FILED
August 31, 2022
INDIANA UTILITY
REGULATORY COMMISSION

TESTIMONY OF ART J. BUESCHER III
LEAD RATES AND REGULATORY STRATEGY ANALYST
DUKE ENERGY INDIANA, LLC
CAUSE NO. 42736 RTO-58
BEFORE THE INDIANA UTILITY REGULATORY COMMISSION

I. INTRODUCTION

Q. PLEASE STATE YOUR NAME AND BUSINESS ADDRESS.

A. My name is Art J. Buescher III and my business address is 1000 East Main Street, Plainfield, Indiana 46168.

Q. BY WHOM ARE YOU EMPLOYED AND IN WHAT CAPACITY?

A. I am employed by Duke Energy Indiana, LLC ("Duke Energy Indiana," "Petitioner" or "Company") as Lead Rates and Regulatory Strategy Analyst in Duke Energy Indiana's Rate Department.

Q. WHAT ARE YOUR DUTIES AND RESPONSIBILITIES IN THE INDIANA RATE DEPARTMENT?

A. As Lead Rates and Regulatory Strategy Analyst, I am responsible for the preparation of financial and accounting data used in Duke Energy's rate filings, including rate matters involving Duke Energy Indiana.

Q. PLEASE BRIEFLY DESCRIBE YOUR PROFESSIONAL AND EDUCATIONAL BACKGROUND.

A. I graduated from of the University of Indianapolis in May of 1988 with a Bachelor of Science Degree in Accounting. I was employed by the Company in June 1988. During my employment with the Company, I have held various financial and accounting positions supporting the Company and its affiliates.

Prior to my move to the Rates and Regulatory Planning department in 2007, I held various financial and accounting positions in Cost Accounting, Internal Auditing, Energy Trading Accounting, and as Supervisor, Fuels and Joint Ownership Accounting.

Q. WHAT IS THE PURPOSE OF YOUR TESTIMONY IN THIS PROCEEDING?

A. My testimony in this proceeding supports the Company's request for approval of the proposed Rider No. 68 adjustment factors for the Company's Standard Contract Rider No. 68 ("Rider No. 68" or "RTO"), which includes a new projection as well as a reconciliation for prior historical periods.

Q. WHAT MONTHS OF HISTORICAL COSTS AND TRANSMISSION REVENUES ARE COVERED BY THE COMPANY'S PETITION IN THIS PROCEEDING?

A. The applicable non-fuel costs and transmission revenues for the reconciliation period of July 2021 through June 2022 are included in this proceeding. In addition, an adjustment to a prior period reconciliation amount from RTO 56 has been included.

Q. WHAT MONTHS OF PROJECTED COSTS AND TRANSMISSION REVENUES ARE COVERED BY THE COMPANY'S PETITION IN THIS PROCEEDING?

A. The forecasted amounts for applicable costs and transmission revenues are included for the months of January 2023 through December 2023.

II. BACKGROUND

Q. PLEASE BRIEFLY EXPLAIN YOUR UNDERSTANDING OF THE COMPANY'S RETAIL BASE RATE ORDERS RELEVANT TO THE COMPANY'S RIDER NO. 68.

A. In its May 18, 2004 Order in Cause No. 42359, the Commission first approved Rider No. 68 to track recovery from (or credit to) the Company's retail electric customers certain Company charges, credits and transmission revenues related to MISO. In the June 29, 2020 Order in Cause No. 45253, the Company's most recent retail base rate case, the Commission approved Rider No. 68 to continue and to include, on a prospective basis, non-fuel charges and credits assessed from PJM Interconnection, LLC ("PJM"), as it relates to the Company's Madison Generating Station as further described in the prefiled testimony of Mr. James (Brad) Daniel in this proceeding.

Q. PLEASE EXPLAIN HOW CAUSE NO. 45253 IMPACTED THE COMPANY'S RTO RIDER.

A. The Commission's Order in Cause No. 45253 made several changes to the Company's Rider No. 68 filing, including the following:

- Added non-fuel related PJM charges and credits on a prospective basis to the comparable MISO amounts currently included in the rider;
- Updated the proposed annual base amounts for RTO non-fuel costs and RTO transmission revenues used in the rider calculation; and
- Modified the factor calculation for HLF customers to be billed on KW demand rather than on kWh sales.

Q. ARE THERE OTHER KEY COMMISSION ORDERS THAT PROVIDE IMPORTANT BACKGROUND ON THE DEVELOPMENT OF THE COMPANY'S RIDER NO. 68?

A. Yes. There are a few Commission Orders that have had a significant impact on the development of this rider. In the Commission's June 1, 2005 Order in Cause No. 42685 ("June 1, 2005 Order") the Commission addressed MISO's implementation of the Energy Markets. Specifically with respect to the Company, the June 1, 2005 Order determined that certain Duke Energy Indiana's Energy Markets charges (and credits) were fuel-related and should therefore be reflected in the Company's subsequent Fuel Cost Adjustment Standard Contract Rider No. 60 proceedings. The Order also found that Rider No. 68 should continue to provide for the Company's non-fuel related MISO cost recovery under Energy Markets operations.

The Commission later approved, in its December 19, 2007 Order in Cause No. 42736, the recovery of Schedule 26 ("Network Upgrade Charge from Transmission Expansion Plan") costs assessed the Company by MISO as part of the Regional Expansion and Criteria and Benefits ("RECB") process through Rider No. 68, whether those costs are associated with transmission projects of other transmission owners or whether those costs are associated with the Company's RECB projects. Furthermore in the June 25, 2008 Order in Cause No. 42736, the Commission approved the Company's proposal for recovery of RECB Schedule 26 charges on Company-owned, MISO approved RECB transmission projects. Later in my testimony I provide further discussion on the regulatory treatment of the Company's RECB projects and Attachment 1-G (AJB) provides information on these Company-owned, MISO approved RECB projects, including estimates of Schedule 26 costs.

In the Commission's September 24, 2008 Order in Cause No. 42736 and the Commission's June 30, 2009 Order in Cause No. 42736, the Commission approved the Company's recovery of charges and credits associated with its participation in the MISO Ancillary Services Market ("ASM"). Specifically, the Company began including the following ASM charge types in its Rider No. 68 filings: (a) the Real Time Revenue Neutrality Uplift Amount exclusive of the credits associated with the Contingency Reserve Deployment Failure Uplift Amount; (b) the Day Ahead Market Administration Amount; and (c) the Real Time Market Administration Amount. In its June 27, 2012 Order in Cause No. 42736, the Commission approved the recovery of Schedule 26-A ("Multi-Value Project Usage Rate" or "MVP") costs allocated to the Company by MISO for projects of other transmission owners through Rider No. 68, whether those costs are associated with transmission projects of other transmission owners. Later in my testimony, I provide further discussion on the regulatory treatment of the Company's MVP projects. Attachment 1-H (AJB) provides information on these Company-owned, MISO approved MVP projects, including estimates of Schedule 26-A costs.

In the Commission's September 24, 2014 Order in Cause No. 42736, the Commission determined that the Real-Time MVP Distribution charge type assessed by MISO was properly includable in Rider No. 68. Furthermore, in the February 24, 2021 Order in Cause No. 42736, the Commission approved the recovery of Schedule 26-C (Cost Recovery For MISO Transmission Owner TEMPS), Schedule 26-D (Cost Recovery For PJM Transmission Owner TEMPS) and Schedule 49 (Cost Allocation For Available System Capacity Usage) costs allocated to the Company through Rider No. 68.

Q. ARE THERE COMPANY-OWNED RECB PROJECTS IN THIS FILING FOR WHICH THE COMPANY IS SEEKING RECOVERY?

A. Yes, the Company has three (3) RECB projects in service as follows: (a) the first phase of a baseline reliability transmission line project spanning approximately four (4) miles and referred to by MISO as Project Number 852 completed in 2009 and the final phase spanning seventeen (17) miles completed in 2013; (b) the Edwardsport 345 kV substation and line project referred to by MISO as Project Number 1263 completed in 2010; and (c) the Dresser substation and transformer project referred to by MISO as Project Number 2050 completed in 2011. In June of 2022, the Company submitted to MISO its revised annual revenue requirement for these projects for changes in the approved return on equity ("ROE"), which totaled $2,735,722, and the Company, as a transmission owner, began receiving updated revenues July 1, 2022. These RECB projects are listed on Attachment 1-G (AJB). The Company, as a transmission customer, also pays MISO its share of the corresponding Schedule 26 costs.

Q. ARE THERE COMPANY-OWNED MVP PROJECTS IN THIS FILING FOR WHICH THE COMPANY IS SEEKING RECOVERY?

A. Yes, the Company has two (2) MISO MVP projects. These two (2) projects consist of three (3) facilities which are comprised of eight (8) separate detail projects. The first detail project went in service May 2018, three (3) went in service June 2018, one (1) went in service June 2019, and one (1) went in service September 2019. The remaining two (2) detail projects were in service by December 2020. The three (3) facilities are as follows:

- MTEP Project ID 2237 is the Sugar Creek to Kansas 345 kV line project known as MISO Facility ID 8313, which consists of four (4) detail projects of which two (2) were in service at the end of 2019 and the final two (2) detail projects were in service by December 2020;
- MTEP Project ID 2202 is the Reconductor Wabash to Wabash Container Section project known as Facility ID 7286, which consists of two (2) detail projects of which both were in service as of June 2018.

- MTEP Project ID 2202 is the Kokomo Delco to Greentown 138 kV Uprate project known as MISO Facility 7287, which consists of two (2) detail projects with the first in service May 2018 and the second in service June 2018.

In June of 2022, the Company submitted to MISO its revised annual revenue requirement for these projects for changes in the approved ROE, which totaled $1,613,244, and the Company, as a transmission owner, began receiving revenues July 1, 2022.

Q. HAS THE COMPANY EXCLUDED THE REVENUE RELATED TO THESE RECB AND MVP PROJECTS FROM THIS FILING?

A. Yes, the Company has retained this revenue, as previously ordered by the Commission, and Rider No. 68 costs were not offset by the revenue from these projects.

Q. HAS THE COMPANY EXCLUDED THE REVENUES AND EXPENSES RELATED TO THESE PROJECTS FROM THE FAC EARNINGS TEST?

A. Yes, the Company has excluded the applicable revenues and expenses related to its own RECB and MVP Projects from the FAC Earnings Test. See the direct testimony of Company witness Suzanne E. Sieferman in Cause No. 38707 FAC-133, which discusses the adjustments to the Company's Earnings Test to exclude revenues and expenses associated with its own RECB and MVP projects.

III. OVERVIEW OF RIDER NO. 68

Q. PLEASE BRIEFLY DESCRIBE THE COSTS AND TRANSMISSION REVENUES COVERED BY RIDER NO. 68.

A. Under Rider No. 68, the Company will track for recovery from (or credit to) the Company's retail electric customers the following:

- MISO management costs billed to the Company by MISO under Schedules 10 (ISO Cost Recovery Adder) and 10-FERC (FERC Annual Charges Recovery);
- MISO management costs billed to the Company by MISO under Schedule 16 (Financial Transmission Rights Administrative Service Cost Recovery Adder);
- MISO management costs billed to the Company by MISO under Schedule 17 (Energy and Operating Reserve Markets Market Support Administrative Service Cost Recovery Adder);
- Costs billed to the Company by MISO under the MISO Tariff for standard market design which is allocable to the Company's retail electric customers (including charges under Schedule 26, Schedule 26-A, Schedule 26-C, Schedule 26-D, Schedule 26-E, Schedule 49, Real-Time Revenue Neutrality Uplift, Real Time Miscellaneous Amount and Real-Time MVP Distribution Amount);
- Other government mandated transmission costs the Company is required to pay on behalf of its retail electric customers;

- Certain MISO transmission revenues assigned to the Company, collected by MISO under the MISO Tariff, which are allocable to the Company's retail electric customers; and
- Costs billed to the Company by PJM under the PJM Tariff for non-fuel charges or credits applicable to the Company's Ohio-based Madison Generating Station designated as an Indiana resource in MISO (including PJM Scheduling, System Control and Dispatch Service, Reactive Supply and Voltage Control, and Black Start Service).

Q. **HAVE ANY NEW NON-FUEL MISO CHARGES OR CREDITS BEEN INCLUDED IN EITHER THE FORECASTED OR RECONCILIATION PERIOD?**

A. Yes. Beginning in January 2022, MISO began assessing charges under MISO Schedule 26-E, Cost Recovery for Interregional Market Efficiency Projects ("IMEPs") constructed by MISO Transmission Owners under the MISO Tariff. IMEPs are FERC-accepted, interregional market efficiency projects in the MISO-PJM Joint Operating Agreement. Refer to the testimony of Mr. J. Bradley Daniel in this proceeding for a more detailed discussion of this new MISO charge schedule.

Q. **HAS THE COMPANY ADDRESSED THE NOVEMBER 21, 2019 FERC ORDER ("OPINION NO. 569") IN DOCKET NOS. EL14-12 AND EL14-45 IN THIS FILING?**

A. Yes. As reported in prior RTO testimony, Opinion No. 569 lowered the base ROE from 10.32% to 9.88% effective September 28, 2016, and ordered refunds plus interest for the fifteen (15) month period of November 12, 2013 to February 11, 2015 ("First Refund Period") and for the period of September 28, 2016 to the date of the Order ("Second Refund Period"). On December 9, 2019, MISO requested an extension of time to process these refunds, which was granted on December 19, 2019. On December 23, 2019, the MISO Transmission Owners, along with several other parties in the proceeding, submitted requests for rehearing of Opinion No. 569.

On May 21, 2020, FERC issued Opinion No. 569-A, which revised the ROE methodology in Opinion No. 569. Opinion No. 569-A found that the MISO Transmission Owners' base ROE should be set at 10.02% and ordered refunds with interest for the First Refund Period previously defined and the Second Refund Period through the date of Opinion No. 569-A (May 21, 2020). Prior to the issuance of Opinion No. 569-A, MISO had begun the refund process using the ROE from Opinion No. 569. As a result, on May 28, 2020, MISO announced they were pausing the current resettlement efforts under Opinion No. 569 due to the complexity of the resettlements with the slightly higher ROE under Opinion 569-A. On August 5, 2020, MISO announced that a refund approach had been developed and that the majority of the resettlement dollars would change hands in 2021 and that refunds and adjustments for all applicable periods would be completed by May or June 2022. On September 9, 2020, MISO submitted a request for extension to FERC to approve the timelines outlined above. On October 8, 2020, FERC granted the extension to allow refunds to be completed by September 23, 2021. On June 29, 2021, MISO submitted an additional request to extend the timeline for completion to June 30, 2022. On August 2, 2021, FERC granted a partial extension of the deadline to complete refunds by February 28, 2022. On December 16, 2021, MISO filed another motion requesting an extension from the approved February 28, 2022 deadline to May 31, 2022. Final refund amounts were settled in the January 2022 MISO billing cycle. On April 1, 2022, MISO filed its Compliance Refund Report with FERC under Docket No. EL 14-12. At this time, Duke Energy Indiana has provided all required ROE refunds to its retail customers.

On August 9, 2022, the D.C. Circuit Court of Appeals issued an opinion finding the FERC's use of a "Risk Premium" model as one of the three models to determine a just and reasonable ROE was arbitrary and capricious. As a result, the Court vacated the underlying orders (Opinions Nos. 569-A and 569-B) and remanded for FERC to reopen proceedings. The Company will continue to monitor the remand proceedings as FERC works to issue its orders pursuant to the remand. All ROE resettlements contained in this filing were done consistent with the prior FERC orders.

MISO issued ROE refunds, related to the FERC Opinion No. 569 processed during the reconciliation months of July 2021 through June 2022, have been included in this filing. The net credit included in this filing on Attachment 1-D (AJB) is $885,732.

Q. PLEASE BRIEFLY DESCRIBE HOW THE FORECASTED MISO COSTS AND TRANSMISSION REVENUES WERE DETERMINED.

A. For purposes of forecasting the Schedule 26 and 26-A charges, the Company started with projected data available from MISO to reflect the charges by other market participants that will be applicable to Duke Energy Indiana. For the remaining charges, credits and revenues, the forecasted amounts were based on a twenty-four (24) month history of these items and then were adjusted for any known or anticipated changes. As the Company becomes more experienced with forecasting these costs, the methods utilized may evolve over time.

Q. PLEASE BRIEFLY DESCRIBE THE RECONCILIATION STEP IN THE RIDER NO. 68 PROCESS.

A. There is a reconciliation step included in the Rider No. 68 process to adjust for (a) any variances between the Company's projected RTO costs and transmission revenues versus actual RTO costs and transmission revenues incurred and (b) variances between the previous RTO tracker amounts by retail rate group authorized for recovery versus the actual RTO revenues collected by retail rate group. The reconciliation in the current proceeding includes the months of July 2021 through June 2022 and is shown in Columns C and D of Attachment 1-B (AJB).

Q. PLEASE BRIEFLY DESCRIBE ANY SPECIAL PROVISIONS FOR COMMISSION APPROVAL OF COSTS COVERED BY RIDER NO. 68, WHICH ARE NOT BILLED BY MISO OR PJM PURSUANT TO THE SPECIFIC APPROVED SCHEDULES.

A. To the extent that any costs to be recovered pursuant to Rider No. 68 are not billed by MISO or PJM to the Company (or a designee of the Company) pursuant to the specifically approved Schedules of the MISO or PJM Tariff, or any successor Tariff, the Company will demonstrate in its applicable annual filing the amount and reasonableness of such costs. No such costs were included in the current filing.

Q. PLEASE BRIEFLY EXPLAIN HOW COSTS OR TRANSMISSION REVENUES THAT ARE NOT ACCOUNTED FOR SEPARATELY FOR THE COMPANY'S RETAIL ELECTRIC CUSTOMERS WILL BE HANDLED UNDER RIDER NO. 68.

A. To the extent that the costs or transmission revenues identified in the formula set forth in the Rider No. 68 Tariff are not accounted for separately for the Company's retail electric customers, then the total Company amount of such costs or transmission revenues, whichever is applicable, will be multiplied by the Commission-approved retail allocator for the applicable period to determine the retail electric jurisdictional portion of such costs or transmission revenues. In Cause No. 45253, the retail allocator for transmission is 100%.

Q. WHAT REVENUE CONVERSION FACTOR IS BEING USED FOR RIDER NO. 68 IN THIS PROCEEDING?

A. The revenue conversion factor used for this proceeding is 1.00398. See Attachment 1-I (AJB) for the underlying calculation of this factor.

IV. PROPOSED RIDER NO. 68 ADJUSTMENT FACTORS

Q. PLEASE EXPLAIN ATTACHMENT 1-A (AJB).

A. Attachment 1-A (AJB) is the Company's revised Standard Contract Rider No. 68.

Q. HAVE YOU CALCULATED THE PROPOSED RIDER 68 ADJUSTMENT BILLING FACTORS FOR THE VARIOUS RETAIL RATE GROUPS USING THE COST COMPONENTS AND AMOUNTS YOU HAVE DESCRIBED?

A. Yes, I have. Attachment 1-B (AJB) includes projected RTO costs and transmission revenues (Column B) and a reconciliation of prior historical amounts (Columns C and D) broken down by retail rate group for those specific MISO and PJM cost components I have discussed in my testimony that were previously approved by the Commission for inclusion in Rider No. 68 rates via the current RTO proceeding. Column E includes a prior period correction amount, discovered when preparing the current RTO filing, associated with the revenue requirement calculation from RTO 56. I discuss this correction in more detail later in my testimony when I provide an explanation related to Attachments 1-J and 1-K. The resulting revenue requirement totals for each retail rate group (except for HLF) (Column F) are divided by the corresponding kWh sales for the twelve (12)-months ended June 30, 2022. For developing the HLF rate, the revenue requirement amount is divided by KW demands for the twelve (12)-months ended June 30, 2022 to determine the proposed Rider No. 68 rate. These factors by respective retail rate groups are then used on Page 3 of 3 of Attachment 1-A (AJB). The total amount that the Company proposes to be charged to the Company's retail electric customers through Rider No. 68, taking into account the reconciliation amount, is $4,647,095.

The prefiled testimony of Mr. James (Brad) Daniel, Attachment 2-A (JBD), supports the reasonableness of the Company's Energy Markets and ASM non-fuel related costs.

Q. PLEASE PROVIDE AN UPDATE ON THE MISO HURRICANE LAURA MAXIMUM GENERATION EMERGENCY EVENT AND THE COST ASSESSED TO DUKE ENERGY INDIANA.

A. On August 27, 2020, MISO declared a Maximum Generation Emergency Event in response to Hurricane Laura causing system instability and threatening the reliability of the grid, directing the shedding of firm load in the affected area of western Louisiana and eastern Texas. In addition, in February 2021, the MISO region experienced unusually cold weather resulting in higher demand coupled with supply issues due to generation performance and fuel availability.

During the Hurricane Laura Maximum Generation Emergency Event, MISO implemented an Energy Emergency Alert 3 event, which triggered the Value of Lost Load ("VOLL") to be set at $3,500/MWh and applied to the congestion component of the Locational Marginal Price ("LMP"). This created $86 million in Real Time Congestion charges that were uplifted to the market through the Revenue Neutrality charge type. These charges were then distributed to Asset Owners through the Revenue Neutrality Uplift ("RNU") based on Load Ratio Share. Duke Energy Indiana's share was approximately $3.9 million.

Duke Energy Indiana has been working with twenty plus market participants located in the Central and North Regions of MISO. Together, this coalition believes that MISO applied its Tariff inappropriately, resulting in settlements that do not align with cost causation and allocation principles and ignore the tariff provisions that cover catastrophic events. Duke Energy Indiana filed an Alternative Dispute Resolution ("ADR") on March 26, 2021. On August 12, 2021, MISO issued a resettlement to the market for August 27, 2020 for a correction of the dead bus pricing between DA and RT markets. Duke Energy Indiana's portion of that resettlement was a credit of $369,677. Despite the resettlement, Duke Energy Indiana, as well as the other ADR filers, is continuing to pursue the ADR complaint. In order to continue discussions with the ADR filing group, MISO has requested a series of extensions with the most recent being a fourth 90-day extension which will expire on October 24, 2022. The Company continues to monitor the issue but does not expect resolution until late 2022 or early 2023. If Duke Energy Indiana receives a refund from MISO as a result of the ADR process, the Company will provide a refund through the RTO adjustment rider.

