

Exhibit No.:
Issue(s): Weather Normalization
Witness: Ryan P. Ryterski
Type of Exhibit: Surrebuttal Testimony
Sponsoring Party: Union Electric Company
File No.: GR-2019-0077
Date Testimony Prepared: July 10, 2019

MISSOURI PUBLIC SERVICE COMMISSION

FILE NO. GR-2019-0077

SURREBUTTAL TESTIMONY

OF

RYAN P. RYTERSKI

ON

BEHALF OF

UNION ELECTRIC COMPANY

D/B/A AMEREN MISSOURI

**St. Louis, Missouri
July, 2019**

TABLE OF CONTENTS

I.	PURPOSE OF TESTIMONY	1
II.	AVERAGING OF HDDs AND REGRESSION BREAKPOINTS.....	2
III.	WEATHER NORMALIZATION	5

SURREBUTTAL TESTIMONY

OF

RYAN P. RYTERSKI

FILE NO. GR-2019-0077

1 **Q. Please state your name and business address.**

2 A. Ryan P. Ryterski, Union Electric Company d/b/a Ameren Missouri
3 ("Ameren Missouri" or "Company"), One Ameren Plaza, 1901 Chouteau Avenue, St.
4 Louis, Missouri 63103.

5 **Q. Are you the same Ryan P. Ryterski that filed direct and rebuttal**
6 **testimony in this proceeding?**

7 A. Yes, I am.

8 **I. PURPOSE OF TESTIMONY**

9 **Q. What is the purpose of your surrebuttal testimony in this proceeding?**

10 A. My surrebuttal testimony responds to the rebuttal testimony of Missouri
11 Public Service Commission Staff ("Staff") witness Robin Kliethermes related to the
12 combining of the weather adjustments from the Cape Girardeau and Columbia weather
13 stations, and also the use of a 200 Heating Degree Day ("HDD") breakpoint in the
14 residential regressions. I also respond to the rebuttal testimony filed by Staff witness
15 Seoung Joun Won, Ph.D. regarding the weather normalization of billing units.

1 **II. AVERAGING OF HDDs AND REGRESSION BREAKPOINTS**

2 **Q. Do you agree with Ms. Kliethermes' claim that it was unreasonable to**
3 **average the HDDs between the Cape Girardeau and Columbia weather stations**
4 **(Kliethermes Rebuttal, p. 2)?**

5 A. No. The weighted average factors that were applied to the HDDs are
6 statistically relevant because of the high degree of correlation between residential customer
7 usage and the HDDs for any given day. Additionally, because the HDDs were weighted by
8 weather station based on total usage, there should not be a material difference between
9 performing separate regressions, and utilizing the combined method implemented by the
10 Company to determine total revenue. Ms. Kliethermes gives no rationale, based on
11 statistical principles or otherwise, that analyzing the system in total rather than in
12 subdivided components is inappropriate – and for good reason, because there is no basis
13 for one.

14 **Q. Can you explain how the results of the separate regressions would**
15 **differ from the numbers the Company filed in this case?**

16 A. Yes. When I ran the regressions for each of the weather stations separately
17 using the same methodology that was used to develop the Company's initial weather
18 normalization adjustments to revenue filed in this case, it resulted in a difference of
19 \$4,679.05. That dollar amount is equal to a 0.0099% change in the proposed revenue for
20 the Residential class. This difference is obviously immaterial. It should be evident that
21 either method – separate regressions for the two regions, or one regression using weighted
22 average data representing them both – is completely reasonable and appropriate for the
23 purpose of weather normalizing revenues.

1 **Q. Did you also investigate the different breakpoints recommended by Ms.**
2 **Kliethermes in her rebuttal testimony?**

3 A. Yes. In her rebuttal testimony, Ms. Kliethermes highlighted the R-square
4 and Standard Error statistics as being relevant determining factors when deciding if a
5 regression is an acceptable representation of the relationship between HDDs and customer
6 usage. Kliethermes Rebuttal, p. 10. In Table 1 below, I have provided those statistics for
7 regressions I ran separately for each of the weather stations using the breakpoints
8 recommended by Ms. Kliethermes, and the 200 HDD breakpoint used by the Company.
9 As is demonstrated by the table, the differences are slight.

Table 1

	R-Square	Standard Error	Cold Weather Coefficient	Mild Weather Coefficient
200 HDD Breakpoint RSE	0.99094458	3.875	0.122978610	0.057022699
213 HDD Breakpoint RSE	0.99099899	3.864	0.123474209	0.059955179
200 HDD Breakpoint RPE	0.98802789	4.571	0.108958077	0.070774319
143 HDD Breakpoint RPE	0.98816953	4.543	0.108122413	0.057904920

10 **Q. Do these slight variances warrant separate regressions, and specific**
11 **breakpoints for each weather station?**

12 A. No. Under any formulation, these regressions have very compelling
13 statistical significance, and once again, the distinction raised by Ms. Kliethermes does not
14 result in any meaningful change to the results. The methodology proposed by the Staff
15 introduces an unnecessary amount of complexity to the calculations without producing
16 significant improvements in the accuracy of the results.

1 **Q. Did you calculate the difference in Residential class revenues when**
2 **using the combined regression versus the separate regressions with different**
3 **breakpoints?**

4 A. Yes. The separate regressions with different breakpoints resulted in a 0.14%
5 difference in Residential class revenue when compared to the revenue calculated using the
6 combined regression method.

