution determined according to the approved methodology; keeps TGI customers neutral to pipeline cost impact
- The Mt Hayes LNG Storage Facility costs allocated to TGI, and among TGI customers based on cost causation
- Proposed allocation of forecast 2009 revenue surplus is reasonable and prudent

Mt Hayes LNG Storage Facility Costs Allocated Using Current Methodology Where Appropriate



- Maintained approach from CPCN to determine value to both TGI and TGI based on alternative storage resources



Net LNG Storage Facility Costs Allocated Based On Average System Capacity



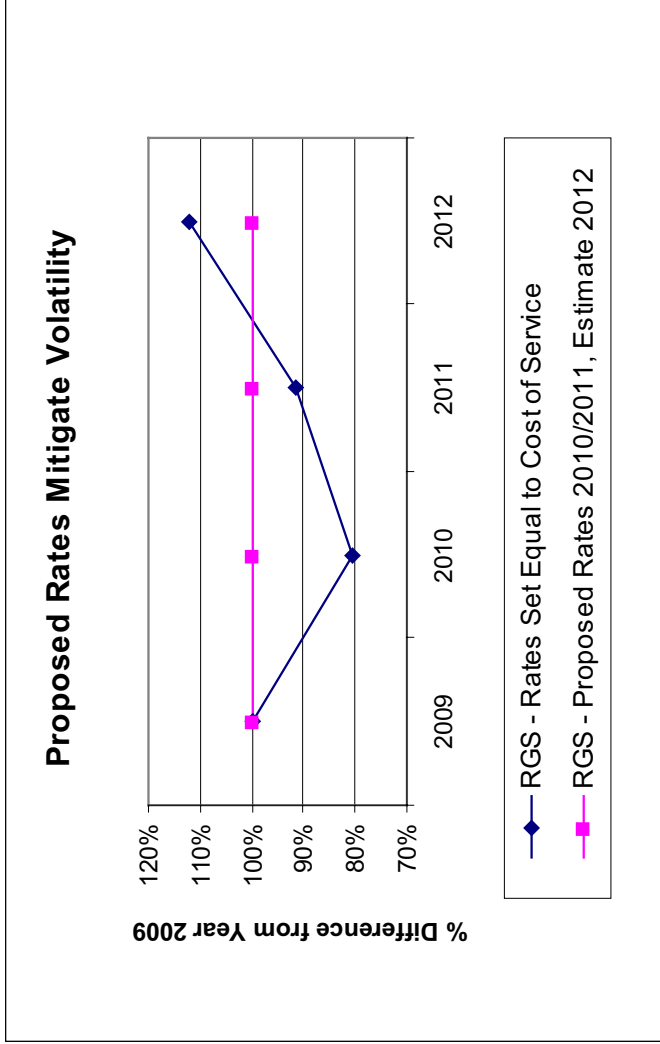
- Allocation of Net LNG Storage Facility together with the transmission system based on Average System Capacity
- Consistent with current methodology and reflects the underlying cost drivers

	<u>System Capacity TJ/Day</u>	<u>Equivalent TJ Capacity</u>
LNG Storage Facility	51 TJ/d x 10 days	510 TJ
Pipeline Capacity	151.5 TJ/d x 365 days	55,298 TJ
Total TJ capacity		55,808 TJ
Average System Capacity	152.9 TJ/d	

Rate Freeze for Core Market Eliminates Volatility Resulting If Rates Set Equal To Cost Of Service



- Stable rates help the company continue to attract and retain customers
- Rate freeze is consistent with the rate design principles of competitiveness and stability



Note: Rates shown in graph above for 2012 is just an estimate

Rate Freeze Proposed for Core Market Is Consistent With Rate Design Principles



- Ensures rate stability and avoids rate volatility due to:
 - *Loss of Royalty Revenues in 2012*
 - *Repayment of government loans (Obligations)*
 - *Addition of Mt Hayes LNG Storage Facility impact*
- Allows for the use of the surplus to mitigate 2012 revenue requirement increase due to loss of Royalty Revenues
- Supports competitiveness objective by maintaining rates set under the soft-cap mechanism
- Aids in retaining and attracting customers essential for TGVI as an Immature Utility