Q. WAS THERE ANY SINGLE ADJUSTMENT IN EXCESS OF $3 MILLION INCLUDED IN THIS PROCEEDING?[1]

A. No.

Q. PLEASE EXPLAIN ATTACHMENT 1-C (AJB).

A. Attachment 1-C (AJB) compares the forecasted non-fuel RTO costs and transmission revenues for the forecasted periods of January 2023 through December 2023 to the Company's annual charges built into base retail electric rates in Cause No. 45253. The total to be recovered from (or credited to) customers is shown on Attachment 1-B (AJB), Column (B).

Q. PLEASE EXPLAIN ATTACHMENT 1-D (AJB).

A. Attachment 1-D (AJB) compares the previously projected RTO non-fuel costs and transmission revenues (developed in RTO 56 and 57) to actual non-fuel costs and transmission revenues incurred during the reconciliation period of July 2021 through June 2022. The total to be recovered from (or credited to) customers from this portion of the reconciliation is shown on Attachment 1-B (AJB), Column (C).

Q. PLEASE EXPLAIN ATTACHMENT 1-E (AJB).

A. Attachment 1-E (AJB) compares the actual amount of Rider No. 68 amounts charged (or credited) to customers at the retail rate group level to the amounts approved by the Commission for recovery during the reconciliation periods of

[1] In Cause No. 42736 RTO-13, the Company defined the term "single adjustment" as an adjustment that is unique and/or non-recurring and outside the routine settlement and Post Analysis Cost Evaluator ("PACE") process described in testimony in the Company's FAC proceedings (Petitioner's Attachment A, p. 23). Since 2015, the PACE process is administered by the Sumatra model.

July 2021 through June 2022. The total to be recovered from (or credited to) customers for this item is shown on Attachment 1-B (AJB), Column (D).

Q. PLEASE EXPLAIN ATTACHMENT 1-F (AJB).

A. Attachment 1-F (AJB) compares the bill of a typical residential customer using 1000 kilowatt-hours per month based upon the proposed Rider No. 68 adjustment factor to the bill of a typical residential customer using 1000 kilowatt-hours per month based upon the most recently approved rate. Under the proposed Rider No. 68 adjustment, a typical residential customer will experience no increase on his or her electric bill when compared to the bills reflecting the current Rider No. 68 rate.

Q. PLEASE EXPLAIN ATTACHMENT 1-G (AJB).

A. Attachment 1-G (AJB) provides information relating to Company-owned, MISO-approved RECB projects and provides an estimate of Schedule 26 costs to be allocated to the Company based on information provided by MISO.

Q. PLEASE EXPLAIN ATTACHMENT 1-H (AJB).

A. Attachment 1-H (AJB) provides information relating to Company-owned, MISO-approved MVP projects and provides an estimate of Schedule 26-A costs to be allocated to the Company based on information provided by MISO.

Q. PLEASE EXPLAIN ATTACHMENT 1-I (AJB).

A. Attachment 1-I (AJB) shows the calculation of the revenue conversion factor being used in this proceeding.

Q. PLEASE EXPLAIN ATTACHMENT 1-J (AJB).

A. Attachment 1-J (AJB) is a corrected version of Petitioner's Exhibit D (AJB) from the RTO 56 proceeding. The corrections are needed to address a formula error that was discovered when preparing the current RTO filing. As a result of this error, the Company's reconciliation of actual RTO costs as compared to projected costs was significantly understated in determining the applicable revenue requirement for RTO 56. Column AB, line 54 shows the corrected revenue requirement as adjusted for the formula error. Column AC, line 54 shows the original revenue requirement as filed in RTO 56. The difference between the corrected revenue requirement and the revenue requirement as filed is shown on line 54, column AD. The total prior period adjustment to be included in this filing after application of the current revenue conversion is $3,665,871 as shown in column AD, line 56.

Q. PLEASE EXPLAIN ATTACHMENT 1-K (AJB).

A. Attachment 1-K (AJB) shows the allocation of the prior period correction in Attachment 1-J (AJB) by retail rate group. These amounts were derived using the approved retail rate group allocation factors from Cause No. 42359 in effect during the reconciliation period of July 2018 through June 2020. The amounts in Column (B) of Attachment 1-K (AJB) are carried forward to Column (E) of Attachment 1-B (AJB).

Q. PLEASE EXPLAIN ATTACHMENTS 1-L (AJB) AND 1-M (AJB).

A. The standard format for Duke Energy Indiana filings (labeled as Attachment 1-L (AJB) in this proceeding) and the Workpaper Listing (labeled as Attachment 1-M (AJB) in this proceeding) were updated to reflect my Testimony and Workpapers.

V. CONCLUSION

Q. WHAT REVISIONS TO THE COMPANY'S RETAIL ELECTRIC TARIFF ARE BEING PROPOSED TO REFLECT THE RIDER NO. 68 TREATMENT PROPOSED IN THIS PROCEEDING?

A. The Company is proposing to revise its current Standard Contract Rider No. 68, Third Revised Sheet No. 68, Page 1 through Page 3, as reflected in Attachment 1-A (AJB), Pages 1 through 3. The Company requests that the Commission find that the Rider No. 68 adjustment factors for the Company's bills rendered beginning with the January 2023 – Cycle 1 billing cycle, or the date of the Commission's Order if later, for the Company's retail electric customers should be as set forth on page 3 of Attachment 1-A (AJB).

Q. WERE ATTACHMENTS 1-A (AJB) THROUGH 1-M (AJB) PREPARED BY YOU OR UNDER YOUR SUPERVISION?

A. Yes, they were.

Q. DOES THIS CONCLUDE YOUR PREPARED DIRECT TESTIMONY IN THIS PROCEEDING?

A. Yes, it does.

DUKE ENERGY INDIANA, LLC
1000 E. Main Street
Plainfield, IN 46168

STANDARD CONTRACT RIDER NO. 68 -
REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUE ADJUSTMENT

The applicable charges for electric service to the Company's retail electric customers shall be increased or decreased for operation and maintenance expense treatment of RTO Non-Fuel Costs and Revenues. The revenue adjustment to the applicable charges for electric service will be determined under the following provision:

Calculation of Adjustment

A. The RTO Non-Fuel Costs and Revenue Adjustment by Rate Group shall be determined by multiplying the RTO Non-Fuel Costs and Revenue Adjustment Factor, as determined to the nearest 0.001 mill ($0.000001) per kilowatt-hour in accordance with the following formula, by the monthly billed kilowatt-hours for the applicable billing cycle months in the case of customers receiving metered service and by the estimated monthly kilowatt-hours used for rate determination in the case of customers receiving unmetered service. RTO Non-Fuel Costs and Revenue Adjustment Factor Per Rate Group =

$$\frac{(NFC - (a - b)\ c)\ d}{s}$$

where:

1. "NFC" is the net Non-Fuel Costs and Credits forecasted to be billed Duke Energy Indiana, LLC, or a designee of Duke for mandated participation in regional transmission organizations under the Open Access Transmission and Energy Markets Tariff for the MISO ("MISO TEMT") or any successor Tariff, including applicable PJM non-fuel charges and credits related to the operation of Duke Energy Indiana's Madison Generating Station.

2. "a" is the annual level of forecasted RTO Non-Fuel Costs included in the determination of basic charges for service in Cause No. 45253 ($59,998,000).

3. "b" is the annual level of forecasted RTO transmission revenues included in the determination of basic charges for service in Cause No. 45253 ($23,540,000).

4. "c" is the individual retail rate group's allocated share of the Company's retail peak demand developed for cost of service purposes in Cause No. 45253 expressed as a percentage of the Company's total retail peak demand.

5. "d" is the revenue conversion factor used to convert the applicable charges to operating revenues.

6. "s" is the individual retail rate group's reported kilowatt-hour sales for the twelve-month period from July through June as a proxy for the relevant billing cycle months for all retail rate groups other than retail customers served under Rate HLF. The revenue adjustment for retail customers served under Rate HLF shall be based on demands within the Rate HLF customer group such that "s" shall be the sum of kilowatts billed for the applicable twelve-month period.

7. The RTO Non-Fuel Costs and Revenue Adjustment Factor per Rate Group shall be further modified to reflect the difference between the incremental base monthly fees actually charged or credited to the retail electric customers and the incremental base monthly fees to be charged or credited to the retail electric customers during billing cycle months, as determined above.

Duke Energy Indiana, LLC
1000 East Main Street
Plainfield, Indiana 46168

IURC No. 15
Fourth Revised Sheet No. 68
Cancels and Supersedes
Third Revised Sheet No. 68

STANDARD CONTRACT RIDER NO. 68 - REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUE ADJUSTMENT APPLICABLE TO RETAIL RATE GROUPS

ALLOCATED SHARE OF SYSTEM PEAK DEMAND FOR RETAIL CUSTOMERS BY RATE GROUP EXPRESSED AS A PERCENTAGE OF THE COMPANY'S TOTAL RETAIL SYSTEM PEAK DEMAND AS DEVELOPED FOR COST OF SERVICE PURPOSES IN CAUSE NO. 45253

Line No.	Rate Groups	KW Share of System Peak (4CP) Per Cause No. 45253 (A)	Percent Share Of System Peak (B)	Line No.
1	Rate RS	2,102,591	42.114%	1
2	Rates CS and FOC	258,053	5.169%	2
3	Rate LLF	1,034,546	20.722%	3
4	Rate HLF	1,536,449	30.774%	4
5	Customer L	14,800	0.296%	5
6	Customer O	18,584	0.372%	6
7	Rate WP	20,717	0.415%	7
8	Rate SL	79	0.002%	8
9	Rate MHLS	15	0.000%	9
10	Rates MOLS and UOLS	5,633	0.113%	10
11	Rates TS, FS and MS	1,141	0.023%	11
12	TOTAL RETAIL	4,992,608	100.000%	12

Issued: Pending

Effective:

Duke Energy Indiana, LLC
1000 East Main Street
Plainfield, Indiana 46168

IURC No. 15
Fourth Revised Sheet No. 68
Cancels and Supersedes
Third Revised Sheet No. 68

STANDARD CONTRACT RIDER NO. 68 -
REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUE ADJUSTMENT
APPLICABLE TO RETAIL RATE GROUPS

Line No.	Retail Rate Group	RTO Non-Fuel Cost and Revenue Adjustment Factor Per KWH (A)	RTO Non-Fuel Cost and Revenue Adjustment Factor Per Non-Coincident KW (B)	Line No.
1	Rate RS	$0.000174		1
2	Rates CS and FOC	0.000173		2
3	Rate LLF	0.000145		3
4	Rate HLF		$0.115848	4
5	Customer L	(0.000576)		5
6	Customer O	0.000080		6
7	Rate WP	0.000090		7
8	Rate SL	0.000020		8
9	Rate MHLS	(0.000009)		9
10	Rates MOLS and UOLS	0.000050		10
11	Rates TS, FS and MS	(0.000049)		11

Issued: Pending **Effective:**

DUKE ENERGY INDIANA, LLC

DETERMINATION OF THE REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COST AND REVENUE ADJUSTMENT FACTORS BY RATE GROUP
TO BE APPLIED TO CUSTOMER BILLS OVER A TWELVE MONTH PERIOD

Line No.	Retail Rate Group Description	Allocated Percentage Share of Retail Peak Demands for the Company's Retail Electric Customers Approved in IURC Cause No. 45253	Projected RTO Non-Fuel Costs and Revenues By Rate Group for Calendar Year 2023 to be Collected through Standard Contract Rider No. 68 _1/	Reconciliation of Amounts Projected for RTO Non-Fuel Costs and Revenues vs. Actual Amounts Incurred for the July 2021 through June 2022 Period	Reconciliation of RTO Non-Fuel Costs and Revenues Approved for Recovery vs. Actual RTO Revenues Collected for the July 2021 through June 2022 Period	Prior Period Correction of Petitioner's Exhibit 1-D from RTO 56 _2/	Total	Actual Kilowatt-Hour Sales For The Twelve Months Ended June 30, 2022	RTO Non-Fuel Costs and Revenue Adjustment Factors Per Kilowatt-Hour By Rate Group	Actual Sum of Monthly Non-Coincident Peak Demands for the Twelve Months Ended June 30, 2022	RTO Non-Fuel Costs and Revenue Adjustment Factors Per Non-Coincident Peak Demands	Line No.
		(A)	(B)	(C)	(D)	(E)	(F) (B)+(C)+(D)+(E)	(F)	(G)	(H)	(I)	
1	Rate RS	42.114%	$ 1,470,555	$ (807,324)	$ (387,212)	$ 1,346,364	$ 1,622,383	9,305,147,446	$0.000174			1
2	Rates CS	5.169%	180,493	(99,089)	(63,816)	190,845	208,433	1,208,001,418	$0.000173			2
3	Rate LLF	20.722%	723,579	(397,240)	(235,359)	656,081	747,061	5,136,618,615	$0.000145			3
4	Rate HLF	30.774%	1,074,579	(589,936)	170,795	1,424,631	2,080,069	8,973,396,340		17,955,171	$0.115848	4
5	Customer L	0.296%	10,336	(5,674)	(56,198)	8,908	(42,628)	74,059,188	($0.000576)			5
6	Customer O	0.372%	12,990	(7,131)	(9,429)	16,203	12,633	157,644,670	$0.000080			6
7	Rate WP	0.415%	14,491	(7,956)	(7,220)	14,663	13,978	155,885,461	$0.000090			7
8	Rate SL	0.002%	70	(38)	(1,243)	1,870	659	33,586,905	$0.000020			8
9	Rate MHLS	0.000%	-	-	(302)	257	(45)	4,798,654	($0.000009)			9
10	Rates MOLS and UOLS	0.113%	3,946	(2,166)	(1,364)	4,436	4,852	97,047,564	$0.000050			10
11	Rates TS, FS and MS	0.023%	803	(441)	(2,275)	1,613	(300)	6,060,931	($0.000049)			11
12	TOTAL RETAIL	100.000%	$ 3,491,842	$ (1,916,995)	$ (593,623)	$ 3,665,871	$ 4,647,095	25,152,247,190				12

_1/ The retail allocation percentages in Column (A) were used to calculate the amounts per Retail Rate Group for the projection of non-fuel costs and transmission revenues shown on Line 12 in Column (B) and Column (C).
_2/ This amount represents a correction to Petitioner's Exhibit 1-D (AJB) filed in the RTO56 proceeding. A formula error in calculating the total reconciliation of actual RTO costs to the forecasted RTO costs resulted in an under-statement of the reconciliation used to calculate the revenue requirement amount. See Attachment 1-J (AJB) (Col AD, row 56) filed in the current proceeding for a corrected version of the exhibit from RTO56 and support the applicable change of $3,665,871 included above. The retail allocation percentages from Cause No. 42359 were used to calculate the amounts per Retail Rate Group shown in Column (E) (see Attachment 1-K (AJB) for allocation detail).

DUKE ENERGY INDIANA, LLC

DETERMINATION OF THE FORECASTED REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUES
TO BE RECOVERED OR CREDITED THROUGH RIDER 68 FOR THE TWELVE MONTHS ENDED DECEMBER 2023

Line No.	Description	January 2023 (A)	February 2023 (B)	March 2023 (C)	April 2023 (D)	May 2023 (E)	June 2023 (F)	July 2023 (G)	August 2023 (H)	September 2023 (I)	October 2023 (J)	November 2023 (K)	December 2023 (L)	Total (M) SUM (A) - (L)	Line No.
	Forecasted RTO Non-Fuel Costs & Transmission Revenues														
	Non-Fuel Costs														
1	Schedule 10 FERC	216,666	216,667	216,667	216,666	216,667	216,667	216,666	216,667	216,667	216,666	216,667	216,667	2,600,000	1
2	Schedule 10	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	6,000,000	2
3	Schedule 16	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	150,000	3
4	Schedule 17	391,666	391,667	391,667	391,666	391,667	391,667	391,666	391,667	391,667	391,666	391,667	391,667	4,700,000	4
5	Real Time Miscellaneous	83,333	83,333	83,334	83,333	83,333	83,334	83,333	83,333	83,334	83,333	83,333	83,334	1,000,000	5
6	Real Time Revenue Neutrality Uplift Amount	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	9,000,000	6
7	Real Time MVP Distribution Amount	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(150,000)	7
8	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	833,333	833,333	833,334	833,333	833,333	833,334	833,333	833,333	833,334	833,333	833,333	833,334	10,000,000	8
9	Schedule 26 A - Multi-Value Projects	3,708,333	3,708,333	3,708,334	3,708,333	3,708,333	3,708,334	3,708,333	3,708,333	3,708,334	3,708,333	3,708,333	3,708,334	44,500,000	9
10	Schedule 26 C	1,666	1,667	1,667	1,666	1,667	1,667	1,666	1,667	1,667	1,666	1,667	1,667	20,000	10
11	Schedule 26 D	833	833	834	833	833	834	833	833	834	833	833	834	10,000	11
12	Schedule 26 E	500	500	500	500	500	500	500	500	500	500	500	500	6,000	12
13	Schedule 49	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	600,000	13
14	PJM Madison Non-Fuel	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	1,500,000	14
15	Total RTO Non-Fuel Costs	6,661,330	6,661,333	6,661,337	6,661,330	6,661,333	6,661,337	6,661,330	6,661,333	6,661,337	6,661,330	6,661,333	6,661,337	79,936,000	15
16	*Transmission Revenues*	(3,333,333)	(3,333,333)	(3,333,334)	(3,333,333)	(3,333,333)	(3,333,334)	(3,333,333)	(3,333,333)	(3,333,334)	(3,333,333)	(3,333,333)	(3,333,334)	(40,000,000)	16
17	Total Non-Fuel Costs & Transmission Revenues	3,327,997	3,328,000	3,328,003	3,327,997	3,328,000	3,328,003	3,327,997	3,328,000	3,328,003	3,327,997	3,328,000	3,328,003	39,936,000	17
	Amounts Included in Base Rates														
	Non-Fuel Costs														
18	Schedule 10 FERC	211,583	211,583	211,584	211,583	211,583	211,584	211,583	211,583	211,584	211,583	211,583	211,584	2,539,000	18
19	Schedule 10	482,417	482,417	482,416	482,417	482,417	482,416	482,417	482,417	482,416	482,417	482,417	482,416	5,789,000	19
20	Schedule 16	26,917	26,917	26,916	26,917	26,917	26,916	26,917	26,917	26,916	26,917	26,917	26,916	323,000	20
21	Schedule 17	528,333	528,333	528,334	528,333	528,333	528,334	528,333	528,333	528,334	528,333	528,333	528,334	6,340,000	21
22	Real Time Miscellaneous	-	-	-	-	-	-	-	-	-	-	-	-	-	22
23	Real Time Revenue Neutrality Uplift Amount	-	-	-	-	-	-	-	-	-	-	-	-	-	23
24	Real Time MVP Distribution Amount	-	-	-	-	-	-	-	-	-	-	-	-	-	24
25	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	673,583	673,583	673,584	673,583	673,583	673,584	673,583	673,583	673,584	673,583	673,583	673,584	8,083,000	25
26	Schedule 26 A - Multi-Value Projects	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	36,924,000	26
27	Schedule 26 C	-	-	-	-	-	-	-	-	-	-	-	-	-	27
28	Schedule 26 D	-	-	-	-	-	-	-	-	-	-	-	-	-	28
29	Schedule 26 E	-	-	-	-	-	-	-	-	-	-	-	-	-	29
30	Schedule 49	-	-	-	-	-	-	-	-	-	-	-	-	-	30
31	PJM Madison Non-Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-	31
32	Total RTO Non-Fuel Costs	4,999,833	4,999,833	4,999,834	4,999,833	4,999,833	4,999,834	4,999,833	4,999,833	4,999,834	4,999,833	4,999,833	4,999,834	59,998,000	32
33	*Transmission Revenues*	(1,961,667)	(1,961,667)	(1,961,666)	(1,961,667)	(1,961,667)	(1,961,666)	(1,961,667)	(1,961,667)	(1,961,666)	(1,961,667)	(1,961,667)	(1,961,666)	(23,540,000)	33
34	Total Non-Fuel Costs & Transmission Revenues	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	36,458,000	34
	Net Forecasted RTO Non-Fuel Costs & Transmission Revenues														
	Non-Fuel Costs														
35	Schedule 10 FERC	5,083	5,084	5,083	5,083	5,084	5,083	5,083	5,084	5,083	5,083	5,084	5,083	61,000	35
36	Schedule 10	17,583	17,583	17,584	17,583	17,583	17,584	17,583	17,583	17,584	17,583	17,583	17,584	211,000	36
37	Schedule 16	(14,417)	(14,417)	(14,416)	(14,417)	(14,417)	(14,416)	(14,417)	(14,417)	(14,416)	(14,417)	(14,417)	(14,416)	(173,000)	37
38	Schedule 17	(136,667)	(136,666)	(136,667)	(136,667)	(136,666)	(136,667)	(136,667)	(136,666)	(136,667)	(136,667)	(136,666)	(136,667)	(1,640,000)	38
39	Real Time Miscellaneous	83,333	83,333	83,334	83,333	83,333	83,334	83,333	83,333	83,334	83,333	83,333	83,334	1,000,000	39
40	Real Time Revenue Neutrality Uplift Amount	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	9,000,000	40
41	Real Time MVP Distribution Amount	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(150,000)	41
42	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	159,750	159,750	159,750	159,750	159,750	159,750	159,750	159,750	159,750	159,750	159,750	159,750	1,917,000	42
43	Schedule 26 A - Multi-Value Projects	631,333	631,333	631,334	631,333	631,333	631,334	631,333	631,333	631,334	631,333	631,333	631,334	7,576,000	43
44	Schedule 26 C	1,666	1,667	1,667	1,666	1,667	1,667	1,666	1,667	1,667	1,666	1,667	1,667	20,000	44
45	Schedule 26 D	833	833	834	833	833	834	833	833	834	833	833	834	10,000	45
46	Schedule 26 E	500	500	500	500	500	500	500	500	500	500	500	500	6,000	46
47	Schedule 49	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	600,000	47
48	PJM Madison Non-Fuel	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	1,500,000	48
49	Total RTO Non-Fuel Costs	1,661,497	1,661,500	1,661,503	1,661,497	1,661,500	1,661,503	1,661,497	1,661,500	1,661,503	1,661,497	1,661,500	1,661,503	19,938,000	49
50	*Transmission Revenues*	(1,371,666)	(1,371,666)	(1,371,668)	(1,371,666)	(1,371,666)	(1,371,668)	(1,371,666)	(1,371,666)	(1,371,668)	(1,371,666)	(1,371,666)	(1,371,668)	(16,460,000)	50
51	Total Non-Fuel Costs & Transmission Revenues	289,831	289,834	289,835	289,831	289,834	289,835	289,831	289,834	289,835	289,831	289,834	289,835	3,478,000	51
52	Revenue Conversion Factor													1.00398	52
53	Amount to be Collected (Credited) Through Rider													3,491,842	53