7 **Q. Do you feel this difference warrants use of the more complicated**
8 **methodology?**

9 A. No. There is not a sufficient statistical variance between the two
10 methodologies to justify performing the separate regressions with independent breakpoints.

11 **Q. Did you conduct a similar analysis for the General Service class?**

12 A. Yes.

13 **Q. What were the results of your similar analysis for the General Service**
14 **class?**

15 A. When comparing the revenues between the separate regressions for each
16 pipeline as proposed by Staff and the combined regression approach filed by the Company,
17 there was a difference of 0.09%. I have also included Table 2 below depicting the R-square
18 and standard errors for the different regression approaches that could be taken.

Table 2

	R-Square	Standard Error	Cold Weather Coefficient	Mild Weather Coefficient
Combined Regressions	0.98896234	17.02429798	0.452443315	0.178076149
200 HDD Breakpoint GSSE	0.983447782	18.91541221	0.449558059	0.172708779
259 HDD Breakpoint GSSE	0.983929143	18.63834005	0.459217104	0.219171000
200 HDD Breakpoint GSPE	0.987652175	18.48136608	0.453808816	0.176507687
310 HDD Breakpoint GSPE	0.988252083	18.02682626	0.468763168	0.252997796

1 outlined on pages 11 and 12 of my rebuttal testimony, this methodology is overly complex,
2 unduly burdensome, and creates additional volatility in monthly results.

3 **Q. Do you agree with Figures 3 and 4 Dr. Won presented in his testimony**
4 **that he claims represent biased gas usage as a result of not using the ranked average**
5 **methodology?**

6 A. No. The graphs that Dr. Won created compare daily and ranked average
7 temperatures. There are two reasons that the "Dated Average" line on the graph is not an
8 accurate representation of the monthly average HDDs used in the Company's analysis.
9 First, the daily variability that is causing some of the disconnect between the two lines on
10 the graph is not applicable because the weather normalization regression uses aggregate
11 HDDs across the month as an input, not daily temperatures, which makes the day to day
12 variability irrelevant. All of the HDDs are reflected in the analysis in the appropriate month
13 without the necessity of the Ranked Average approach. Second, averaging the HDDs of
14 the month instead of the daily average temperatures ensures that the Company will not
15 understate any HDDs. If the Company were to use the daily average temperatures from the
16 previous years to determine normal, any day with an average temperature greater than 65°F
17 (which is the reference point used by the Company for calculating HDDs) would raise that
18 day's average temperature by an amount proportionate to the order of magnitude that
19 temperature was over 65°F and cause an under-representation of heating degree days for
20 that month. Table 3 shows a hypothetical example of the impact a day with higher than
21 65°F temperature could have on the calculation of daily average temperature HDDs
22 compared to the calculation of average HDDs.

Table 3

Methodology	Date and Temperature			Average Temp. / Total HDDs	Normal HDDs
	5/1/2020 75°F	5/1/2021 58°F	5/1/2022 55°F		
Dated Average Temperature	75°F	58°F	55°F	62.67°F	2.33
Average HDDs	0	7	10	17	5.67

1 **Q. How were the Dated Average method Normal HDDs in the table**
2 **calculated?**

3 A. This number was calculated by averaging that day's temperature from the
4 prior three years to get an average daily temperature of 62.67°F. This number was then
5 subtracted from 65 to get a number of 2.33 HDDs for that day using the dated average
6 method.

7 **Q. How were the Normal HDDs calculated in the table for the Average**
8 **HDDs methodology?**

9 A. Using the average HDD methodology requires averaging the day's HDDs
10 from each year of 0, 7, and 10, to get the result of 5.67 Normal HDDs.

11 **Q. Would it be reasonable to require the Company to adopt the ranked**
12 **average method when administering the Weather and Conservation Adjustment**
13 **Rider tariff given that the method of averaging HDDs will produce similar results?**

14 A. No. As I stated in my rebuttal testimony, adoption of the ranked average
15 method would create highly complex calculations that would have to be embedded in
16 monthly accounting procedures without any commensurate benefit.

1 **Q. Do you agree with Dr. Won's recommendation to only weather**
2 **normalize the customers that he has classified as weather sensitive in the Large**
3 **Volume Transportation ("LVT") class?**

4 A. No. The "Non-Weather Sensitive" customers being included in the class
5 weather normalization reduces the adjustment the class receives on a percentage basis (i.e,
6 only the Ccf of the weather sensitive customers are reflected in the absolute Ccf adjustment
7 to the class, but when expressed as a percent of total class usage, the adjustment is a smaller
8 percentage due to the inclusion of the non-weather sensitive load in the denominator), and
9 allows the weather normalized class sales to accurately reflect the makeup of the entire
10 class. Including the non-weather sensitive customers will have an impact on the y-intercept
11 of the regression line; however, if they are in fact truly non-weather sensitive, then they
12 will not impact the slope of the line in a statistically significant manner which will result
13 in only the weather sensitive customers being adjusted.

14 **Q. How did the weather adjustment applied to the LVT class compare to**
15 **the total revenue adjustment including the other classes?**

16 A. The LVT class weather normalization adjustment of 0.87% is less than the
17 system total adjustment percentage of 1.29% because some of the customers in the class
18 are less responsive to variations in weather.

19 **Q. Does this conclude your surrebuttal testimony?**

20 A. Yes, it does.