Forecast Surplus Will Vary Significantly With The Cost Of Gas Commodity



- Accumulated 2010 and 2011 surplus of \$38.8 million available to offset the loss of the Royalty Revenues in 2012
- Approximately \$40 million annual increase in Revenue Requirement due to the loss of the Royalty Revenues in 2012
- Surplus could change significantly due to the Cost of Gas:
 - *High cost of gas yields 2010 and 2011 accumulated total surplus of only \$1.1 million*
 - *Q2 update Cost of Gas yields 2010 and 2011 accumulated total surplus of \$50.7 million*
 - *Cost of Gas with volatility yields 2010 and 2011 accumulated total surplus of \$17.2 million*

Rate Reduction of 4.75% in 2010; No Further Change In 2011 Is Appropriate For BCH & TGW



- Fair and Reasonable when considered in context for Value for Service, Cost of Service and other Rate Design Objectives for an Immature Utility
- Brings the two year average 2010 and 2011 Revenue to Cost Ratio for transport customers BC Hydro and TGW into the traditional Range of Reasonableness, which needs to be flexible for an Immature Utility like TGI
- Transportation rates based on the two year average Revenue to Cost Ratio eliminates volatility in rates for 2010 and 2011
- Remaining transportation customer (VIGJV and TGI Squamish) rates are set per their respective transportation service agreements

Customer Segmentation, Cost Allocation & Rate Proposals Are Prudent, Fair & Reasonable



- Current customer segmentation is still appropriate for TGVl as an Immature Utility
- Cost Allocation Methodology continues to be appropriate for the forecast period
- The proposed rates for residential and commercial customers maintain the 2009 rates set under the soft-cap; provides TGVl with the opportunity to recover its cost of service while maintaining competitive and stable rates over the near term
- Forecast surplus generated in 2010 and 2011 will help mitigate the revenue requirement increase in 2012 due to the loss of the Royalty Revenues and repayment of the remaining repayable contributions
- TGVl seeks a 4.75% reduction for 2010 in the firm transportation service rate for those customers with transportation rates not already specified in their transportation service agreements; no further change is proposed for 2011



Proposed Regulatory Timetable and Wrap-up

Tom Loski – Chief Regulatory Officer

Proposed RR&RDA Meets Stakeholder Needs: Efficient Regulatory Process



Action	Date (2009)
File Application	Monday, June 29, 2009
Procedural Order (up to Procedural Conference)	Thursday, July 2, 2009
Intervenor Registration	Friday, July 10, 2009
Workshop	Monday, July 13, 2009
Procedural Conference	Wednesday, July 15, 2009
Procedural Order (Timetable and Process)	Friday, July 24, 2009
BCUC Information Request No. 1	Thursday, July 30, 2009
Intervenor Information Request No. 1	Thursday, August 6, 2009
TGVI Response to Information Requests No. 1	Friday, August 28, 2009
BCUC Information Request No. 2	Thursday, September 10, 2009
Intervenor Information Request No. 2	Thursday, September 10, 2009
TGVI Response to Information Requests No. 2	Friday, September 25, 2009
TGVI Final Argument Submissions	Friday, October 9, 2009
Intervenor Final Argument Submissions	Friday, November 20, 2009
TGVI Reply Argument Submissions	Friday, November 27, 2009
Anticipated BCUC Decision	Friday, January 15, 2010

The Forecast Revenue Requirements, Revenue Surplus, and Proposed Rate Design Meet Stakeholder Needs



- TGVl must respond to evolving business realities
- TGVl must be competitive in the marketplace
- The proposed RRA is Reasonable and Prudent and meets the needs of stakeholders including customers, regulators, and our shareholder
- The Customer Segmentation, Cost Allocation and Rate Proposals are Prudent, Fair and Reasonable and meet the needs of stakeholders including customers, regulators, and our shareholder