DUKE ENERGY INDIANA, LLC

RECONCILIATION OF AMOUNTS FORECASTED FOR REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUES VERSUS ACTUAL AMOUNTS INCURRED FOR THE JULY 2021 THROUGH JUNE 2022 PERIOD

Line No.	Description	RTO 56 July 2021	RTO 56 August 2021	RTO 56 September 2021	RTO 56 October 2021	RTO 56 November 2021	RTO 56 December 2021	Sub-Total	RTO 57 January 2022	RTO 57 February 2022	RTO 57 March 2022	RTO 57 April 2022	RTO 57 May 2022	RTO 57 June 2022	Sub-Total	Total	Line No.
		(A)	(B)	(C)	(D)	(E)	(F)	(G) Sum (A) to (F)	(H)	(I)	(J)	(K)	(L)	(M)	(N) Sum (H) to (M)	(P) (G)+(N)+(O)	
	Actual RTO Non-Fuel Costs & Transmission Revenues																
	Non-Fuel Costs																
1	Schedule 10 FERC	234,031	231,423	288,334	258,394	231,382	205,371	1,448,935	214,547	258,783	218,700	218,835	193,022	251,122	1,355,009	2,803,944	1
2	Schedule 10	559,522	403,027	517,121	530,205	590,102	429,498	3,029,477	606,433	576,365	403,091	615,997	564,019	545,127	3,311,032	6,340,508	2
3	Schedule 16	14,211	12,338	8,727	6,582	5,630	15,244	62,732	12,910	5,944	11,609	11,002	9,723	10,631	61,819	124,551	3
4	Schedule 17	366,416	454,270	432,808	330,445	331,229	358,829	2,273,997	414,527	229,906	461,136	398,527	365,847	287,040	2,156,983	4,430,980	4
5	Real Time Miscellaneous	48	(1,817)	(17,037)	10,615	(618)	5,538	(3,271)	-	17,795	(7,508)	1,339,191	133	-	1,349,611	1,346,340	5
6	Real Time Revenue Neutrality Uplift Amount	291,934	780,151	1,089,141	934,933	2,421,016	241,191	5,758,366	307,290	423,441	737,927	1,863,076	2,152,826	163,789	5,648,349	11,406,715	6
7	Real Time MVP Distribution Amount	(4,754)	(4,894)	(4,888)	(6,124)	(5,744)	(5,883)	(32,287)	(12,777)	(13,551)	(13,437)	(19,850)	(19,536)	(20,146)	(99,297)	(131,584)	7
8	Schedule 26 - Network Upgrade Charge from																8
	Transmission Expansion Plan	854,991	846,098	774,926	686,659	718,984	634,990	4,516,648	670,398	803,822	725,925	723,503	637,664	816,353	4,377,665	8,894,313	
9	Schedule 26 A - Multi-Value Projects	3,808,580	4,498,672	3,727,645	2,944,889	3,524,021	3,676,171	22,179,978	3,809,227	3,947,430	3,779,304	3,417,187	3,050,207	3,325,415	21,328,770	43,508,748	9
10	Schedule 26 C	1,685	1,678	1,686	1,696	1,753	1,671	10,170	1,649	1,727	1,695	1,746	1,799	1,723	10,339	20,509	10
11	Schedule 26 D	839	835	838	844	875	829	5,059	817	974	956	987	1,019	977	5,732	10,791	11
12	Schedule 26 E	-	-	-	-	-	-	-		496	494	504	528	505	2,527	2,527	12
13	Schedule 49	10,773	10,545	10,356	10,053	10,027	10,287	62,041	10,419	9,877	10,127	10,091	10,580	106,581	157,675	219,716	13
14	PJM Madison Non-Fuel	141,453	140,990	142,091	129,211	146,553	142,240	842,538	136,970	137,931	129,610	120,370	129,814	146,712	801,407	1,643,945	14
15	Total RTO Non-Fuel Costs	6,279,729	7,373,316	6,971,749	5,838,402	7,975,210	5,715,976	40,154,383	6,172,410	6,400,941	6,459,629	8,701,166	7,097,645	5,635,829	40,467,621	80,622,003	15
16	*Transmission Revenues*	(3,620,504)	(3,706,958)	(2,790,058)	(2,409,066)	(3,929,765)	(3,066,937)	(19,523,288)	(3,816,925)	(3,222,855)	(3,024,291)	(3,114,805)	(4,053,555)	(3,901,680)	(21,134,111)	(40,657,399)	16
17	Total Non-Fuel Costs & Transmission Revenues	2,659,225	3,666,358	4,181,691	3,429,336	4,045,445	2,649,039	20,631,095	2,355,485	3,178,086	3,435,338	5,586,361	3,044,090	1,734,149	19,333,510	39,964,604	17
18	Less: Amount in Base Rates	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	18,229,000	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	18,229,000	36,458,000	18
19	Net Total Actual	(378,941)	628,192	1,143,523	391,170	1,007,279	(389,129)	2,402,095	(682,681)	139,920	397,170	2,548,195	5,924	(1,304,019)	1,104,510	3,506,604	19
	Forecasted RTO Non-Fuel Costs & Transmission Revenues																
	Non-Fuel Costs																
20	Schedule 10 FERC	208,333	208,333	208,334	208,333	208,333	208,334	1,250,000	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	2,450,000	20
21	Schedule 10	458,333	458,333	458,334	458,333	458,333	458,334	2,750,000	475,000	475,000	475,000	475,000	475,000	475,000	2,850,000	5,600,000	21
22	Schedule 16	16,667	16,667	16,666	16,667	16,667	16,666	100,000	16,667	16,667	16,666	16,667	16,667	16,666	100,000	200,000	22
23	Schedule 17	425,000	425,000	425,000	425,000	425,000	425,000	2,550,000	416,667	416,667	416,666	416,667	416,667	416,666	2,500,000	5,050,000	23
24	Real Time Miscellaneous	85,000	85,000	85,000	85,000	85,000	85,000	510,000	-	-	-	-	-	-	-	510,000	24
25	Real Time Revenue Neutrality Uplift Amount	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000	383,333	383,333	383,334	383,333	383,333	383,334	2,300,000	4,100,000	25
26	Real Time MVP Distribution Amount	(14,166)	(14,167)	(14,167)	(14,166)	(14,167)	(14,167)	(85,000)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(75,000)	(160,000)	26
27	Schedule 26 - Network Upgrade Charge from																27
	Transmission Expansion Plan	583,334	583,333	583,333	583,334	583,333	583,333	3,500,000	625,000	625,000	625,000	625,000	625,000	625,000	3,750,000	7,250,000	
28	Schedule 26 A - Multi-Value Projects	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	20,550,000	3,766,667	3,766,667	3,766,666	3,766,667	3,766,667	3,766,666	22,600,000	43,150,000	28
29	Schedule 26 C	-	-	-	-	-	-	-	1,333	1,333	1,334	1,333	1,333	1,334	8,000	8,000	29
30	Schedule 26 D	-	-	-	-	-	-	-	667	667	666	667	667	666	4,000	4,000	30
31	Schedule 26 E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31
32	Schedule 49	-	-	-	-	-	-	-	10,333	10,333	10,334	10,333	10,333	10,334	62,000	62,000	32
33	PJM Madison Non-Fuel	150,000	150,000	150,000	150,000	150,000	150,000	900,000	125,000	125,000	125,000	125,000	125,000	125,000	750,000	1,650,000	33
34	Total RTO Non-Fuel Costs	5,637,501	5,637,499	5,637,500	5,637,501	5,637,499	5,637,500	33,825,000	6,008,167	6,008,167	6,008,166	6,008,167	6,008,167	6,008,166	36,049,000	69,874,000	34
35	*Transmission Revenues*	(2,333,333)	(2,333,333)	(2,333,334)	(2,333,333)	(2,333,333)	(2,333,334)	(14,000,000)	(2,333,333)	(2,333,333)	(2,333,334)	(2,333,333)	(2,333,333)	(2,333,334)	(14,000,000)	(28,000,000)	35
36	Total Non-Fuel Costs & Transmission Revenues	3,304,168	3,304,166	3,304,166	3,304,168	3,304,166	3,304,166	19,825,000	3,674,834	3,674,834	3,674,832	3,674,834	3,674,834	3,674,832	22,049,000	41,874,000	36
37	Less: Amount in Base Rates	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	18,229,000	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	18,229,000	36,458,000	37
38	Net Total Actual	266,002	266,000	265,998	266,002	266,000	265,998	1,596,000	636,668	636,668	636,664	636,668	636,668	636,664	3,820,000	5,416,000	38
	Under (Over) Collected																
	Non-Fuel Costs																
39	Schedule 10 FERC	25,698	23,090	80,000	50,061	23,049	(2,963)	198,935	14,547	58,783	18,700	18,835	(6,978)	51,122	155,009	353,944	39
40	Schedule 10	101,189	(55,306)	58,787	71,872	131,769	(28,836)	279,477	131,433	101,365	(71,909)	140,997	89,019	70,127	461,032	740,508	40
41	Schedule 16	(2,456)	(4,329)	(7,939)	(10,085)	(11,037)	(1,422)	(37,268)	(3,757)	(10,723)	(5,057)	(5,665)	(6,944)	(6,035)	(38,181)	(75,449)	41
42	Schedule 17	(58,584)	29,270	7,808	(94,555)	(93,771)	(66,171)	(276,003)	(2,140)	(186,761)	44,470	(18,140)	(50,820)	(129,626)	(343,017)	(619,020)	42
43	Real Time Miscellaneous	(84,952)	(86,817)	(102,037)	(74,385)	(85,618)	(79,462)	(513,271)	-	17,795	(7,508)	1,339,191	133	-	1,349,611	836,340	43
44	Real Time Revenue Neutrality Uplift Amount	(8,066)	480,151	789,141	634,933	2,121,016	(58,809)	3,958,366	(76,043)	40,108	354,593	1,479,743	1,769,493	(219,545)	3,348,349	7,306,715	44
45	Real Time MVP Distribution Amount	9,412	9,273	9,279	8,042	8,423	8,284	52,713	(277)	(1,051)	(937)	(7,350)	(7,036)	(7,646)	(24,297)	28,416	45
46	Schedule 26 - Network Upgrade Charge from																46
	Transmission Expansion Plan	271,657	262,765	191,593	103,325	135,651	51,657	1,016,648	45,398	178,822	100,925	98,503	12,664	191,353	627,665	1,644,313	
47	Schedule 26 A - Multi-Value Projects	383,580	1,073,672	302,645	(480,111)	99,021	251,171	1,629,978	42,560	180,763	12,638	(349,480)	(716,460)	(441,251)	(1,271,230)	358,748	47
48	Schedule 26 C	1,685	1,678	1,686	1,696	1,753	1,671	10,170	316	394	361	413	466	389	2,339	12,509	48
49	Schedule 26 D	839	835	838	844	875	829	5,059	150	307	290	320	352	311	1,732	6,791	49
50	Schedule 26 E	-	-	-	-	-	-	-	-	496	494	504	528	505	2,527	2,527	50
51	Schedule 49	10,773	10,545	10,356	10,053	10,027	10,287	62,041	86	(456)	(207)	(242)	247	96,247	95,675	157,716	51
52	PJM Madison Non-Fuel	(8,547)	(9,010)	(7,909)	(20,789)	(3,447)	(7,760)	(57,462)	11,970	12,931	4,610	(4,630)	4,814	21,712	51,407	(6,055)	52
53	Total RTO Non-Fuel Costs	642,228	1,735,817	1,334,249	200,901	2,337,711	78,476	6,329,383	164,243	392,774	451,463	2,692,999	1,089,478	(372,337)	4,418,621	10,748,003	53
54	*Transmission Revenues*	(1,287,171)	(1,373,625)	(456,724)	(75,733)	(1,596,432)	(733,603)	(5,523,288)	(1,483,592)	(889,522)	(690,957)	(781,472)	(1,720,222)	(1,568,346)	(7,134,111)	(12,657,399)	54
55	Total Non-Fuel Costs & Transmission Revenues	(644,943)	362,192	877,525	125,168	741,279	(655,127)	806,095	(1,319,349)	(496,748)	(239,494)	1,911,527	(630,744)	(1,940,683)	(2,715,490)	(1,909,396)	55
56	Less: Amount in Base Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56
57	Net Total Actual	(644,943)	362,192	877,525	125,168	741,279	(655,127)	806,095	(1,319,349)	(496,748)	(239,494)	1,911,527	(630,744)	(1,940,683)	(2,715,490)	(1,909,396)	57
58	Revenue Conversion Factor															1.00398	58
59	Amount to be Collected (Credited) Through Rider															(1,916,995)	59

DUKE ENERGY INDIANA, LLC

RECONCILIATION OF THE REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUES
TO BE RECOVERED OR CREDITED THROUGH RIDER NO. 68 VERSUS WHAT WAS ACTUALLY COLLECTED FROM CUSTOMERS

Line No.	Description	RTO 56 1/ July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	Sub-Total	RTO 57 January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	Sub-Total	Total	Line No.
		(A)	(B)	(C)	(D)	(E)	(F)	(G) Sum (A) to (F)	(H)	(I)	(J)	(K)	(L)	(M)	(N) Sum (H) to (M)	(O) (G)+(N)	
	Rider Revenues Approved for Recovery																
1	Rate RS	(179,681)	(179,681)	(179,681)	(179,681)	(179,681)	(539,042)	(1,437,447)	132,154	132,153	132,154	132,153	132,154	132,153	792,921	(644,526)	1
2	Rate CS	(11,044)	(11,044)	(11,044)	(11,044)	(11,044)	(33,137)	(88,357)	20,790	20,791	20,790	20,791	20,790	20,791	124,743	36,386	2
3	Rate LLF	(170,713)	(170,713)	(170,713)	(170,713)	(170,713)	(512,140)	(1,365,705)	90,689	90,689	90,689	90,689	90,689	90,689	544,134	(821,571)	3
4	Rate HLF	3,405	3,405	3,405	3,405	3,405	10,216	27,241	159,660	159,660	159,660	159,660	159,660	159,660	957,960	985,201	4
5	Customer L	(897)	(897)	(897)	(897)	(897)	(2,686)	(7,171)	5,403	5,403	5,402	5,403	5,403	5,402	32,416	25,245	5
6	Customer O	(4,657)	(4,657)	(4,657)	(4,657)	(4,657)	(13,976)	(37,261)	365	365	364	365	365	364	2,188	(35,073)	6
7	Rate WP	(4,376)	(4,376)	(4,376)	(4,376)	(4,376)	(13,127)	(35,007)	1,417	1,416	1,417	1,416	1,417	1,416	8,499	(26,508)	7
8	Rate SL	(360)	(360)	(360)	(360)	(360)	(1,074)	(2,874)	(462)	(462)	(461)	(462)	(462)	(461)	(2,770)	(5,644)	8
9	Rate MHLS	(105)	(105)	(105)	(105)	(105)	(316)	(841)	(43)	(43)	(43)	(43)	(43)	(43)	(258)	(1,099)	9
10	Rate MOLS and UOLS	(663)	(663)	(663)	(663)	(663)	(1,995)	(5,310)	356	356	356	356	356	355	2,135	(3,175)	10
11	Rates TS, FS and MS	(501)	(501)	(501)	(501)	(501)	(1,498)	(4,003)	(133)	(132)	(132)	(132)	(132)	(132)	(793)	(4,796)	11
12	Total	(369,592)	(369,592)	(369,592)	(369,592)	(369,592)	(1,108,775)	(2,956,735)	410,196	410,196	410,196	410,196	410,197	410,194	2,461,175	(495,560)	12
	Rider Revenues Actually Collected																
13	Rate RS	(200,000)	(202,259)	(201,186)	(147,531)	(143,611)	(193,624)	(1,088,211)	176,899	166,743	134,490	113,330	101,454	137,981	830,897	(257,314)	13
14	Rate CS	(12,668)	(12,782)	(12,888)	(10,504)	(9,471)	(11,131)	(69,444)	24,555	22,649	20,386	16,740	19,939	65,377	169,646	100,202	14
15	Rate LLF	(194,145)	(198,336)	(202,246)	(179,797)	(167,455)	(175,163)	(1,117,142)	98,733	85,869	89,727	46,563	84,974	125,064	530,930	(586,212)	15
16	Rate HLF	3,100	2,257	6,354	2,991	2,814	2,642	20,158	151,988	136,460	149,555	14,948	160,773	180,524	794,248	814,406	16
17	Customer L	(352)	(363)	(363)	(351)	(361)	(350)	(2,140)	5,232	25,308	13,094	-	-	39,949	83,583	81,443	17
18	Customer O	(4,595)	(4,747)	(4,748)	(4,583)	(4,743)	(4,592)	(28,008)	424	388	339	-	375	838	2,364	(25,644)	18
19	Rate WP	(4,851)	(4,805)	(4,719)	(4,322)	(4,137)	(4,635)	(27,469)	1,658	1,403	1,173	747	1,375	1,825	8,181	(19,288)	19
20	Rate SL	(348)	(348)	(348)	(348)	(348)	(348)	(2,088)	(455)	(452)	(453)	(92)	(304)	(557)	(2,313)	(4,401)	20
21	Rate MHLS	(82)	(82)	(93)	(98)	(107)	(122)	(584)	(55)	(46)	(42)	(10)	(33)	(27)	(213)	(797)	21
22	Rate MOLS and UOLS	(568)	(570)	(571)	(568)	(565)	(565)	(3,407)	269	246	258	174	322	327	1,596	(1,811)	22
23	Rates TS, FS and MS	(481)	(480)	(487)	(489)	(496)	(216)	(2,649)	378	61	(91)	(22)	(67)	(131)	128	(2,521)	23
24	Total	(414,990)	(422,515)	(421,295)	(345,600)	(328,480)	(388,104)	(2,320,984)	459,626	438,629	408,436	192,378	368,808	551,170	2,419,047	98,063	24
	Under (Over) Collected																
25	Rate RS	20,319	22,578	21,505	(32,150)	(36,070)	(345,418)	(349,236)	(44,745)	(34,590)	(2,336)	18,823	30,700	(5,828)	(37,976)	(387,212)	25
26	Rate CS	1,624	1,738	1,844	(540)	(1,573)	(22,006)	(18,913)	(3,765)	(1,858)	404	4,051	851	(44,586)	(44,903)	(63,816)	26
27	Rate LLF	23,432	27,623	31,533	9,084	(3,258)	(336,977)	(248,563)	(8,044)	4,820	962	44,126	5,715	(34,375)	13,204	(235,359)	27
28	Rate HLF	305	1,148	(2,949)	414	591	7,574	7,083	7,672	23,200	10,105	144,712	(1,113)	(20,864)	163,712	170,795	28
29	Customer L	(545)	(534)	(534)	(546)	(536)	(2,336)	(5,031)	171	(19,905)	(7,692)	5,403	5,403	(34,547)	(51,167)	(56,198)	29
30	Customer O	(62)	90	91	(74)	86	(9,384)	(9,253)	(59)	(23)	25	365	(10)	(474)	(176)	(9,429)	30
31	Rate WP	475	429	343	(54)	(239)	(8,492)	(7,538)	(241)	13	244	669	42	(409)	318	(7,220)	31
32	Rate SL	(12)	(12)	(12)	(12)	(12)	(726)	(786)	(7)	(10)	(8)	(370)	(158)	96	(457)	(1,243)	32
33	Rate MHLS	(23)	(23)	(12)	(7)	2	(194)	(257)	12	3	(1)	(33)	(10)	(16)	(45)	(302)	33
34	Rate MOLS and UOLS	(95)	(93)	(92)	(95)	(98)	(1,430)	(1,903)	87	110	98	182	34	28	539	(1,364)	34
35	Rates TS, FS and MS	(20)	(21)	(14)	(12)	(5)	(1,282)	(1,354)	(511)	(193)	(41)	(110)	(65)	(1)	(921)	(2,275)	35
36	Total	45,398	52,923	51,703	(23,992)	(41,112)	(720,671)	(635,751)	(49,430)	(28,433)	1,760	217,818	41,389	(140,976)	42,128	(593,623)	36

1/ RTO 56 rates were not approved for biling until March 2021 and only remained in place for 10 months before RTO 57 rates became effective January 2022. The December 2021 amounts shown in column (F) reflect inclusion of the additional two months such that the full revenue requirement amount or 2021 is included in the approved section.

DUKE ENERGY INDIANA, LLC

Comparison of the Effect of a Change in the Regional Transmission Operator ("RTO") Non-Fuel Cost and Revenue Adjustment (Rider No. 68) on the Bill of a Typical Residential Customer Using 1,000 kWh

Line No.	Description	RTO Non-Fuel Cost and Revenue Adjustment Factor Rider No. 68	Base Bill For Typical Residential Customer (1)	All Other Riders Excluding Rider No. 68 (2)	Total Bill for Typical Residential Customer Excluding Rider No. 68	RTO Non-Fuel Cost and Revenue Adjustment Amount for Rider No. 68 for 1,000 kWh's	Total Bill Including RTO Non-Fuel Cost and Revenue Adjustment Amount Rider No. 68	Increase/ (Decrease) In Total Bill From Current Factor (3)	% Increase/ (Decrease) In Total Bill From Current Factor	Line No.
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	
1	Proposed Factor	$ 0.000174	$ 130.99	$ 31.45	$ 162.44	$ 0.17	$ 162.61	$ -	0.00%	1
2	Current Approved Factor	$ 0.000172	$ 130.99	$ 31.45	$ 162.44	$ 0.17	$ 162.61	NA	NA	2

(1) Reflects base rates approved in the Company's Compliance filing in Cause No. 45253, effective July 30, 2020.
(2) Reflects Rider No. 68 rates in effect as of the date of this filing.
(3) Line 1, column G equals line 1, column F less line 2, column F.

DUKE ENERGY INDIANA, LLC

COMPANY-OWNED SCHEDULE 26 PROJECT STATUS AND ESTIMATE OF ALLOCATED SCHEDULE 26 COSTS
CAUSE NO. 42736 - RTO 58

Line No.	Project Type	Location	Description	MISO Approval Status	MTEP Project ID	Expected Construction Schedule Start	Finish	In-Service	Estimated Total Project Costs Original	Revised	Date Revised	Actual Costs	Percentage of Completion	Line No.
1	RECB 1 - Baseline Reliability Project	Lafayette SE to Concord	138 KV Reconductor with 954 ACSR (4.3 miles)	Approved - MTEP 07	852	2/5/08	4/24/09	4/30/09	$ 2,000,000	-	-	$ 1,257,394.14	100.00%	1
2	RECB 1 - Baseline Reliability Project	Concord to Crawfordsville	138 KV Reconductor with 954 ACSR (17.36 miles)	Approved - MTEP 07	852	5/15/08	5/15/13	6/1/13	$ 8,200,000	8,920,355	Apr-13	$ 7,174,167.73	100.00%	2
3	RECB 1 - Generator Interconnection Project	Knox County	IGCC 345 KV Switching Station [1]	Approved - MTEP 07	1263	4/14/08	4/20/10	6/1/10	$ 9,198,424	11,857,496	Jan-10	$ 11,983,364.56	100.00%	3
4	RECB 1 - Generator Interconnection Project	Knox County	IGCC 34528 Line Termination [1]	Approved - MTEP 07	1263	5/6/08	3/8/10	6/1/10	$ 168,576	192,757	Dec-09	$ 145,205.77	100.00%	4
5	RECB 1 - Baseline Reliability Project	Vigo County	Add a 3rd 345/138 kv transformer at Dresser Sub	Approved - MTEP 10	2050	12/22/09	12/31/2011	12/31/2011	$ 12,700,000	$13,443,888	Jun-11	$ 13,833,026.42	100.00%	5

Based on the MISO-approved MTEP06 through MTEP 21 the Midcontinent ISO currently estimates that Duke Energy Indiana's share of allocated project costs through 2036 is an average of approximately $11.0 million annually.

[1] In accordance with the Commission's Order dated November 20, 2007 in Cause Nos. 43114 and 43114-S1, page 59, Duke Energy Indiana will seek reimbursement of these costs under the Midcontinent ISO's RECB process.

DUKE ENERGY INDIANA, LLC

COMPANY-OWNED SCHEDULE 26-A PROJECT STATUS AND ESTIMATE OF ALLOCATED SCHEDULE 26-A COSTS
CAUSE NO. 42736 - RTO 58

Line No.	Project Type	MTEP Project ID	Facility ID #	Description	MISO Approval Status	Expected Construction Schedule Start	Finish	In-Service	Actual Costs	Percentage of Completion	Line No.
1	MVP - Multi-Value Project	2237	8313	Sugar Creek 345kV Transmission Line	Approved - MTEP 11	12/2/16	12/14/20	12/14/20	$ 7,786,154.71	100.00%	1
2	MVP - Multi-Value Project	2237	8313	Sugar Creek 345kV Transmission Line	Approved - MTEP 11	12/2/16	6/28/19	6/28/19	$ 5,566,614.39	100.00%	2
3	MVP - Multi-Value Project	2237	8313	Sugar Creek 345kV Transmission Line	Approved - MTEP 11	12/2/16	11/30/18	10/1/18	$ 360,234.25	100.00%	3
4	MVP - Multi-Value Project	2237	8313	Sugar Creek 345kV Transmission Line	Approved - MTEP 11	1/14/17	1/29/21	11/30/20	$ 152,023.38	100.00%	4
5	MVP - Multi-Value Project	2202	7286	Wabash 6986 ckt Reconductor	Approved - MTEP 11	2/17/17	7/31/18	6/1/18	$ 4,715.41	100.00%	5
6	MVP - Multi-Value Project	2202	7286	Wabash 6986 ckt Reconductor	Approved - MTEP 11	2/17/17	7/2/18	7/2/18	$ 1,744,593.87	100.00%	6
7	MVP - Multi-Value Project	2202	7287	Kokomo Delco to Greentown 138 kV Uprate	Approved - MTEP 11	11/02/17	8/7/2018	6/8/2018	$ 403,470.97	100.00%	7

Based on the MISO-approved MTEP06 through MTEP 21 the Midcontinent ISO currently estimates that Duke Energy Indiana's share of allocated project costs through 2042 is an average of approximately $43.6 million annually.

DUKE ENERGY INDIANA, LLC

COMPONENTS OF REVENUE CONVERSION FACTOR

Components of Revenue Conversion Factor:	Statutory	Effective Rate
Uncollectible Accounts Expense	0.280%	0.280%
Public Utility Fee	0.116%	0.116%
State Income Tax	4.900%	-
Federal Income Tax	21.000%	-
Subtotal Effective Rate		0.396%
Complement (1 - Effective Rate)		99.604%
Revenue Conversion Factor (1 ÷ Complement)		1.00398

CORRECTED PETITIONER'S EXHIBIT 1-D (AJB)
CAUSE NO. 42736 RTO-56
PAGE 1 OF 1

DUKE ENERGY INDIANA, LLC

RECONCILIATION OF AMOUNTS PROJECTED FOR REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND TRANSMISSION REVENUES
VERSUS ACTUAL AMOUNTS INCURRED FOR THE JULY 2018 THROUGH JUNE 2020 PERIOD

RTO 54 1/

Line No.	Description	July 2018 (A)	August 2018 (B)	September 2018 (C)	October 2018 (D)	November 2018 (E)	December 2018 (F)	Sub-Total (G) Sum (A) to (F)
	Actual RTO Non-Fuel Costs & Transmission Revenues							
	Non-Fuel Costs							
1	Schedule 10 FERC	214,862	214,787	216,387	209,955	189,736	170,506	1,216,233
2	Schedule 10	381,784	488,257	373,483	463,036	534,575	330,051	2,571,186
3	Schedule 16	12,587	11,206	9,042	8,333	4,862	9,051	55,081
4	Schedule 17	433,565	342,199	518,079	601,321	651,291	458,840	3,005,296
5	Real Time Miscellaneous	153,140	51,853	218,093	2,037	64,395	158,173	647,691
6	Real Time Revenue Neutrality Uplift Amount	(551)	36,548	(257,808)	552,345	292,171	361,920	984,625
7	Real Time MVP Distribution Amount	(6,927)	(6,369)	(6,413)	(2,190)	(2,197)	(1,905)	(26,002)
8	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	699,416	700,696	716,679	695,752	628,657	568,160	4,009,360
9	Schedule 26 A - Multi-Value Projects	3,183,809	3,192,016	3,069,251	3,166,055	2,854,994	2,808,525	18,274,650
10	Schedule 26 C	-	-	-	-	-	-	-
11	Schedule 26 D	-	-	-	-	-	-	-
12	Schedule 49	-	-	-	-	-	-	-
13	PJM Madison Non-Fuel	-	-	-	-	-	-	-
14	Total RTO Non-Fuel Costs	5,071,687	5,031,193	4,856,793	5,696,643	5,218,484	4,863,321	30,738,121
15	*Transmission Revenues*	(242,083)	(262,387)	(120,220)	(342,831)	(240,343)	(240,658)	(1,448,522)
16	Total Non-Fuel Costs & Transmission Revenue	4,829,604	4,768,806	4,736,573	5,353,812	4,978,141	4,622,663	29,289,599
17	Less: Amount In Base Rates	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(2,315,500)
18	Net Total Actual	5,215,521	5,154,723	5,122,489	5,739,729	5,364,058	5,008,579	31,605,099
	Projected RTO Non-Fuel Costs & Transmission Revenues							
	Non-Fuel Costs							
19	Schedule 10 FERC	-	-	-	-	-	-	-
20	Schedule 10	-	-	-	-	-	-	-
21	Schedule 16	-	-	-	-	-	-	-
22	Schedule 17	-	-	-	-	-	-	-
23	Real Time Miscellaneous	-	-	-	-	-	-	-
24	Real Time Revenue Neutrality Uplift Amount	-	-	-	-	-	-	-
25	Real Time MVP Distribution Amount	-	-	-	-	-	-	-
26	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	-	-	-	-	-	-	-
27	Schedule 26 A - Multi-Value Projects	-	-	-	-	-	-	-
28	Schedule 26 C	-	-	-	-	-	-	-
29	Schedule 26 D	-	-	-	-	-	-	-
30	Schedule 49	-	-	-	-	-	-	-
31	PJM Madison Non-Fuel	-	-	-	-	-	-	-
32	Total RTO Non-Fuel Costs	-	-	-	-	-	-	-
33	*Transmission Revenues*	-	-	-	-	-	-	-
34	Total Non-Fuel Costs & Transmission Revenue	-	-	-	-	-	-	-
35	Less: Amount In Base Rates	-	-	-	-	-	-	-
36	Net Total Actual	-	-	-	-	-	-	-
	Under (Over) Collected							
	Non-Fuel Costs							
37	Schedule 10 FERC	214,862	214,787	216,387	209,955	189,736	170,506	1,216,233
38	Schedule 10	381,784	488,257	373,483	463,036	534,575	330,051	2,571,186
39	Schedule 16	12,587	11,206	9,042	8,333	4,862	9,051	55,081
40	Schedule 17	433,565	342,199	518,079	601,321	651,291	458,840	3,005,296
41	Real Time Miscellaneous	153,140	51,853	218,093	2,037	64,395	158,173	647,691
42	Real Time Revenue Neutrality Uplift Amount	(551)	36,548	(257,808)	552,345	292,171	361,920	984,625
43	Real Time MVP Distribution Amount	(6,927)	(6,369)	(6,413)	(2,190)	(2,197)	(1,905)	(26,002)
44	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	699,416	700,696	716,679	695,752	628,657	568,160	4,009,360
45	Schedule 26 A - Multi-Value Projects	3,183,809	3,192,016	3,069,251	3,166,055	2,854,994	2,808,525	18,274,650
46	Schedule 26 C	-	-	-	-	-	-	-
47	Schedule 26 D	-	-	-	-	-	-	-
48	Schedule 49	-	-	-	-	-	-	-
49	PJM Madison Non-Fuel	-	-	-	-	-	-	-
50	Total RTO Non-Fuel Costs	5,071,687	5,031,193	4,856,793	5,696,643	5,218,484	4,863,321	30,738,121
51	*Transmission Revenues*	(242,083)	(262,387)	(120,220)	(342,831)	(240,343)	(240,658)	(1,448,522)
52	Total Non-Fuel Costs & Transmission Revenue	4,829,604	4,768,806	4,736,573	5,353,812	4,978,141	4,622,663	29,289,599
53	Less: Amount In Base Rates	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(2,315,500)
54	Net Total Actual	5,215,521	5,154,723	5,122,489	5,739,729	5,364,058	5,008,579	31,605,099
55	Revenue Conversion Factor							
56	Amount to be Collected (Credited) Through Rider							

RTO 55 2/

Line No.	Description	January 2019 (H)	February 2019 (I)	March 2019 (J)	April 2019 (K)	May 2019 (L)	June 2019 (M)	July 2019 (N)	August 2019 (O)	September 2019 (P)	October 2019 (Q)	November 2019 (R)	December 2019 (S)	Sub-total (T) Sum (H) to (S)
1	Schedule 10 FERC	181,589	213,525	164,086	194,825	154,988	184,801	183,324	211,009	190,385	187,658	183,797	162,733	2,212,720
2	Schedule 10	536,549	555,903	446,029	592,489	706,873	323,707	447,221	149,431	485,704	615,844	529,725	382,150	5,771,626
3	Schedule 16	16,359	4,360	13,944	21,934	13,737	19,710	12,651	4,922	12,810	10,008	9,430	12,403	152,266
4	Schedule 17	283,142	410,529	491,745	439,500	395,512	454,682	492,495	231,008	340,381	389,595	454,538	452,318	4,835,444
5	Real Time Miscellaneous	69,269	202,686	(124)	100,677	103,240	(70,571)	209,092	-	213,090	(4,776)	73,805	220,934	1,117,323
6	Real Time Revenue Neutrality Uplift Amount	229,962	1,015,480	259,596	131,814	560,953	(155,777)	372,640	205,561	116,710	242,955	(48,439)	385,190	3,316,645
7	Real Time MVP Distribution Amount	(40,334)	(38,569)	(38,527)	(16,063)	(15,927)	(15,436)	(5,770)	(5,775)	(5,578)	(1,266)	(1,249)	(1,199)	(185,693)
8	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	594,827	693,164	532,789	630,531	500,231	599,253	549,442	627,820	620,229	590,855	590,768	513,053	7,042,961
9	Schedule 26 A - Multi-Value Projects	2,679,586	3,829,024	3,241,540	3,293,535	2,957,675	3,265,052	3,612,666	3,797,286	3,755,225	3,398,036	2,994,496	3,064,110	39,888,230
10	Schedule 26 C	-	-	-	-	-	-	-	-	-	-	-	-	-
11	Schedule 26 D	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Schedule 49	-	-	-	-	-	-	-	-	-	-	-	-	-
13	PJM Madison Non-Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
14	Total RTO Non-Fuel Costs	4,550,949	6,886,101	5,111,078	5,389,240	5,377,283	4,605,422	5,873,761	5,221,261	5,728,956	5,428,909	4,786,870	5,191,691	64,151,522
15	*Transmission Revenues*	(244,700)	(223,481)	(247,917)	(235,673)	(385,441)	(402,077)	(370,781)	(414,084)	(110,845)	(437,778)	(379,215)	(382,163)	(3,834,155)
16	Total Non-Fuel Costs & Transmission Revenue	4,306,249	6,662,620	4,863,161	5,153,567	4,991,842	4,203,345	5,502,980	4,807,177	5,618,111	4,991,131	4,407,655	4,809,528	60,317,367
17	Less: Amount In Base Rates	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(4,631,000)
18	Net Total Actual	4,692,166	7,048,537	5,249,077	5,539,484	5,377,759	4,589,261	5,888,897	5,193,094	6,004,027	5,377,048	4,793,572	5,195,444	64,948,367
19	Schedule 10 FERC	185,833	185,834	185,833	185,834	185,833	185,834	185,833	185,834	185,833	185,833	185,833	185,833	2,230,000
20	Schedule 10	452,250	452,250	452,250	452,250	452,250	452,250	452,250	452,250	452,250	452,250	452,250	452,250	5,427,000
21	Schedule 16	12,250	12,250	12,250	12,250	12,250	12,250	12,250	12,250	12,250	12,250	12,250	12,250	147,000
22	Schedule 17	397,000	397,000	397,000	397,000	397,000	397,000	397,000	397,000	397,000	397,000	397,000	397,000	4,764,000
23	Real Time Miscellaneous	84,917	84,916	84,917	84,917	84,916	84,917	84,917	84,916	84,917	84,917	84,916	84,917	1,019,000
24	Real Time Revenue Neutrality Uplift Amount	331,167	331,167	331,166	331,167	331,167	331,166	331,167	331,167	331,166	331,167	331,167	331,166	3,974,000
25	Real Time MVP Distribution Amount	(14,333)	(14,334)	(14,333)	(14,334)	(14,333)	(14,334)	(14,333)	(14,334)	(14,333)	(14,333)	(14,333)	(14,333)	(172,000)
26	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	8,400,000
27	Schedule 26 A - Multi-Value Projects	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	47,400,000
28	Schedule 26 C	-	-	-	-	-	-	-	-	-	-	-	-	-
29	Schedule 26 D	-	-	-	-	-	-	-	-	-	-	-	-	-
30	Schedule 49	-	-	-	-	-	-	-	-	-	-	-	-	-
31	PJM Madison Non-Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
32	Total RTO Non-Fuel Costs	6,099,084	6,099,083	6,099,083	6,099,084	6,099,083	6,099,083	6,099,084	6,099,083	6,099,083	6,099,084	6,099,083	6,099,083	73,189,000
33	*Transmission Revenues*	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(3,120,000)
34	Total Non-Fuel Costs & Transmission Revenue	5,839,084	5,839,083	5,839,083	5,839,084	5,839,083	5,839,083	5,839,084	5,839,083	5,839,083	5,839,084	5,839,083	5,839,083	70,069,000
35	Less: Amount In Base Rates	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(4,631,000)
36	Net Total Actual	6,225,001	6,225,000	6,224,999	6,225,001	6,225,000	6,224,999	6,225,001	6,225,000	6,224,999	6,225,001	6,225,000	6,224,999	74,700,000
37	Schedule 10 FERC	(4,244)	27,691	(21,747)	8,991	(30,845)	(1,033)	(2,509)	25,175	4,552	1,825	(2,036)	(23,100)	(17,280)
38	Schedule 10	84,299	103,653	(6,221)	140,239	254,623	(128,543)	(5,029)	(302,819)	33,454	163,594	77,475	(70,100)	344,626
39	Schedule 16	4,109	(7,890)	1,694	9,684	1,487	7,460	401	(7,328)	560	(2,242)	(2,820)	153	5,266
40	Schedule 17	(113,858)	13,529	94,745	42,500	(1,488)	57,682	95,495	(165,992)	(56,619)	(7,405)	57,538	55,318	71,444
41	Real Time Miscellaneous	(15,648)	117,770	(85,041)	15,760	18,324	(155,488)	124,175	(84,916)	128,173	(89,693)	(11,111)	136,017	98,323
42	Real Time Revenue Neutrality Uplift Amount	(101,205)	684,313	(71,570)	(199,353)	229,786	(486,943)	41,473	(125,606)	(214,456)	(88,212)	(379,606)	54,024	(657,355)
43	Real Time MVP Distribution Amount	(26,001)	(24,235)	(24,194)	(1,729)	(1,594)	(1,102)	8,563	8,559	8,755	13,067	13,084	13,134	(13,693)
44	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	(105,173)	(6,836)	(167,211)	(69,469)	(199,769)	(100,747)	(150,558)	(72,180)	(79,771)	(109,145)	(109,232)	(186,947)	(1,357,039)
45	Schedule 26 A - Multi-Value Projects	(1,270,414)	(120,976)	(708,460)	(656,465)	(992,325)	(684,948)	(337,334)	(152,714)	(194,775)	(551,964)	(955,504)	(885,890)	(7,511,770)
46	Schedule 26 C	-	-	-	-	-	-	-	-	-	-	-	-	-
47	Schedule 26 D	-	-	-	-	-	-	-	-	-	-	-	-	-
48	Schedule 49	-	-	-	-	-	-	-	-	-	-	-	-	-
49	PJM Madison Non-Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
50	Total RTO Non-Fuel Costs	(1,548,135)	787,018	(988,005)	(709,844)	(721,800)	(1,493,661)	(225,323)	(877,822)	(370,127)	(670,175)	(1,312,213)	(907,392)	(9,037,478)
51	*Transmission Revenues*	15,300	36,519	12,083	24,327	(125,441)	(142,077)	(110,781)	(154,084)	149,155	(177,778)	(119,215)	(122,163)	(714,155)
52	Total Non-Fuel Costs & Transmission Revenue	(1,532,835)	823,537	(975,922)	(685,517)	(847,241)	(1,635,738)	(336,104)	(1,031,906)	(220,972)	(847,953)	(1,431,428)	(1,029,555)	(9,751,633)
53	Less: Amount In Base Rates	-	-	-	-	-	-	-	-	-	-	-	-	-
54	Net Total Actual	(1,532,835)	823,537	(975,922)	(685,517)	(847,241)	(1,635,738)	(336,104)	(1,031,906)	(220,972)	(847,953)	(1,431,428)	(1,029,555)	(9,751,633)
55	Revenue Conversion Factor													
56	Amount to be Collected (Credited) Through Rider													

Exhibit 1-D (AJB) As Filed: columns (AC) and (AD)

Line No.	Description	January 2020 (U)	February 2020 (V)	March 2020 (W)	April 2020 (X)	May 2020 (Y)	June 2020 (Z)	Sub-Total (AA) Sum (U) to (Z)	Total (AB) (G)+(T)+(AA)	Line No.	Total (AC)	Correction (AD) (AB)-(AC)
1	Schedule 10 FERC	172,055	162,358	166,883	146,529	119,219	167,035	934,079	4,363,032	1	4,363,032	-
2	Schedule 10	500,112	237,226	602,757	271,718	943,800	422,662	2,978,275	11,321,086	2	11,321,086	-
3	Schedule 16	16,185	13,734	19,983	16,487	15,051	17,806	99,246	306,593	3	306,593	-
4	Schedule 17	438,013	315,112	299,805	453,427	391,185	429,452	2,326,994	10,167,735	4	10,167,735	-
5	Real Time Miscellaneous	(624)	184,317	69	88,239	(27,106)	135	245,031	2,010,046	5	2,010,046	-
6	Real Time Revenue Neutrality Uplift Amount	192,772	168,997	30,604	298,058	442,741	(52,832)	1,080,340	5,381,610	6	5,381,610	-
7	Real Time MVP Distribution Amount	(34,948)	(34,183)	(35,320)	(5,563)	(5,290)	(5,639)	(120,943)	(332,638)	7	(332,638)	-
8	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	555,955	495,605	506,897	437,544	366,194	269,170	2,631,365	13,683,686	8	13,683,686	-
9	Schedule 26 A - Multi-Value Projects	3,514,031	3,972,341	3,600,396	3,641,059	3,035,350	3,209,983	20,973,161	79,136,041	9	79,136,041	-
10	Schedule 26 C	-	983	988	1,039	1,013	1,040	5,063	5,063	10	5,063	-
11	Schedule 26 D	26	643	647	682	665	684	3,347	3,347	11	3,347	-
12	Schedule 49	-	-	71,191	96,992	111,618	10,721	290,523	290,523	12	290,523	-
13	PJM Madison Non-Fuel	-	-	-	-	-	-	-	-	13	-	-
14	Total RTO Non-Fuel Costs	5,353,577	5,517,134	5,264,902	5,446,210	5,394,440	4,470,217	31,446,479	126,336,122	14	126,336,122	-
15	*Transmission Revenues*	(364,810)	(195,022)	(279,303)	(304,724)	(328,939)	(270,050)	(1,742,848)	(7,025,525)	15	(7,025,525)	-
16	Total Non-Fuel Costs & Transmission Revenue	4,988,767	5,322,112	4,985,599	5,141,486	5,065,501	4,200,167	29,703,631	119,310,597	16	119,310,597	-
17	Less: Amount In Base Rates	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(2,315,500)	(9,262,000)	17	(9,262,000)	-
18	Net Total Actual	5,374,684	5,708,029	5,371,515	5,527,403	5,451,418	4,586,083	32,019,131	128,572,597	18	128,572,597	-
19	Schedule 10 FERC	-	-	-	-	-	-	-	2,230,000	19	2,230,000	-
20	Schedule 10	-	-	-	-	-	-	-	5,427,000	20	5,427,000	-
21	Schedule 16	-	-	-	-	-	-	-	147,000	21	147,000	-
22	Schedule 17	-	-	-	-	-	-	-	4,764,000	22	4,764,000	-
23	Real Time Miscellaneous	-	-	-	-	-	-	-	1,019,000	23	1,019,000	-
24	Real Time Revenue Neutrality Uplift Amount	-	-	-	-	-	-	-	3,974,000	24	3,974,000	-
25	Real Time MVP Distribution Amount	-	-	-	-	-	-	-	(172,000)	25	(172,000)	-
26	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	-	-	-	-	-	-	-	8,400,000	26	8,400,000	-
27	Schedule 26 A - Multi-Value Projects	-	-	-	-	-	-	-	47,400,000	27	47,400,000	-
28	Schedule 26 C	-	-	-	-	-	-	-	-	28	-	-
29	Schedule 26 D	-	-	-	-	-	-	-	-	29	-	-
30	Schedule 49	-	-	-	-	-	-	-	-	30	-	-
31	PJM Madison Non-Fuel	-	-	-	-	-	-	-	-	31	-	-
32	Total RTO Non-Fuel Costs	-	-	-	-	-	-	-	73,189,000	32	73,189,000	-
33	*Transmission Revenues*	-	-	-	-	-	-	-	(3,120,000)	33	(3,120,000)	-
34	Total Non-Fuel Costs & Transmission Revenue	-	-	-	-	-	-	-	70,069,000	34	70,069,000	-
35	Less: Amount In Base Rates	-	-	-	-	-	-	-	(4,631,000)	35	(4,631,000)	-
36	Net Total Actual	-	-	-	-	-	-	-	74,700,000	36	74,700,000	-
37	Schedule 10 FERC	172,055	162,358	166,883	146,529	119,219	167,035	934,079	2,133,032	37	2,133,032	-
38	Schedule 10	500,112	237,226	602,757	271,718	943,800	422,662	2,978,275	5,894,086	38	5,894,086	-
39	Schedule 16	16,185	13,734	19,983	16,487	15,051	17,806	99,246	159,593	39	159,593	-
40	Schedule 17	438,013	315,112	299,805	453,427	391,185	429,452	2,326,994	5,403,735	40	5,403,735	-
41	Real Time Miscellaneous	(624)	184,317	69	88,239	(27,106)	135	245,031	991,046	41	991,046	-
42	Real Time Revenue Neutrality Uplift Amount	192,772	168,997	30,604	298,058	442,741	(52,832)	1,080,340	1,407,610	42	1,407,610	-
43	Real Time MVP Distribution Amount	(34,948)	(34,183)	(35,320)	(5,563)	(5,290)	(5,639)	(120,943)	(160,638)	43	(160,638)	-
44	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	555,955	495,605	506,897	437,544	366,194	269,170	2,631,365	5,283,686	44	5,283,686	-
45	Schedule 26 A - Multi-Value Projects	3,514,031	3,972,341	3,600,396	3,641,059	3,035,350	3,209,983	20,973,161	31,736,041	45	31,736,041	-
46	Schedule 26 C	-	983	988	1,039	1,013	1,040	5,063	5,063	46	5,063	-
47	Schedule 26 D	26	643	647	682	665	684	3,347	3,347	47	3,347	-
48	Schedule 49	-	-	71,191	96,992	111,618	10,721	290,523	290,523	48	290,523	-
49	PJM Madison Non-Fuel	-	-	-	-	-	-	-	-	49	-	-
50	Total RTO Non-Fuel Costs	5,353,577	5,517,134	5,264,902	5,446,210	5,394,440	4,470,217	31,446,479	53,147,122	50	53,147,122	-
51	*Transmission Revenues*	(364,810)	(195,022)	(279,303)	(304,724)	(328,939)	(270,050)	(1,742,848)	(3,905,525)	51	(2,925,864)	(979,661)
52	Total Non-Fuel Costs & Transmission Revenue	4,988,767	5,322,112	4,985,599	5,141,486	5,065,501	4,200,167	29,703,631	49,241,597	52	50,221,258	(979,661)
53	Less: Amount In Base Rates	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(2,315,500)	(4,631,000)	53	(4,631,000)	-
54	Net Total Actual	5,374,684	5,708,029	5,371,515	5,527,403	5,451,418	4,586,083	32,019,131	53,872,597	54	50,221,258	3,651,339
55	Revenue Conversion Factor											1.00398
56	Amount to be Collected (Credited) Through Rider											3,665,871

1/ The Company did not begin projecting RTO Non-Fuel Costs and Transmission Revenues until the RTO 55 proceeding. Therefore there was no projection for the months of July 2018 through December 2018 included in the rates billed in RTO54 that were in place during that period.
2/ The Company's projection in RTO55 was for the calendar year of January 2019 through December 2019. There was no projection included for any months beyond December 2019.

DUKE ENERGY INDIANA, LLC

RECONCILIATION OF CORRECTION RTO 56 PETITIONER'S EXHIBIT 1-D (AJB) FOR MIDCONTINENT ISO MANAGEMENT COSTS AND REVENUE ADJUSTMENT

Line No.	Description	Percentage Share of Retail System Peak Demand Used For Allocation Purposes in IURC Cause No. 42359 1/		Reconciliation of Correction To RTO 56 Petitioner's Exhibit 1-D (AJB)	Line No.
		(A)		(B)	
	Retail Rate Schedules				
1	Rate RS	36.727%	$	1,346,364	1
2	Rates CS and FOC	5.206%		190,845	2
3	Rate LLF	17.897%		656,081	3
4	Rate HLF	38.862%		1,424,631	4
5	Customer L	0.243%		8,908	5
6	Customer D	0.000%			6
7	Customer O	0.442%		16,203	7
8	Rate WP	0.400%		14,663	8
9	Rate SL	0.051%		1,870	9
10	Rate MHLS	0.007%		257	10
11	Rate MOLS and UOLS	0.121%		4,436	11
12	Rate TS, FS and MS	0.044%		1,613	12
13	Total Retail	100.000%	$	3,665,871	13

1/ As adjusted for rate migration between HLF and LLF rate classes.

STANDARD FORMAT FOR DUKE ENERGY INDIANA FILINGS
RIDER NO. 68 – IURC CAUSE NO. 42736-RTO

(1) VERIFIED PETITION

Petitioner's Attachment 1-A – Proposed Duke Energy Indiana Rider No. 68, showing proposed adjustment factors

(2) TESTIMONY OF ART BUESCHER

Attachment 1-A - Proposed Duke Energy Indiana Rider No. 68, showing proposed adjustment factors

Attachment 1-B - Determination of adjustment factors by rate groups for prior applicable period and forecasted period to be applied to current proposed calendar year

Attachment 1-C - Determination of forecasted RTO non-fuel costs and transmission revenues to be recovered or credited through Duke Energy Indiana Rider No. 68

Attachment 1-D - Comparison of projected RTO non-fuel costs and transmission revenues to actual non-fuel costs and transmission revenues incurred during the reconciliation period

Attachment 1-E - Comparison of the actual amount of revenues charged or credited and the amount approved to be charged or credited during the reconciliation period

Attachment 1-F - Comparison of the effect of a proposed change in Duke Energy Indiana Rider No. 68 adjustment factor on the bill of a typical residential customer using 1,000 Kilowatt-hours of electricity

Attachment 1-G - Schedule 26 Project Status and Estimate of Schedule 26 Costs

Attachment 1-H - Schedule 26-A Project Status and Estimate of Schedule 26-A Costs

Attachment 1-I - Components of revenue conversion factor

Attachment 1-J – Corrected RTO 56 Petioner's Exhibit 1-D (AJB)

Attachment 1-K - Allocation of revenue requirement adjustment by retail rate schedule for corrected RTO 56 Petioner's Exhibit 1-D (AJB) for amounts prior to Cause No. 45253

Attachment 1-L - Standard format for Duke Energy Indiana filings.

Attachment 1-M - Standard workpaper listing for Duke Energy Indiana RTO filing.

(3) WORKPAPERS OF ART BUESCHER

Workpaper 1 – Kilowatt-hour sales by rate schedule for the twelve months ending June 2020

Workpaper 2 – KW demands for HLF rate class for the tweleve months ending June 2020

Workpaper 3 - Derivation of Duke Energy Indiana Rider No. 68 revenues charged or credited for the reconciliation months

STANDARD FORMAT FOR DUKE ENERGY INDIANA FILINGS
RIDER NO. 68 – IURC CAUSE NO. 42736-RTO

Workpaper 4 - MISO invoice detailing MISO Schedule 10 FERC and MISO Schedule 10 costs for demand and energy
Workpaper 5 – Derivation of MISO FERC fees and MISO Schedule 10 costs
Workpaper 6 - Restatement of detail provided by MISO for transmission revenues collected under the MISO TEMT, or any successor tariff
Workpaper 7 - Summarized schedule of the MISO transmission revenue schedules
Workpaper 8 - Derivation of Duke Energy Indiana's retail portion of the MISO transmission revenues
Workpaper 9 – Derivation of Duke Energy Indiana's retail portion of PJM charges and credits associated with Madison Generating Station
Workpaper 10 - Calculation of Duke Energy Indiana's retail portion of MISO Administrative Fees, Schedules 16 and 17 cost, as well as, Real-Time Revenue Neutrality Uplift Amount, Real-Time Miscellaneous Amount and Real-Time MVP Distribution Amount
Workpaper 11 - MISO invoice detailing Schedule 26 and Schedule 26A (MVP) charges
Workpaper 12 - Duke Energy Indiana MISO Attachment GG – Calculation of Revenue Requirement for Company-owned Schedule 26 RECB projects
Workpaper 13 - Duke Energy Indiana MISO Attachment MM – Calculation of Revenue Requirement for Company-owned Schedule 26-A MVP projects
Workpaper 14 – Duke Energy Indiana Estimated Bill Impact By Customer Class

(4) TESTIMONY OF BRAD (JAMES) DANIELS

WORKPAPER LISTING DUKE ENERGY INDIANA
RIDER NO. 68 – IURC CAUSE NO. 42736-RTO

Workpaper 1 Kilowatt hour sales by rate schedule listed on Petitioner's Attachment 1-B

Workpaper 2 KW demands for HLF rate class listed on Petitioner's Attachment 1-B

Workpaper 3 Determination of Duke Energy Indiana Rider No. 68 revenues charged or credited for the reconciliation months as listed on Petitioner's Attachment 1-E

Workpaper 4 MISO invoice detailing Schedule 10 FERC and Schedule 10 costs for demand and energy
- **A)** Current month Native Load Schedule 10 FERC costs for demand and energy, plus any adjustments carried to Workpaper 5
- **B)** Current month Native Load Schedule 10 costs for demand and energy, plus any adjustments carried to Workpaper 5

Workpaper 5 Derivation of MISO Schedule 10 FERC Fees and MISO Schedule 10 costs for demand and energy
- **A)** Monthly MISO Schedule 10 FERC fee amounts listed on Petitioner's Attachment 1-C, filed with Duke Energy Indiana's Testimony
- **B)** Monthly MISO Schedule 10 amounts listed on Petitioner's Attachment 1-C, filed with Duke Energy Indiana's Testimony

Workpaper 6 Restatement of detail provided by MISO for transmission revenues collected under the MISO TEMT, or any successor Tariff
- **A)** Schedules of estimated and final MISO transmission revenue amounts collected under the MISO TEMT, or any successor Tariff, which are carried forward to Workpaper 9. Allocation to Operating Company

Workpaper 7 Summarized schedule of the MISO transmission revenue schedules
- **A)** Reconciled monthly revenues added to current month's revenue to derive the amount journalized in account 456850

Workpaper 8 Derivation of Duke Energy Indiana's retail portion of the MISO transmission revenues for the reconciliation period as reported on Petitioner's Attachment 1-E, filed with Duke Energy Indiana's Testimony
- **A)** Total Duke Energy Indiana MISO transmission revenues, less WVPA's and IMPA's revenue portion, multiplied by the retail allocation percent to create the retail portion of MISO transmission revenue. Retail allocation percentage from the IURC Order in Cause No. 45253 is 100.000%. (Amounts attributable to WVPA and IMPA need to be excluded because MISO includes such amounts in MISO's transmission revenues for the Cinergy Control Area/Zone.)

WORKPAPER LISTING DUKE ENERGY INDIANA
RIDER NO. 68 – IURC CAUSE NO. 42736-RTO

Workpaper 9 Derivation of Duke Energy Indiana's retail portion of PJM charges and credits associated with Madison Generating as approved in Cause No. 45253.

Workpaper 10 Calculation of Duke Energy Indiana's retail portion of MISO Administrative Fees for each month of the reconciliation period as billed per Schedules 16 and 17. In addition, the calculation of Duke Energy Indiana's Other MISO Standard Market Design Costs for each month as billed per MISO's Real-Time Revenue Neutrality Uplift Amount, Real-Time Miscellaneous Amount and Real-Time MVP Distribution Amount

A) Total Duke Energy Indiana MISO Administrative Fees and Other Standard Market Design Costs multiplied by the retail allocation percent to calculate the retail portion of MISO charges. Retail allocation percentage from the IURC Order in Cause No. 45253 is 100.000%.

Workpaper 11 MISO invoice detailing Schedule 26, Schedule 26A, Schedule 26C, Schedule 26D and Schedule 26-E charges

Workpaper 12 Duke Energy Indiana MISO Attachment GG – Calculation or Revenue Requirement for Company-owned Schedule 26 RECB projects

Workpaper 13 Duke Energy Indiana MISO Attachment MM – Calculation of Revenue Requirement for Company-owned Schedule 26-A MVP projects

Workpaper 14 Duke Energy Indiana Estimated Bill Impact By Customer Class

VERIFICATION

I hereby verify under the penalties of perjury that the foregoing representations are true to the best of my knowledge, information and belief.

Signed: Art J Buescher III

Art J. Buescher III

Dated: 8-31-2022

DUKE ENERGY INDIANA, LLC
1000 E. Main Street
Plainfield, IN 46168

IURC No. 15
Fourth Revised Sheet No.68
Cancels and Supersedes
Third Revised Sheet No. 68

STANDARD CONTRACT RIDER NO. 68 - REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUE ADJUSTMENT

The applicable charges for electric service to the Company's retail electric customers shall be increased or decreased for operation and maintenance expense treatment of RTO Non-Fuel Costs and Revenues. The revenue adjustment to the applicable charges for electric service will be determined under the following provision:

Calculation of Adjustment

A. The RTO Non-Fuel Costs and Revenue Adjustment by Rate Group shall be determined by multiplying the RTO Non-Fuel Costs and Revenue Adjustment Factor, as determined to the nearest 0.001 mill ($0.000001) per kilowatt-hour in accordance with the following formula, by the monthly billed kilowatt-hours for the applicable billing cycle months in the case of customers receiving metered service and by the estimated monthly kilowatt-hours used for rate determination in the case of customers receiving unmetered service. RTO Non-Fuel Costs and Revenue Adjustment Factor Per Rate Group =

$$\frac{(NFC - (a - b)\ c)\ d}{s}$$

where:

1. "NFC" is the net Non-Fuel Costs and Credits forecasted to be billed Duke Energy Indiana, LLC, or a designee of Duke for mandated participation in regional transmission organizations under the Open Access Transmission and Energy Markets Tariff for the MISO ("MISO TEMT") or any successor Tariff, including applicable PJM non-fuel charges and credits related to the operation of Duke Energy Indiana's Madison Generating Station.

2. "a" is the annual level of forecasted RTO Non-Fuel Costs included in the determination of basic charges for service in Cause No. 45253 ($59,998,000).

3. "b" is the annual level of forecasted RTO transmission revenues included in the determination of basic charges for service in Cause No. 45253 ($23,540,000).

4. "c" is the individual retail rate group's allocated share of the Company's retail peak demand developed for cost of service purposes in Cause No. 45253 expressed as a percentage of the Company's total retail peak demand.

5. "d" is the revenue conversion factor used to convert the applicable charges to operating revenues.

6. "s" is the individual retail rate group's reported kilowatt-hour sales for the twelve-month period from July through June as a proxy for the relevant billing cycle months for all retail rate groups other than retail customers served under Rate HLF. The revenue adjustment for retail customers served under Rate HLF shall be based on demands within the Rate HLF customer group such that "s" shall be the sum of kilowatts billed for the applicable twelve-month period.

7. The RTO Non-Fuel Costs and Revenue Adjustment Factor per Rate Group shall be further modified to reflect the difference between the incremental base monthly fees actually charged or credited to the retail electric customers and the incremental base monthly fees to be charged or credited to the retail electric customers during billing cycle months, as determined above.

Duke Energy Indiana, LLC
1000 East Main Street
Plainfield, Indiana 46168

STANDARD CONTRACT RIDER NO. 68 -
REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUE ADJUSTMENT
APPLICABLE TO RETAIL RATE GROUPS

ALLOCATED SHARE OF SYSTEM PEAK DEMAND FOR RETAIL CUSTOMERS
BY RATE GROUP EXPRESSED AS A PERCENTAGE OF THE COMPANY'S
TOTAL RETAIL SYSTEM PEAK DEMAND AS DEVELOPED FOR COST OF
SERVICE PURPOSES IN CAUSE NO. 45253

Line No.	Rate Groups	KW Share of System Peak (4CP) Per Cause No. 45253 (A)	Percent Share Of System Peak (B)	Line No.
1	Rate RS	2,102,591	42.114%	1
2	Rates CS and FOC	258,053	5.169%	2
3	Rate LLF	1,034,546	20.722%	3
4	Rate HLF	1,536,449	30.774%	4
5	Customer L	14,800	0.296%	5
6	Customer O	18,584	0.372%	6
7	Rate WP	20,717	0.415%	7
8	Rate SL	79	0.002%	8
9	Rate MHLS	15	0.000%	9
10	Rates MOLS and UOLS	5,633	0.113%	10
11	Rates TS, FS and MS	1,141	0.023%	11
12	TOTAL RETAIL	4,992,608	100.000%	12

Issued: Pending

Effective:

Duke Energy Indiana, LLC
1000 East Main Street
Plainfield, Indiana 46168

IURC No. 15
Fourth Revised Sheet No. 68
Cancels and Supersedes
Third Revised Sheet No. 68

STANDARD CONTRACT RIDER NO. 68 - REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUE ADJUSTMENT APPLICABLE TO RETAIL RATE GROUPS

Line No.	Retail Rate Group	RTO Non-Fuel Cost and Revenue Adjustment Factor Per KWH (A)	RTO Non-Fuel Cost and Revenue Adjustment Factor Per Non-Coincident KW (B)	Line No.
1	Rate RS	$0.000174		1
2	Rates CS and FOC	0.000173		2
3	Rate LLF	0.000145		3
4	Rate HLF		$0.115848	4
5	Customer L	(0.000576)		5
6	Customer O	0.000080		6
7	Rate WP	0.000090		7
8	Rate SL	0.000020		8
9	Rate MHLS	(0.000009)		9
10	Rates MOLS and UOLS	0.000050		10
11	Rates TS, FS and MS	(0.000049)		11

Issued: Pending

Effective:

DUKE ENERGY INDIANA, LLC

DETERMINATION OF THE REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COST AND REVENUE ADJUSTMENT FACTORS BY RATE GROUP
TO BE APPLIED TO CUSTOMER BILLS OVER A TWELVE MONTH PERIOD

Line No.	Retail Rate Group Description	Allocated Percentage Share of Retail Peak Demands for the Company's Retail Electric Customers Approved in IURC Cause No. 45253	Projected RTO Non-Fuel Costs and Revenues By Rate Group for Calendar Year 2023 to be Collected through Standard Contract Rider No. 68 _1/	Reconciliation of Amounts Projected for RTO Non-Fuel Costs and Revenues vs. Actual Amounts Incurred for the July 2021 through June 2022 Period	Reconciliation of RTO Non-Fuel Costs and Revenues Approved for Recovery vs. Actual RTO Revenues Collected for the July 2021 through June 2022 Period	Prior Period Correction of Petitioner's Exhibit 1-D from RTO 56 _2/	Total	Actual Kilowatt-Hour Sales For The Twelve Months Ended June 30, 2022	RTO Non-Fuel Costs and Revenue Adjustment Factors Per Kilowatt-Hour By Rate Group	Actual Sum of Monthly Non-Coincident Peak Demands for the Twelve Months Ended June 30, 2022	RTO Non-Fuel Costs and Revenue Adjustment Factors Per Non-Coincident Peak Demands	Line No.
		(A)	(B)	(C)	(D)	(E)	(F) (B)+(C)+(D)+(E)	(F)	(G)	(H)	(I)	
1	Rate RS	42.114%	$ 1,470,555	$ (807,324)	$ (387,212)	$ 1,346,364	$ 1,622,383	9,305,147,446	$0.000174			1
2	Rates CS	5.169%	180,493	(99,089)	(63,816)	190,845	208,433	1,208,001,418	$0.000173			2
3	Rate LLF	20.722%	723,579	(397,240)	(235,359)	656,081	747,061	5,136,618,615	$0.000145			3
4	Rate HLF	30.774%	1,074,579	(589,936)	170,795	1,424,631	2,080,069	8,973,396,340		17,955,171	$0.115848	4
5	Customer L	0.296%	10,336	(5,674)	(56,198)	8,908	(42,628)	74,059,188	($0.000576)			5
6	Customer O	0.372%	12,990	(7,131)	(9,429)	16,203	12,633	157,644,670	$0.000080			6
7	Rate WP	0.415%	14,491	(7,956)	(7,220)	14,663	13,978	155,885,461	$0.000090			7
8	Rate SL	0.002%	70	(38)	(1,243)	1,870	659	33,586,905	$0.000020			8
9	Rate MHLS	0.000%	-	-	(302)	257	(45)	4,798,654	($0.000009)			9
10	Rates MOLS and UOLS	0.113%	3,946	(2,166)	(1,364)	4,436	4,852	97,047,564	$0.000050			10
11	Rates TS, FS and MS	0.023%	803	(441)	(2,275)	1,613	(300)	6,060,931	($0.000049)			11
12	**TOTAL RETAIL**	100.000%	$ 3,491,842	$ (1,916,995)	$ (593,623)	$ 3,665,871	$ 4,647,095	25,152,247,190				12

_1/ The retail allocation percentages in Column (A) were used to calculate the amounts per Retail Rate Group for the projection of non-fuel costs and transmission revenues shown on Line 12 in Column (B) and Column (C).
_2/ This amount represents a correction to Petitioner's Exhibit 1-D (AJB) filed in the RTO56 proceeding. A formula error in calculating the total reconciliation of actual RTO costs to the forecasted RTO costs resulted in an under-statement of the reconciliation used to calculate the revenue requirement amount. See Attachment 1-J (AJB) (Col AD, row 56) filed in the current proceeding for a corrected version of the exhibit from RTO56 and support the applicable change of $3,665,871 included above. The retail allocation percentages from Cause No. 42359 were used to calculate the amounts per Retail Rate Group shown in Column (E) (see Attachment 1-K (AJB) for allocation detail).

DUKE ENERGY INDIANA, LLC

DETERMINATION OF THE FORECASTED REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUES TO BE RECOVERED OR CREDITED THROUGH RIDER 68 FOR THE TWELVE MONTHS ENDED DECEMBER 2023

Line No.	Description	January 2023 (A)	February 2023 (B)	March 2023 (C)	April 2023 (D)	May 2023 (E)	June 2023 (F)	July 2023 (G)	August 2023 (H)	September 2023 (I)	October 2023 (J)	November 2023 (K)	December 2023 (L)	Total (M) SUM (A) - (L)	Line No.
	Forecasted RTO Non-Fuel Costs & Transmission Revenues														
	Non-Fuel Costs														
1	Schedule 10 FERC	216,666	216,667	216,667	216,666	216,667	216,667	216,666	216,667	216,667	216,666	216,667	216,667	2,600,000	1
2	Schedule 10	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	6,000,000	2
3	Schedule 16	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	150,000	3
4	Schedule 17	391,666	391,667	391,667	391,666	391,667	391,667	391,666	391,667	391,667	391,666	391,667	391,667	4,700,000	4
5	Real Time Miscellaneous	83,333	83,333	83,334	83,333	83,333	83,334	83,333	83,333	83,334	83,333	83,333	83,334	1,000,000	5
6	Real Time Revenue Neutrality Uplift Amount	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	9,000,000	6
7	Real Time MVP Distribution Amount	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(150,000)	7
8	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	833,333	833,333	833,334	833,333	833,333	833,334	833,333	833,333	833,334	833,333	833,333	833,334	10,000,000	8
9	Schedule 26 A - Multi-Value Projects	3,708,333	3,708,333	3,708,334	3,708,333	3,708,333	3,708,334	3,708,333	3,708,333	3,708,334	3,708,333	3,708,333	3,708,334	44,500,000	9
10	Schedule 26 C	1,666	1,667	1,667	1,666	1,667	1,667	1,666	1,667	1,667	1,666	1,667	1,667	20,000	10
11	Schedule 26 D	833	833	834	833	833	834	833	833	834	833	833	834	10,000	11
12	Schedule 26 E	500	500	500	500	500	500	500	500	500	500	500	500	6,000	12
13	Schedule 49	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	600,000	13
14	PJM Madison Non-Fuel	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	1,500,000	14
15	Total RTO Non-Fuel Costs	6,661,330	6,661,333	6,661,337	6,661,330	6,661,333	6,661,337	6,661,330	6,661,333	6,661,337	6,661,330	6,661,333	6,661,337	79,936,000	15
16	*Transmission Revenues*	(3,333,333)	(3,333,333)	(3,333,334)	(3,333,333)	(3,333,333)	(3,333,334)	(3,333,333)	(3,333,333)	(3,333,334)	(3,333,333)	(3,333,333)	(3,333,334)	(40,000,000)	16
17	Total Non-Fuel Costs & Transmission Revenues	3,327,997	3,328,000	3,328,003	3,327,997	3,328,000	3,328,003	3,327,997	3,328,000	3,328,003	3,327,997	3,328,000	3,328,003	39,936,000	17
	Amounts Included in Base Rates														
	Non-Fuel Costs														
18	Schedule 10 FERC	211,583	211,583	211,584	211,583	211,583	211,584	211,583	211,583	211,584	211,583	211,583	211,584	2,539,000	18
19	Schedule 10	482,417	482,417	482,416	482,417	482,417	482,416	482,417	482,417	482,416	482,417	482,417	482,416	5,789,000	19
20	Schedule 16	26,917	26,917	26,916	26,917	26,917	26,916	26,917	26,917	26,916	26,917	26,917	26,916	323,000	20
21	Schedule 17	528,333	528,333	528,334	528,333	528,333	528,334	528,333	528,333	528,334	528,333	528,333	528,334	6,340,000	21
22	Real Time Miscellaneous	-	-	-	-	-	-	-	-	-	-	-	-	-	22
23	Real Time Revenue Neutrality Uplift Amount	-	-	-	-	-	-	-	-	-	-	-	-	-	23
24	Real Time MVP Distribution Amount	-	-	-	-	-	-	-	-	-	-	-	-	-	24
25	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	673,583	673,583	673,584	673,583	673,583	673,584	673,583	673,583	673,584	673,583	673,583	673,584	8,083,000	25
26	Schedule 26 A - Multi-Value Projects	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	3,077,000	36,924,000	26
27	Schedule 26 C	-	-	-	-	-	-	-	-	-	-	-	-	-	27
28	Schedule 26 D	-	-	-	-	-	-	-	-	-	-	-	-	-	28
29	Schedule 26 E	-	-	-	-	-	-	-	-	-	-	-	-	-	29
30	Schedule 49	-	-	-	-	-	-	-	-	-	-	-	-	-	30
31	PJM Madison Non-Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-	31
32	Total RTO Non-Fuel Costs	4,999,833	4,999,833	4,999,834	4,999,833	4,999,833	4,999,834	4,999,833	4,999,833	4,999,834	4,999,833	4,999,833	4,999,834	59,998,000	32
33	*Transmission Revenues*	(1,961,667)	(1,961,667)	(1,961,666)	(1,961,667)	(1,961,667)	(1,961,666)	(1,961,667)	(1,961,667)	(1,961,666)	(1,961,667)	(1,961,667)	(1,961,666)	(23,540,000)	33
34	Total Non-Fuel Costs & Transmission Revenues	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	36,458,000	34
	Net Forecasted RTO Non-Fuel Costs & Transmission Revenues														
	Non-Fuel Costs														
35	Schedule 10 FERC	5,083	5,084	5,083	5,083	5,084	5,083	5,083	5,084	5,083	5,083	5,084	5,083	61,000	35
36	Schedule 10	17,583	17,583	17,584	17,583	17,583	17,584	17,583	17,583	17,584	17,583	17,583	17,584	211,000	36
37	Schedule 16	(14,417)	(14,417)	(14,416)	(14,417)	(14,417)	(14,416)	(14,417)	(14,417)	(14,416)	(14,417)	(14,417)	(14,416)	(173,000)	37
38	Schedule 17	(136,667)	(136,666)	(136,667)	(136,667)	(136,666)	(136,667)	(136,667)	(136,666)	(136,667)	(136,667)	(136,666)	(136,667)	(1,640,000)	38
39	Real Time Miscellaneous	83,333	83,333	83,334	83,333	83,333	83,334	83,333	83,333	83,334	83,333	83,333	83,334	1,000,000	39
40	Real Time Revenue Neutrality Uplift Amount	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	9,000,000	40
41	Real Time MVP Distribution Amount	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(150,000)	41
42	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	159,750	159,750	159,750	159,750	159,750	159,750	159,750	159,750	159,750	159,750	159,750	159,750	1,917,000	42
43	Schedule 26 A - Multi-Value Projects	631,333	631,333	631,334	631,333	631,333	631,334	631,333	631,333	631,334	631,333	631,333	631,334	7,576,000	43
44	Schedule 26 C	1,666	1,667	1,667	1,666	1,667	1,667	1,666	1,667	1,667	1,666	1,667	1,667	20,000	44
45	Schedule 26 D	833	833	834	833	833	834	833	833	834	833	833	834	10,000	45
46	Schedule 26 E	500	500	500	500	500	500	500	500	500	500	500	500	6,000	46
47	Schedule 49	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	600,000	47
48	PJM Madison Non-Fuel	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	1,500,000	48
49	Total RTO Non-Fuel Costs	1,661,497	1,661,500	1,661,503	1,661,497	1,661,500	1,661,503	1,661,497	1,661,500	1,661,503	1,661,497	1,661,500	1,661,503	19,938,000	49
50	*Transmission Revenues*	(1,371,666)	(1,371,666)	(1,371,668)	(1,371,666)	(1,371,666)	(1,371,668)	(1,371,666)	(1,371,666)	(1,371,668)	(1,371,666)	(1,371,666)	(1,371,668)	(16,460,000)	50
51	Total Non-Fuel Costs & Transmission Revenues	289,831	289,834	289,835	289,831	289,834	289,835	289,831	289,834	289,835	289,831	289,834	289,835	3,478,000	51
52	Revenue Conversion Factor													1.00398	52
53	Amount to be Collected (Credited) Through Rider													3,491,842	53

DUKE ENERGY INDIANA, LLC

RECONCILIATION OF AMOUNTS FORECASTED FOR REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUES VERSUS ACTUAL AMOUNTS INCURRED FOR THE JULY 2021 THROUGH JUNE 2022 PERIOD

		RTO 56							RTO 57								
Line No.	Description	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	Sub-Total	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	Sub-Total	Total	Line No.
		(A)	(B)	(C)	(D)	(E)	(F)	(G) Sum (A) to (F)	(H)	(I)	(J)	(K)	(L)	(M)	(N) Sum (H) to (M)	(P) (G)+(N)+(O)	
	Actual RTO Non-Fuel Costs & Transmission Revenues																
	Non-Fuel Costs																
1	Schedule 10 FERC	234,031	231,423	288,334	258,394	231,382	205,371	1,448,935	214,547	258,783	218,700	218,835	193,022	251,122	1,355,009	2,803,944	1
2	Schedule 10	559,522	403,027	517,121	530,205	590,102	429,498	3,029,477	606,433	576,365	403,091	615,997	564,019	545,127	3,311,032	6,340,508	2
3	Schedule 16	14,211	12,338	8,727	6,582	5,630	15,244	62,732	12,910	5,944	11,609	11,002	9,723	10,631	61,819	124,551	3
4	Schedule 17	366,416	454,270	432,808	330,445	331,229	358,829	2,273,997	414,527	229,906	461,136	398,527	365,847	287,040	2,156,983	4,430,980	4
5	Real Time Miscellaneous	48	(1,817)	(17,037)	10,615	(618)	5,536	(3,271)	-	17,795	(7,508)	1,339,191	133	-	1,349,611	1,346,340	5
6	Real Time Revenue Neutrality Uplift Amount	291,934	780,151	1,089,141	934,933	2,421,016	241,191	5,758,366	307,290	423,441	737,927	1,863,076	2,152,826	163,789	5,648,349	11,406,715	6
7	Real Time MVP Distribution Amount	(4,754)	(4,894)	(4,888)	(6,124)	(5,744)	(5,883)	(32,287)	(12,777)	(13,551)	(13,437)	(19,850)	(19,536)	(20,146)	(99,297)	(131,584)	7
8	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	854,991	846,098	774,926	686,659	718,984	634,990	4,516,648	670,398	803,822	725,925	723,503	637,664	816,353	4,377,665	8,894,313	8
9	Schedule 26 A - Multi-Value Projects	3,808,580	4,498,672	3,727,645	2,944,889	3,524,021	3,676,171	22,179,978	3,809,227	3,947,430	3,779,304	3,417,187	3,050,207	3,325,415	21,328,770	43,508,748	9
10	Schedule 26 C	1,685	1,678	1,686	1,696	1,753	1,671	10,170	1,649	1,727	1,695	1,746	1,799	1,723	10,339	20,509	10
11	Schedule 26 D	839	835	838	844	875	829	5,059	817	974	956	987	1,019	977	5,732	10,791	11
12	Schedule 26 E	-	-	-	-	-	-	-		496	494	504	528	505	2,527	2,527	12
13	Schedule 49	10,773	10,545	10,356	10,053	10,027	10,287	62,041	10,419	9,877	10,127	10,091	10,580	106,581	157,675	219,716	13
14	PJM Madison Non-Fuel	141,453	140,990	142,091	129,211	146,553	142,240	842,538	136,970	137,931	129,610	120,370	129,814	146,712	801,407	1,643,945	14
15	Total RTO Non-Fuel Costs	6,279,729	7,373,316	6,971,749	5,838,402	7,975,210	5,715,976	40,154,383	6,172,410	6,400,941	6,459,629	8,701,166	7,097,645	5,635,829	40,467,621	80,622,003	15
16	*Transmission Revenues*	(3,620,504)	(3,706,958)	(2,790,058)	(2,409,066)	(3,929,765)	(3,066,937)	(19,523,288)	(3,816,925)	(3,222,855)	(3,024,291)	(3,114,805)	(4,053,555)	(3,901,680)	(21,134,111)	(40,657,399)	16
17	Total Non-Fuel Costs & Transmission Revenues	2,659,225	3,666,358	4,181,691	3,429,336	4,045,445	2,649,039	20,631,095	2,355,485	3,178,086	3,435,338	5,586,361	3,044,090	1,734,149	19,333,510	39,964,604	17
18	Less: Amount in Base Rates	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	18,229,000	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	18,229,000	36,458,000	18
19	Net Total Actual	(378,941)	628,192	1,143,523	391,170	1,007,279	(389,129)	2,402,095	(682,681)	139,920	397,170	2,548,195	5,924	(1,304,019)	1,104,510	3,506,604	19
	Forecasted RTO Non-Fuel Costs & Transmission Revenues																
	Non-Fuel Costs																
20	Schedule 10 FERC	208,333	208,333	208,334	208,333	208,333	208,334	1,250,000	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	2,450,000	20
21	Schedule 10	458,333	458,333	458,334	458,333	458,333	458,334	2,750,000	475,000	475,000	475,000	475,000	475,000	475,000	2,850,000	5,600,000	21
22	Schedule 16	16,667	16,667	16,666	16,667	16,667	16,666	100,000	16,667	16,667	16,666	16,667	16,667	16,666	100,000	200,000	22
23	Schedule 17	425,000	425,000	425,000	425,000	425,000	425,000	2,550,000	416,667	416,667	416,666	416,667	416,667	416,666	2,500,000	5,050,000	23
24	Real Time Miscellaneous	85,000	85,000	85,000	85,000	85,000	85,000	510,000	-	-	-	-	-	-	-	510,000	24
25	Real Time Revenue Neutrality Uplift Amount	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000	383,333	383,333	383,334	383,333	383,333	383,334	2,300,000	4,100,000	25
26	Real Time MVP Distribution Amount	(14,166)	(14,167)	(14,167)	(14,166)	(14,167)	(14,167)	(85,000)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(12,500)	(75,000)	(160,000)	26
27	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	583,334	583,333	583,333	583,334	583,333	583,333	3,500,000	625,000	625,000	625,000	625,000	625,000	625,000	3,750,000	7,250,000	27
28	Schedule 26 A - Multi-Value Projects	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	20,550,000	3,766,667	3,766,667	3,766,666	3,766,667	3,766,667	3,766,666	22,600,000	43,150,000	28
29	Schedule 26 C	-	-	-	-	-	-	-	1,333	1,333	1,334	1,333	1,333	1,334	8,000	8,000	29
30	Schedule 26 D	-	-	-	-	-	-	-	667	667	666	667	667	666	4,000	4,000	30
31	Schedule 26 E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31
32	Schedule 49	-	-	-	-	-	-	-	10,333	10,333	10,334	10,333	10,333	10,334	62,000	62,000	32
33	PJM Madison Non-Fuel	150,000	150,000	150,000	150,000	150,000	150,000	900,000	125,000	125,000	125,000	125,000	125,000	125,000	750,000	1,650,000	33
34	Total RTO Non-Fuel Costs	5,637,501	5,637,499	5,637,500	5,637,501	5,637,499	5,637,500	33,825,000	6,008,167	6,008,167	6,008,166	6,008,167	6,008,167	6,008,166	36,049,000	69,874,000	34
35	*Transmission Revenues*	(2,333,333)	(2,333,333)	(2,333,334)	(2,333,333)	(2,333,333)	(2,333,334)	(14,000,000)	(2,333,333)	(2,333,333)	(2,333,334)	(2,333,333)	(2,333,333)	(2,333,334)	(14,000,000)	(28,000,000)	35
36	Total Non-Fuel Costs & Transmission Revenues	3,304,168	3,304,166	3,304,166	3,304,168	3,304,166	3,304,166	19,825,000	3,674,834	3,674,834	3,674,832	3,674,834	3,674,834	3,674,832	22,049,000	41,874,000	36
37	Less: Amount in Base Rates	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	18,229,000	3,038,166	3,038,166	3,038,168	3,038,166	3,038,166	3,038,168	18,229,000	36,458,000	37
38	Net Total Actual	266,002	266,000	265,998	266,002	266,000	265,998	1,596,000	636,668	636,668	636,664	636,668	636,668	636,664	3,820,000	5,416,000	38
	Under (Over) Collected																
	Non-Fuel Costs																
39	Schedule 10 FERC	25,698	23,090	80,000	50,061	23,049	(2,963)	198,935	14,547	58,783	18,700	18,835	(6,978)	51,122	155,009	353,944	39
40	Schedule 10	101,189	(55,306)	58,787	71,872	131,769	(28,836)	279,477	131,433	101,365	(71,909)	140,997	89,019	70,127	461,032	740,508	40
41	Schedule 16	(2,456)	(4,329)	(7,939)	(10,085)	(11,037)	(1,422)	(37,268)	(3,757)	(10,723)	(5,057)	(5,665)	(6,944)	(6,035)	(38,181)	(75,449)	41
42	Schedule 17	(58,584)	29,270	7,808	(94,555)	(93,771)	(66,171)	(276,003)	(2,140)	(186,761)	44,470	(18,140)	(50,820)	(129,626)	(343,017)	(619,020)	42
43	Real Time Miscellaneous	(84,952)	(86,817)	(102,037)	(74,385)	(85,618)	(79,462)	(513,271)	-	17,795	(7,508)	1,339,191	133	-	1,349,611	836,340	43
44	Real Time Revenue Neutrality Uplift Amount	(8,066)	480,151	789,141	634,933	2,121,016	(58,809)	3,958,366	(76,043)	40,108	354,593	1,479,743	1,769,493	(219,545)	3,348,349	7,306,715	44
45	Real Time MVP Distribution Amount	9,412	9,273	9,279	8,042	8,423	8,284	52,713	(277)	(1,051)	(937)	(7,350)	(7,036)	(7,646)	(24,297)	28,416	45
46	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	271,657	262,765	191,593	103,325	135,651	51,657	1,016,648	45,398	178,822	100,925	98,503	12,664	191,353	627,665	1,644,313	46
47	Schedule 26 A - Multi-Value Projects	383,580	1,073,672	302,645	(480,111)	99,021	251,171	1,629,978	42,560	180,763	12,638	(349,480)	(716,460)	(441,251)	(1,271,230)	358,748	47
48	Schedule 26 C	1,685	1,678	1,686	1,696	1,753	1,671	10,170	316	394	361	413	466	389	2,339	12,509	48
49	Schedule 26 D	839	835	838	844	875	829	5,059	150	307	290	320	352	311	1,732	6,791	49
50	Schedule 26 E	-	-	-	-	-	-	-	-	496	494	504	528	505	2,527	2,527	50
51	Schedule 49	10,773	10,545	10,356	10,053	10,027	10,287	62,041	86	(456)	(207)	(242)	247	96,247	95,675	157,716	51
52	PJM Madison Non-Fuel	(8,547)	(9,010)	(7,909)	(20,789)	(3,447)	(7,760)	(57,462)	11,970	12,931	4,610	(4,630)	4,814	21,712	51,407	(6,055)	52
53	Total RTO Non-Fuel Costs	642,228	1,735,817	1,334,249	200,901	2,337,711	78,476	6,329,383	164,243	392,774	451,463	2,692,999	1,089,478	(372,337)	4,418,621	10,748,003	53
54	*Transmission Revenues*	(1,287,171)	(1,373,625)	(456,724)	(75,733)	(1,596,432)	(733,603)	(5,523,288)	(1,483,592)	(889,522)	(690,957)	(781,472)	(1,720,222)	(1,568,346)	(7,134,111)	(12,657,399)	54
55	Total Non-Fuel Costs & Transmission Revenues	(644,943)	362,192	877,525	125,168	741,279	(655,127)	806,095	(1,319,349)	(496,748)	(239,494)	1,911,527	(630,744)	(1,940,683)	(2,715,490)	(1,909,396)	55
56	Less: Amount in Base Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56
57	Net Total Actual	(644,943)	362,192	877,525	125,168	741,279	(655,127)	806,095	(1,319,349)	(496,748)	(239,494)	1,911,527	(630,744)	(1,940,683)	(2,715,490)	(1,909,396)	57
58	Revenue Conversion Factor															1.00398	58
59	Amount to be Collected (Credited) Through Rider															(1,916,995)	59

DUKE ENERGY INDIANA, LLC

RECONCILIATION OF THE REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND REVENUES TO BE RECOVERED OR CREDITED THROUGH RIDER NO. 68 VERSUS WHAT WAS ACTUALLY COLLECTED FROM CUSTOMERS

		RTO 56 1/							RTO 57								
Line No.	Description	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	Sub-Total	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	Sub-Total	Total	Line No.
		(A)	(B)	(C)	(D)	(E)	(F)	(G) Sum (A) to (F)	(H)	(I)	(J)	(K)	(L)	(M)	(N) Sum (H) to (M)	(O) (G)+(N)	
	Rider Revenues Approved for Recovery																
1	Rate RS	(179,681)	(179,681)	(179,681)	(179,681)	(179,681)	(539,042)	(1,437,447)	132,154	132,153	132,154	132,153	132,154	132,153	792,921	(644,526)	1
2	Rate CS	(11,044)	(11,044)	(11,044)	(11,044)	(11,044)	(33,137)	(88,357)	20,790	20,791	20,790	20,791	20,790	20,791	124,743	36,386	2
3	Rate LLF	(170,713)	(170,713)	(170,713)	(170,713)	(170,713)	(512,140)	(1,365,705)	90,689	90,689	90,689	90,689	90,689	90,689	544,134	(821,571)	3
4	Rate HLF	3,405	3,405	3,405	3,405	3,405	10,216	27,241	159,660	159,660	159,660	159,660	159,660	159,660	957,960	985,201	4
5	Customer L	(897)	(897)	(897)	(897)	(897)	(2,686)	(7,171)	5,403	5,403	5,402	5,403	5,403	5,402	32,416	25,245	5
6	Customer O	(4,657)	(4,657)	(4,657)	(4,657)	(4,657)	(13,976)	(37,261)	365	365	364	365	365	364	2,188	(35,073)	6
7	Rate WP	(4,376)	(4,376)	(4,376)	(4,376)	(4,376)	(13,127)	(35,007)	1,417	1,416	1,417	1,416	1,417	1,416	8,499	(26,508)	7
8	Rate SL	(360)	(360)	(360)	(360)	(360)	(1,074)	(2,874)	(462)	(462)	(461)	(462)	(462)	(461)	(2,770)	(5,644)	8
9	Rate MHLS	(105)	(105)	(105)	(105)	(105)	(316)	(841)	(43)	(43)	(43)	(43)	(43)	(43)	(258)	(1,099)	9
10	Rate MOLS and UOLS	(663)	(663)	(663)	(663)	(663)	(1,995)	(5,310)	356	356	356	356	356	355	2,135	(3,175)	10
11	Rates TS, FS and MS	(501)	(501)	(501)	(501)	(501)	(1,498)	(4,003)	(133)	(132)	(132)	(132)	(132)	(132)	(793)	(4,796)	11
12	Total	(369,592)	(369,592)	(369,592)	(369,592)	(369,592)	(1,108,775)	(2,956,735)	410,196	410,196	410,196	410,196	410,197	410,194	2,461,175	(495,560)	12
	Rider Revenues Actually Collected																
13	Rate RS	(200,000)	(202,259)	(201,186)	(147,531)	(143,611)	(193,624)	(1,088,211)	176,899	166,743	134,490	113,330	101,454	137,981	830,897	(257,314)	13
14	Rate CS	(12,668)	(12,782)	(12,888)	(10,504)	(9,471)	(11,131)	(69,444)	24,555	22,649	20,386	16,740	19,939	65,377	169,646	100,202	14
15	Rate LLF	(194,145)	(198,336)	(202,246)	(179,797)	(167,455)	(175,163)	(1,117,142)	98,733	85,869	89,727	46,563	84,974	125,064	530,930	(586,212)	15
16	Rate HLF	3,100	2,257	6,354	2,991	2,814	2,642	20,158	151,988	136,460	149,555	14,948	160,773	180,524	794,248	814,406	16
17	Customer L	(352)	(363)	(363)	(351)	(361)	(350)	(2,140)	5,232	25,308	13,094	-	-	39,949	83,583	81,443	17
18	Customer O	(4,595)	(4,747)	(4,748)	(4,583)	(4,743)	(4,592)	(28,008)	424	388	339	-	375	838	2,364	(25,644)	18
19	Rate WP	(4,851)	(4,805)	(4,719)	(4,322)	(4,137)	(4,635)	(27,469)	1,658	1,403	1,173	747	1,375	1,825	8,181	(19,288)	19
20	Rate SL	(348)	(348)	(348)	(348)	(348)	(348)	(2,088)	(455)	(452)	(453)	(92)	(304)	(557)	(2,313)	(4,401)	20
21	Rate MHLS	(82)	(82)	(93)	(98)	(107)	(122)	(584)	(55)	(46)	(42)	(10)	(33)	(27)	(213)	(797)	21
22	Rate MOLS and UOLS	(568)	(570)	(571)	(568)	(565)	(565)	(3,407)	269	246	258	174	322	327	1,596	(1,811)	22
23	Rates TS, FS and MS	(481)	(480)	(487)	(489)	(496)	(216)	(2,649)	378	61	(91)	(22)	(67)	(131)	128	(2,521)	23
24	Total	(414,990)	(422,515)	(421,295)	(345,600)	(328,480)	(388,104)	(2,320,984)	459,626	438,629	408,436	192,378	368,808	551,170	2,419,047	98,063	24
	Under (Over) Collected																
25	Rate RS	20,319	22,578	21,505	(32,150)	(36,070)	(345,418)	(349,236)	(44,745)	(34,590)	(2,336)	18,823	30,700	(5,828)	(37,976)	(387,212)	25
26	Rate CS	1,624	1,738	1,844	(540)	(1,573)	(22,006)	(18,913)	(3,765)	(1,858)	404	4,051	851	(44,586)	(44,903)	(63,816)	26
27	Rate LLF	23,432	27,623	31,533	9,084	(3,258)	(336,977)	(248,563)	(8,044)	4,820	962	44,126	5,715	(34,375)	13,204	(235,359)	27
28	Rate HLF	305	1,148	(2,949)	414	591	7,574	7,083	7,672	23,200	10,105	144,712	(1,113)	(20,864)	163,712	170,795	28
29	Customer L	(545)	(534)	(534)	(546)	(536)	(2,336)	(5,031)	171	(19,905)	(7,692)	5,403	5,403	(34,547)	(51,167)	(56,198)	29
30	Customer O	(62)	90	91	(74)	86	(9,384)	(9,253)	(59)	(23)	25	365	(10)	(474)	(176)	(9,429)	30
31	Rate WP	475	429	343	(54)	(239)	(8,492)	(7,538)	(241)	13	244	669	42	(409)	318	(7,220)	31
32	Rate SL	(12)	(12)	(12)	(12)	(12)	(726)	(786)	(7)	(10)	(8)	(370)	(158)	96	(457)	(1,243)	32
33	Rate MHLS	(23)	(23)	(12)	(7)	2	(194)	(257)	12	3	(1)	(33)	(10)	(16)	(45)	(302)	33
34	Rate MOLS and UOLS	(95)	(93)	(92)	(95)	(98)	(1,430)	(1,903)	87	110	98	182	34	28	539	(1,364)	34
35	Rates TS, FS and MS	(20)	(21)	(14)	(12)	(5)	(1,282)	(1,354)	(511)	(193)	(41)	(110)	(65)	(1)	(921)	(2,275)	35
36	Total	45,398	52,923	51,703	(23,992)	(41,112)	(720,671)	(635,751)	(49,430)	(28,433)	1,760	217,818	41,389	(140,976)	42,128	(593,623)	36

1/ RTO 56 rates were not approved for biling until March 2021 and only remained in place for 10 months before RTO 57 rates became effective January 2022. The December 2021 amounts shown in column (F) reflect inclusion of the additional two months such that the full revenue requirement amount or 2021 is included in the approved section.

DUKE ENERGY INDIANA, LLC

Comparison of the Effect of a Change in the Regional Transmission Operator ("RTO") Non-Fuel Cost and Revenue Adjustment (Rider No. 68) on the Bill of a Typical Residential Customer Using 1,000 kWh

Line No.	Description	RTO Non-Fuel Cost and Revenue Adjustment Factor Rider No. 68	Base Bill For Typical Residential Customer (1)	All Other Riders Excluding Rider No. 68 (2)	Total Bill for Typical Residential Customer Excluding Rider No. 68	RTO Non-Fuel Cost and Revenue Adjustment Amount for Rider No. 68 for 1,000 kWh's	Total Bill Including RTO Non-Fuel Cost and Revenue Adjustment Amount Rider No. 68	Increase/ (Decrease) In Total Bill From Current Factor (3)	% Increase/ (Decrease) In Total Bill From Current Factor	Line No.
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	
1	Proposed Factor	$ 0.000174	$ 130.99	$ 31.45	$ 162.44	$ 0.17	$ 162.61	$ -	0.00%	1
2	Current Approved Factor	$ 0.000172	$ 130.99	$ 31.45	$ 162.44	$ 0.17	$ 162.61	NA	NA	2

(1) Reflects base rates approved in the Company's Compliance filing in Cause No. 45253, effective July 30, 2020.
(2) Reflects Rider No. 68 rates in effect as of the date of this filing.
(3) Line 1, column G equals line 1, column F less line 2, column F.

DUKE ENERGY INDIANA, LLC

COMPANY-OWNED SCHEDULE 26 PROJECT STATUS AND ESTIMATE OF ALLOCATED SCHEDULE 26 COSTS
CAUSE NO. 42736 - RTO 58

Line No.	Project Type	Location	Description	MISO Approval Status	MTEP Project ID	Expected Construction Schedule Start	Finish	In-Service	Estimated Total Project Costs Original	Revised	Date Revised	Actual Costs	Percentage of Completion	Line No.
1	RECB 1 - Baseline Reliability Project	Lafayette SE to Concord	138 KV Reconductor with 954 ACSR (4.3 miles)	Approved - MTEP 07	852	2/5/08	4/24/09	4/30/09	$ 2,000,000	-	-	$ 1,257,394.14	100.00%	1
2	RECB 1 - Baseline Reliability Project	Concord to Crawfordsville	138 KV Reconductor with 954 ACSR (17.36 miles)	Approved - MTEP 07	852	5/15/08	5/15/13	6/1/13	$ 8,200,000	8,920,355	Apr-13	$ 7,174,167.73	100.00%	2
3	RECB 1 - Generator Interconnection Project	Knox County	IGCC 345 KV Switching Station [1]	Approved - MTEP 07	1263	4/14/08	4/20/10	6/1/10	$ 9,198,424	11,857,496	Jan-10	$ 11,983,364.56	100.00%	3
4	RECB 1 - Generator Interconnection Project	Knox County	IGCC 34528 Line Termination [1]	Approved - MTEP 07	1263	5/6/08	3/8/10	6/1/10	$ 168,576	192,757	Dec-09	$ 145,205.77	100.00%	4
5	RECB 1 - Baseline Reliability Project	Vigo County	Add a 3rd 345/138 kv transformer at Dresser Sub	Approved - MTEP 10	2050	12/22/09	12/31/2011	12/31/2011	$ 12,700,000	$13,443,888	Jun-11	$ 13,833,026.42	100.00%	5

Based on the MISO-approved MTEP06 through MTEP 21 the Midcontinent ISO currently estimates that Duke Energy Indiana's share of allocated project costs through 2036 is an average of approximately $11.0 million annually.

[1] In accordance with the Commission's Order dated November 20, 2007 in Cause Nos. 43114 and 43114-S1, page 59, Duke Energy Indiana will seek reimbursement of these costs under the Midcontinent ISO's RECB process.

DUKE ENERGY INDIANA, LLC

COMPANY-OWNED SCHEDULE 26-A PROJECT STATUS AND ESTIMATE OF ALLOCATED SCHEDULE 26-A COSTS
CAUSE NO. 42736 - RTO 58

Line No.	Project Type	MTEP Project ID	Facility ID #	Description	MISO Approval Status	Expected Construction Schedule Start	Finish	In-Service	Actual Costs	Percentage of Completion	Line No.
1	MVP - Multi-Value Project	2237	8313	Sugar Creek 345kV Transmission Line	Approved - MTEP 11	12/2/16	12/14/20	12/14/20	$ 7,786,154.71	100.00%	1
2	MVP - Multi-Value Project	2237	8313	Sugar Creek 345kV Transmission Line	Approved - MTEP 11	12/2/16	6/28/19	6/28/19	$ 5,566,614.39	100.00%	2
3	MVP - Multi-Value Project	2237	8313	Sugar Creek 345kV Transmission Line	Approved - MTEP 11	12/2/16	11/30/18	10/1/18	$ 360,234.25	100.00%	3
4	MVP - Multi-Value Project	2237	8313	Sugar Creek 345kV Transmission Line	Approved - MTEP 11	1/14/17	1/29/21	11/30/20	$ 152,023.38	100.00%	4
5	MVP - Multi-Value Project	2202	7286	Wabash 6986 ckt Reconductor	Approved - MTEP 11	2/17/17	7/31/18	6/1/18	$ 4,715.41	100.00%	5
6	MVP - Multi-Value Project	2202	7286	Wabash 6986 ckt Reconductor	Approved - MTEP 11	2/17/17	7/2/18	7/2/18	$ 1,744,593.87	100.00%	6
7	MVP - Multi-Value Project	2202	7287	Kokomo Delco to Greentown 138 kV Uprate	Approved - MTEP 11	11/02/17	8/7/2018	6/8/2018	$ 403,470.97	100.00%	7

Based on the MISO-approved MTEP06 through MTEP 21 the Midcontinent ISO currently estimates that Duke Energy Indiana's share of allocated project costs through 2042 is an average of approximately $43.6 million annually.

DUKE ENERGY INDIANA, LLC

COMPONENTS OF REVENUE CONVERSION FACTOR

Components of Revenue Conversion Factor:	Statutory	Effective Rate
Uncollectible Accounts Expense	0.280%	0.280%
Public Utility Fee	0.116%	0.116%
State Income Tax	4.900%	-
Federal Income Tax	21.000%	-
Subtotal Effective Rate		0.396%
Complement (1 - Effective Rate)		99.604%
Revenue Conversion Factor (1 ÷ Complement)		1.00398

DUKE ENERGY INDIANA, LLC

RECONCILIATION OF AMOUNTS PROJECTED FOR REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND TRANSMISSION REVENUES VERSUS ACTUAL AMOUNTS INCURRED FOR THE JULY 2018 THROUGH JUNE 2020 PERIOD

Line No.	Description	RTO 54 1/ July 2018 (A)	August 2018 (B)	September 2018 (C)	October 2018 (D)	November 2018 (E)	December 2018 (F)	Sub-Total (G) Sum (A) to (F)
	Actual RTO Non-Fuel Costs & Transmission Revenues							
	Non-Fuel Costs							
1	Schedule 10 FERC	214,862	214,787	216,387	209,955	189,736	170,506	1,216,233
2	Schedule 10	381,784	488,257	373,483	463,036	534,575	330,051	2,571,186
3	Schedule 16	12,587	11,206	9,042	8,333	4,862	9,051	55,081
4	Schedule 17	433,565	342,199	518,079	601,321	651,291	458,840	3,005,296
5	Real Time Miscellaneous	153,140	51,853	218,093	2,037	64,395	158,173	647,691
6	Real Time Revenue Neutrality Uplift Amount	(551)	36,548	(257,808)	552,345	292,171	361,920	984,625
7	Real Time MVP Distribution Amount	(6,927)	(6,369)	(6,413)	(2,190)	(2,197)	(1,905)	(26,002)
8	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	699,416	700,696	716,679	695,752	628,657	568,160	4,009,360
9	Schedule 26 A - Multi-Value Projects	3,183,809	3,192,016	3,069,251	3,166,055	2,854,994	2,808,525	18,274,650
10	Schedule 26 C	-	-	-	-	-	-	-
11	Schedule 26 D	-	-	-	-	-	-	-
12	Schedule 49	-	-	-	-	-	-	-
13	PJM Madison Non-Fuel	-	-	-	-	-	-	-
14	Total RTO Non-Fuel Costs	5,071,687	5,031,193	4,856,793	5,696,643	5,218,484	4,863,321	30,738,121
15	*Transmission Revenues*	(242,083)	(262,387)	(120,220)	(342,831)	(240,343)	(240,658)	(1,448,522)
16	Total Non-Fuel Costs & Transmission Revenue	4,829,604	4,768,806	4,736,573	5,353,812	4,978,141	4,622,663	29,289,599
17	Less: Amount in Base Rates	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(2,315,500)
18	Net Total Actual	5,215,521	5,154,723	5,122,489	5,739,729	5,364,058	5,008,579	31,605,099
	Projected RTO Non-Fuel Costs & Transmission Revenues							
	Non-Fuel Costs							
19	Schedule 10 FERC	-	-	-	-	-	-	-
20	Schedule 10	-	-	-	-	-	-	-
21	Schedule 16	-	-	-	-	-	-	-
22	Schedule 17	-	-	-	-	-	-	-
23	Real Time Miscellaneous	-	-	-	-	-	-	-
24	Real Time Revenue Neutrality Uplift Amount	-	-	-	-	-	-	-
25	Real Time MVP Distribution Amount	-	-	-	-	-	-	-
26	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	-	-	-	-	-	-	-
27	Schedule 26 A - Multi-Value Projects	-	-	-	-	-	-	-
28	Schedule 26 C	-	-	-	-	-	-	-
29	Schedule 26 D	-	-	-	-	-	-	-
30	Schedule 49	-	-	-	-	-	-	-
31	PJM Madison Non-Fuel	-	-	-	-	-	-	-
32	Total RTO Non-Fuel Costs	-	-	-	-	-	-	-
33	*Transmission Revenues*	-	-	-	-	-	-	-
34	Total Non-Fuel Costs & Transmission Revenue	-	-	-	-	-	-	-
35	Less: Amount in Base Rates	-	-	-	-	-	-	-
36	Net Total Actual	-	-	-	-	-	-	-
	Under (Over) Collected							
	Non-Fuel Costs							
37	Schedule 10 FERC	214,862	214,787	216,387	209,955	189,736	170,506	1,216,233
38	Schedule 10	381,784	488,257	373,483	463,036	534,575	330,051	2,571,186
39	Schedule 16	12,587	11,206	9,042	8,333	4,862	9,051	55,081
40	Schedule 17	433,565	342,199	518,079	601,321	651,291	458,840	3,005,296
41	Real Time Miscellaneous	153,140	51,853	218,093	2,037	64,395	158,173	647,691
42	Real Time Revenue Neutrality Uplift Amount	(551)	36,548	(257,808)	552,345	292,171	361,920	984,625
43	Real Time MVP Distribution Amount	(6,927)	(6,369)	(6,413)	(2,190)	(2,197)	(1,905)	(26,002)
44	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	699,416	700,696	716,679	695,752	628,657	568,160	4,009,360
45	Schedule 26 A - Multi-Value Projects	3,183,809	3,192,016	3,069,251	3,166,055	2,854,994	2,808,525	18,274,650
46	Schedule 26 C	-	-	-	-	-	-	-
47	Schedule 26 D	-	-	-	-	-	-	-
48	Schedule 49	-	-	-	-	-	-	-
49	PJM Madison Non-Fuel	-	-	-	-	-	-	-
50	Total RTO Non-Fuel Costs	5,071,687	5,031,193	4,856,793	5,696,643	5,218,484	4,863,321	30,738,121
51	*Transmission Revenues*	(242,083)	(262,387)	(120,220)	(342,831)	(240,343)	(240,658)	(1,448,522)
52	Total Non-Fuel Costs & Transmission Revenue	4,829,604	4,768,806	4,736,573	5,353,812	4,978,141	4,622,663	29,289,599
53	Less: Amount in Base Rates	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(2,315,500)
54	Net Total Actual	5,215,521	5,154,723	5,122,489	5,739,729	5,364,058	5,008,579	31,605,099
55	Revenue Conversion Factor							
56	Amount to be Collected (Credited) Through Rider							

Line No.	RTO 55 2/ January 2019 (H)	February 2019 (I)	March 2019 (J)	April 2019 (K)	May 2019 (L)	June 2019 (M)	July 2019 (N)	August 2019 (O)	September 2019 (P)	October 2019 (Q)	November 2019 (R)	December 2019 (S)	Sub-total (T) Sum (H) to (S)
1	181,589	213,525	164,086	194,825	154,988	184,801	183,324	211,009	190,385	187,658	183,797	162,733	2,212,720
2	536,549	555,903	446,029	592,489	706,873	323,707	447,221	149,431	485,704	615,844	529,725	382,150	5,771,626
3	16,359	4,360	13,944	21,934	13,737	19,710	12,651	4,922	12,810	10,008	9,430	12,403	152,266
4	283,142	410,529	491,745	439,500	395,512	454,682	492,495	231,008	340,381	389,595	454,538	452,318	4,835,444
5	69,269	202,686	(124)	100,677	103,240	(70,571)	209,092	-	213,090	(4,776)	73,805	220,934	1,117,323
6	229,962	1,015,480	259,596	131,814	560,953	(155,777)	372,640	205,561	116,710	242,955	(48,439)	385,190	3,316,645
7	(40,334)	(38,569)	(38,527)	(16,063)	(15,927)	(15,436)	(5,770)	(5,775)	(5,578)	(1,266)	(1,249)	(1,199)	(185,693)
8	594,827	693,164	532,789	630,531	500,231	599,253	549,442	627,820	620,229	590,855	590,768	513,053	7,042,961
9	2,679,586	3,829,024	3,241,540	3,293,535	2,957,675	3,265,052	3,612,666	3,797,286	3,755,225	3,398,036	2,994,496	3,064,110	39,888,230
10	-	-	-	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-	-	-	-	-
13	-	-	-	-	-	-	-	-	-	-	-	-	-
14	4,550,949	6,886,101	5,111,078	5,389,240	5,377,283	4,605,422	5,873,761	5,221,261	5,728,956	5,428,909	4,786,870	5,191,691	64,151,522
15	(244,700)	(223,481)	(247,917)	(235,673)	(385,441)	(402,077)	(370,781)	(414,084)	(110,845)	(437,778)	(379,215)	(382,163)	(3,834,155)
16	4,306,249	6,662,620	4,863,161	5,153,567	4,991,842	4,203,345	5,502,980	4,807,177	5,618,111	4,991,131	4,407,655	4,809,528	60,317,367
17	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(4,631,000)
18	4,692,166	7,048,537	5,249,077	5,539,484	5,377,759	4,589,261	5,888,897	5,193,094	6,004,027	5,377,048	4,793,572	5,195,444	64,948,367
19	185,833	185,834	185,833	185,834	185,833	185,834	185,833	185,834	185,833	185,833	185,833	185,833	2,230,000
20	452,250	452,250	452,250	452,250	452,250	452,250	452,250	452,250	452,250	452,250	452,250	452,250	5,427,000
21	12,250	12,250	12,250	12,250	12,250	12,250	12,250	12,250	12,250	12,250	12,250	12,250	147,000
22	397,000	397,000	397,000	397,000	397,000	397,000	397,000	397,000	397,000	397,000	397,000	397,000	4,764,000
23	84,917	84,916	84,917	84,917	84,916	84,917	84,917	84,916	84,917	84,917	84,916	84,917	1,019,000
24	331,167	331,167	331,166	331,167	331,167	331,166	331,167	331,167	331,166	331,167	331,167	331,166	3,974,000
25	(14,333)	(14,334)	(14,333)	(14,334)	(14,333)	(14,334)	(14,333)	(14,334)	(14,333)	(14,333)	(14,333)	(14,333)	(172,000)
26	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	8,400,000
27	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	3,950,000	47,400,000
28	-	-	-	-	-	-	-	-	-	-	-	-	-
29	-	-	-	-	-	-	-	-	-	-	-	-	-
30	-	-	-	-	-	-	-	-	-	-	-	-	-
31	-	-	-	-	-	-	-	-	-	-	-	-	-
32	6,099,084	6,099,083	6,099,083	6,099,084	6,099,083	6,099,083	6,099,084	6,099,083	6,099,083	6,099,084	6,099,083	6,099,083	73,189,000
33	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(260,000)	(3,120,000)
34	5,839,084	5,839,083	5,839,083	5,839,084	5,839,083	5,839,083	5,839,084	5,839,083	5,839,083	5,839,084	5,839,083	5,839,083	70,069,000
35	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(4,631,000)
36	6,225,001	6,225,000	6,224,999	6,225,001	6,225,000	6,224,999	6,225,001	6,225,000	6,224,999	6,225,001	6,225,000	6,224,999	74,700,000
37	(4,244)	27,691	(21,747)	8,991	(30,845)	(1,033)	(2,509)	25,175	4,552	1,825	(2,036)	(23,100)	(17,280)
38	84,299	103,653	(6,221)	140,239	254,623	(128,543)	(5,029)	(302,819)	33,454	163,594	77,475	(70,100)	344,626
39	4,109	(7,890)	1,694	9,684	1,487	7,460	401	(7,328)	560	(2,242)	(2,820)	153	5,266
40	(113,858)	13,529	94,745	42,500	(1,488)	57,682	95,495	(165,992)	(56,619)	(7,405)	57,538	55,318	71,444
41	(15,648)	117,770	(85,041)	15,760	18,324	(155,488)	124,175	(84,916)	128,173	(89,693)	(11,111)	136,017	98,323
42	(101,205)	684,313	(71,570)	(199,353)	229,786	(486,943)	41,473	(125,606)	(214,456)	(88,212)	(379,606)	54,024	(657,355)
43	(26,001)	(24,235)	(24,194)	(1,729)	(1,594)	(1,102)	8,563	8,559	8,755	13,067	13,084	13,134	(13,693)
44	(105,173)	(6,836)	(167,211)	(69,469)	(199,769)	(100,747)	(150,558)	(72,180)	(79,771)	(109,145)	(109,232)	(186,947)	(1,357,039)
45	(1,270,414)	(120,976)	(708,460)	(656,465)	(992,325)	(684,948)	(337,334)	(152,714)	(194,775)	(551,964)	(955,504)	(885,890)	(7,511,770)
46	-	-	-	-	-	-	-	-	-	-	-	-	-
47	-	-	-	-	-	-	-	-	-	-	-	-	-
48	-	-	-	-	-	-	-	-	-	-	-	-	-
49	-	-	-	-	-	-	-	-	-	-	-	-	-
50	(1,548,135)	787,018	(988,005)	(709,844)	(721,800)	(1,493,661)	(225,323)	(877,822)	(370,127)	(670,175)	(1,312,213)	(907,392)	(9,037,478)
51	15,300	36,519	12,083	24,327	(125,441)	(142,077)	(110,781)	(154,084)	149,155	(177,778)	(119,215)	(122,163)	(714,155)
52	(1,532,835)	823,537	(975,922)	(685,517)	(847,241)	(1,635,738)	(336,104)	(1,031,906)	(220,972)	(847,953)	(1,431,428)	(1,029,555)	(9,751,633)
53	-	-	-	-	-	-	-	-	-	-	-	-	-
54	(1,532,835)	823,537	(975,922)	(685,517)	(847,241)	(1,635,738)	(336,104)	(1,031,906)	(220,972)	(847,953)	(1,431,428)	(1,029,555)	(9,751,633)
55													
56													

Line No.	January 2020 (U)	February 2020 (V)	March 2020 (W)	April 2020 (X)	May 2020 (Y)	June 2020 (Z)	Sub-Total (AA) Sum (U) to (Z)	Total (AB) (G)+(T)+(AA)	Line No.	Exhibit 1-D (AJB) As Filed Total (AC)	Correction (AD) (AB)-(AC)
1	172,055	162,358	166,883	146,529	119,219	167,035	934,079	4,363,032	1	4,363,032	-
2	500,112	237,226	602,757	271,718	943,800	422,662	2,978,275	11,321,086	2	11,321,086	-
3	16,185	13,734	19,983	16,487	15,051	17,806	99,246	306,593	3	306,593	-
4	438,013	315,112	299,805	453,427	391,185	429,452	2,326,994	10,167,735	4	10,167,735	-
5	(624)	184,317	69	88,239	(27,106)	135	245,031	2,010,046	5	2,010,046	-
6	192,772	168,997	30,604	298,058	442,741	(52,832)	1,080,340	5,381,610	6	5,381,610	-
7	(34,948)	(34,183)	(35,320)	(5,563)	(5,290)	(5,639)	(120,943)	(332,638)	7	(332,638)	-
8	555,955	495,605	506,897	437,544	366,194	269,170	2,631,365	13,683,686	8	13,683,686	-
9	3,514,031	3,972,341	3,600,396	3,641,059	3,035,350	3,209,983	20,973,161	79,136,041	9	79,136,041	-
10	-	983	988	1,039	1,013	1,040	5,063	5,063	10	5,063	-
11	26	643	647	682	665	684	3,347	3,347	11	3,347	-
12	-	-	71,191	96,992	111,618	10,721	290,523	290,523	12	290,523	-
13	-	-	-	-	-	-	-	-	13	-	-
14	5,353,577	5,517,134	5,264,902	5,446,210	5,394,440	4,470,217	31,446,479	126,336,122	14	126,336,122	-
15	(364,810)	(195,022)	(279,303)	(304,724)	(328,939)	(270,050)	(1,742,848)	(7,025,525)	15	(7,025,525)	-
16	4,988,767	5,322,112	4,985,599	5,141,486	5,065,501	4,200,167	29,703,631	119,310,597	16	119,310,597	-
17	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(2,315,500)	(9,262,000)	17	(9,262,000)	-
18	5,374,684	5,708,029	5,371,515	5,527,403	5,451,418	4,586,083	32,019,131	128,572,597	18	128,572,597	-
19	-	-	-	-	-	-	-	2,230,000	19	2,230,000	-
20	-	-	-	-	-	-	-	5,427,000	20	5,427,000	-
21	-	-	-	-	-	-	-	147,000	21	147,000	-
22	-	-	-	-	-	-	-	4,764,000	22	4,764,000	-
23	-	-	-	-	-	-	-	1,019,000	23	1,019,000	-
24	-	-	-	-	-	-	-	3,974,000	24	3,974,000	-
25	-	-	-	-	-	-	-	(172,000)	25	(172,000)	-
26	-	-	-	-	-	-	-	8,400,000	26	8,400,000	-
27	-	-	-	-	-	-	-	47,400,000	27	47,400,000	-
28	-	-	-	-	-	-	-	-	28	-	-
29	-	-	-	-	-	-	-	-	29	-	-
30	-	-	-	-	-	-	-	-	30	-	-
31	-	-	-	-	-	-	-	-	31	-	-
32	-	-	-	-	-	-	-	73,189,000	32	73,189,000	-
33	-	-	-	-	-	-	-	(3,120,000)	33	(3,120,000)	-
34	-	-	-	-	-	-	-	70,069,000	34	70,069,000	-
35	-	-	-	-	-	-	-	(4,631,000)	35	(4,631,000)	-
36	-	-	-	-	-	-	-	74,700,000	36	74,700,000	-
37	172,055	162,358	166,883	146,529	119,219	167,035	934,079	2,133,032	37	2,133,032	-
38	500,112	237,226	602,757	271,718	943,800	422,662	2,978,275	5,894,086	38	5,894,086	-
39	16,185	13,734	19,983	16,487	15,051	17,806	99,246	159,593	39	159,593	-
40	438,013	315,112	299,805	453,427	391,185	429,452	2,326,994	5,403,735	40	5,403,735	-
41	(624)	184,317	69	88,239	(27,106)	135	245,031	991,046	41	991,046	-
42	192,772	168,997	30,604	298,058	442,741	(52,832)	1,080,340	1,407,610	42	1,407,610	-
43	(34,948)	(34,183)	(35,320)	(5,563)	(5,290)	(5,639)	(120,943)	(160,638)	43	(160,638)	-
44	555,955	495,605	506,897	437,544	366,194	269,170	2,631,365	5,283,686	44	5,283,686	-
45	3,514,031	3,972,341	3,600,396	3,641,059	3,035,350	3,209,983	20,973,161	31,736,041	45	31,736,041	-
46	-	983	988	1,039	1,013	1,040	5,063	5,063	46	5,063	-
47	26	643	647	682	665	684	3,347	3,347	47	3,347	-
48	-	-	71,191	96,992	111,618	10,721	290,523	290,523	48	290,523	-
49	-	-	-	-	-	-	-	-	49	-	-
50	5,353,577	5,517,134	5,264,902	5,446,210	5,394,440	4,470,217	31,446,479	53,147,122	50	53,147,122	-
51	(364,810)	(195,022)	(279,303)	(304,724)	(328,939)	(270,050)	(1,742,848)	(3,905,525)	51	(2,925,864)	(979,661)
52	4,988,767	5,322,112	4,985,599	5,141,486	5,065,501	4,200,167	29,703,631	49,241,597	52	50,221,258	(979,661)
53	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(2,315,500)	(4,631,000)	53	(4,631,000)	-
54	5,374,684	5,708,029	5,371,515	5,527,403	5,451,418	4,586,083	32,019,131	53,872,597	54	50,221,258	3,651,339
55											1.00398
56											3,665,871

1/ The Company did not begin projecting RTO Non-Fuel Costs and Transmission Revenues until the RTO 55 proceeding. Therefore there was no projection for the months of July 2018 through December 2018 included in the rates billed in RTO54 that were in place during that period.
2/ The Company's projection in RTO55 was for the calendar year of January 2019 through December 2019. There was no projection included for any months beyond December 2019.

ATTACHMENT 1-K (AJB)
CAUSE NO. 42736 RTO-58

DUKE ENERGY INDIANA, LLC

RECONCILIATION OF CORRECTION RTO 56 PETITIONER'S EXHIBIT 1-D (AJB) FOR MIDCONTINENT ISO MANAGEMENT COSTS AND REVENUE ADJUSTMENT

Line No.	Description	Percentage Share of Retail System Peak Demand Used For Allocation Purposes in IURC Cause No. 42359 1/		Reconciliation of Correction To RTO 56 Petitioner's Exhibit 1-D (AJB)	Line No.
		(A)		(B)	
	Retail Rate Schedules				
1	Rate RS	36.727%	$	1,346,364	1
2	Rates CS and FOC	5.206%		190,845	2
3	Rate LLF	17.897%		656,081	3
4	Rate HLF	38.862%		1,424,631	4
5	Customer L	0.243%		8,908	5
6	Customer D	0.000%			6
7	Customer O	0.442%		16,203	7
8	Rate WP	0.400%		14,663	8
9	Rate SL	0.051%		1,870	9
10	Rate MHLS	0.007%		257	10
11	Rate MOLS and UOLS	0.121%		4,436	11
12	Rate TS, FS and MS	0.044%		1,613	12
13	Total Retail	100.000%	$	3,665,871	13

1/ As adjusted for rate migration between HLF and LLF rate classes.

STANDARD FORMAT FOR DUKE ENERGY INDIANA FILINGS
RIDER NO. 68 – IURC CAUSE NO. 42736-RTO

(1) VERIFIED PETITION

Petitioner's Attachment 1-A – Proposed Duke Energy Indiana Rider No. 68, showing proposed adjustment factors

(2) TESTIMONY OF ART BUESCHER

Attachment 1-A - Proposed Duke Energy Indiana Rider No. 68, showing proposed adjustment factors
Attachment 1-B - Determination of adjustment factors by rate groups for prior applicable period and forecasted period to be applied to current proposed calendar year
Attachment 1-C - Determination of forecasted RTO non-fuel costs and transmission revenues to be recovered or credited through Duke Energy Indiana Rider No. 68
Attachment 1-D - Comparison of projected RTO non-fuel costs and transmission revenues to actual non-fuel costs and transmission revenues incurred during the reconciliation period
Attachment 1-E - Comparison of the actual amount of revenues charged or credited and the amount approved to be charged or credited during the reconciliation period
Attachment 1-F - Comparison of the effect of a proposed change in Duke Energy Indiana Rider No. 68 adjustment factor on the bill of a typical residential customer using 1,000 Kilowatt-hours of electricity
Attachment 1-G - Schedule 26 Project Status and Estimate of Schedule 26 Costs
Attachment 1-H - Schedule 26-A Project Status and Estimate of Schedule 26-A Costs
Attachment 1-I - Components of revenue conversion factor
Attachment 1-J – Corrected RTO 56 Petioner's Exhibit 1-D (AJB)
Attachment 1-K - Allocation of revenue requirement adjustment by retail rate schedule for corrected RTO 56 Petioner's Exhibit 1-D (AJB) for amounts prior to Cause No. 45253
Attachment 1-L - Standard format for Duke Energy Indiana filings.
Attachment 1-M - Standard workpaper listing for Duke Energy Indiana RTO filing.

(3) WORKPAPERS OF ART BUESCHER

Workpaper 1 – Kilowatt-hour sales by rate schedule for the twelve months ending June 2020
Workpaper 2 – KW demands for HLF rate class for the tweleve months ending June 2020
Workpaper 3 - Derivation of Duke Energy Indiana Rider No. 68 revenues charged or credited for the reconciliation months

STANDARD FORMAT FOR DUKE ENERGY INDIANA FILINGS
RIDER NO. 68 – IURC CAUSE NO. 42736-RTO

Workpaper 4 - MISO invoice detailing MISO Schedule 10 FERC and MISO Schedule 10 costs for demand and energy
Workpaper 5 – Derivation of MISO FERC fees and MISO Schedule 10 costs
Workpaper 6 - Restatement of detail provided by MISO for transmission revenues collected under the MISO TEMT, or any successor tariff
Workpaper 7 - Summarized schedule of the MISO transmission revenue schedules
Workpaper 8 - Derivation of Duke Energy Indiana's retail portion of the MISO transmission revenues
Workpaper 9 – Derivation of Duke Energy Indiana's retail portion of PJM charges and credits associated with Madison Generating Station
Workpaper 10 - Calculation of Duke Energy Indiana's retail portion of MISO Administrative Fees, Schedules 16 and 17 cost, as well as, Real-Time Revenue Neutrality Uplift Amount, Real-Time Miscellaneous Amount and Real-Time MVP Distribution Amount
Workpaper 11 - MISO invoice detailing Schedule 26 and Schedule 26A (MVP) charges
Workpaper 12 - Duke Energy Indiana MISO Attachment GG – Calculation of Revenue Requirement for Company-owned Schedule 26 RECB projects
Workpaper 13 - Duke Energy Indiana MISO Attachment MM – Calculation of Revenue Requirement for Company-owned Schedule 26-A MVP projects
Workpaper 14 – Duke Energy Indiana Estimated Bill Impact By Customer Class

(4) TESTIMONY OF BRAD (JAMES) DANIELS

WORKPAPER LISTING DUKE ENERGY INDIANA
RIDER NO. 68 – IURC CAUSE NO. 42736-RTO

Workpaper 1 Kilowatt hour sales by rate schedule listed on Petitioner's Attachment 1-B

Workpaper 2 KW demands for HLF rate class listed on Petitioner's Attachment 1-B

Workpaper 3 Determination of Duke Energy Indiana Rider No. 68 revenues charged or credited for the reconciliation months as listed on Petitioner's Attachment 1-E

Workpaper 4 MISO invoice detailing Schedule 10 FERC and Schedule 10 costs for demand and energy
A) Current month Native Load Schedule 10 FERC costs for demand and energy, plus any adjustments carried to Workpaper 5
B) Current month Native Load Schedule 10 costs for demand and energy, plus any adjustments carried to Workpaper 5

Workpaper 5 Derivation of MISO Schedule 10 FERC Fees and MISO Schedule 10 costs for demand and energy
A) Monthly MISO Schedule 10 FERC fee amounts listed on Petitioner's Attachment 1-C, filed with Duke Energy Indiana's Testimony
B) Monthly MISO Schedule 10 amounts listed on Petitioner's Attachment 1-C, filed with Duke Energy Indiana's Testimony

Workpaper 6 Restatement of detail provided by MISO for transmission revenues collected under the MISO TEMT, or any successor Tariff
A) Schedules of estimated and final MISO transmission revenue amounts collected under the MISO TEMT, or any successor Tariff, which are carried forward to Workpaper 9. Allocation to Operating Company

Workpaper 7 Summarized schedule of the MISO transmission revenue schedules
A) Reconciled monthly revenues added to current month's revenue to derive the amount journalized in account 456850

Workpaper 8 Derivation of Duke Energy Indiana's retail portion of the MISO transmission revenues for the reconciliation period as reported on Petitioner's Attachment 1-E, filed with Duke Energy Indiana's Testimony
A) Total Duke Energy Indiana MISO transmission revenues, less WVPA's and IMPA's revenue portion, multiplied by the retail allocation percent to create the retail portion of MISO transmission revenue. Retail allocation percentage from the IURC Order in Cause No. 45253 is 100.000%. (Amounts attributable to WVPA and IMPA need to be excluded because MISO includes such amounts in MISO's transmission revenues for the Cinergy Control Area/Zone.)

WORKPAPER LISTING DUKE ENERGY INDIANA
RIDER NO. 68 – IURC CAUSE NO. 42736-RTO

Workpaper 9 Derivation of Duke Energy Indiana's retail portion of PJM charges and credits associated with Madison Generating as approved in Cause No. 45253.

Workpaper 10 Calculation of Duke Energy Indiana's retail portion of MISO Administrative Fees for each month of the reconciliation period as billed per Schedules 16 and 17. In addition, the calculation of Duke Energy Indiana's Other MISO Standard Market Design Costs for each month as billed per MISO's Real-Time Revenue Neutrality Uplift Amount, Real-Time Miscellaneous Amount and Real-Time MVP Distribution Amount

A) Total Duke Energy Indiana MISO Administrative Fees and Other Standard Market Design Costs multiplied by the retail allocation percent to calculate the retail portion of MISO charges. Retail allocation percentage from the IURC Order in Cause No. 45253 is 100.000%.

Workpaper 11 MISO invoice detailing Schedule 26, Schedule 26A, Schedule 26C, Schedule 26D and Schedule 26-E charges

Workpaper 12 Duke Energy Indiana MISO Attachment GG – Calculation or Revenue Requirement for Company-owned Schedule 26 RECB projects

Workpaper 13 Duke Energy Indiana MISO Attachment MM – Calculation of Revenue Requirement for Company-owned Schedule 26-A MVP projects

Workpaper 14 Duke Energy Indiana Estimated Bill Impact By Customer Class