FILED
November 10, 2020
INDIANA UTILITY
REGULATORY COMMISSION

TESTIMONY OF ART J. BUESCHER III
LEAD RATES AND REGULATORY STRATEGY ANALYST
DUKE ENERGY INDIANA, LLC
CAUSE NO. 42736 RTO-56
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"), a wholly-owned subsidiary of Duke Energy Corporation ("Duke Energy"), 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. I will also explain any changes the Company is making to Rider No. 68 as a result of the Company's most recent retail base rate case approved by the Commission on June 29, 2020 in Cause No. 45253 ("June 29, 2020 Order" or "Cause No. 45253").

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 2018 through June 2020 are included in this proceeding. During the pendency of its most recent retail base rate case, the Company temporarily suspended the Rider No. 68 filings, and therefore, this proceeding reflects reconciliation for twenty-four (24) months of historical data vs. the typical twelve (12) months.

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 2021 through December 2021.

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 ("Current Base Rate Order"), 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 THE SPECIFIC CHANGES TO THE COMPANY'S RTO RIDER RESULTING FROM DUKE ENERGY INDIANA'S CURRENT BASE RATE ORDER.

A. The Company's Current Base Rate Order made several prospective 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 of Duke Energy Indiana's Energy Markets charges (and credits) were fuel-related and therefore should 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 Petitioner's Exhibit 1-H (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 requested regulatory treatment of the Company's MVP projects. Petitioner's Exhibit 1-I (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.

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 of the end of 2016: (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 2020, the Company submitted to MISO its revised annual revenue requirement for these projects for changes in the approved return on equity ("ROE"), which totaled $3,003,270, and the Company, as a transmission owner, began receiving updated revenues July 1, 2020. These RECB projects are listed on Petitioner's Exhibit 1-H (AJB). The Company, as a transmission customer, also pays MISO its share of the corresponding Schedule 26 costs.

Q. PLEASE BRIEFLY EXPLAIN YOUR UNDERSTANDING OF THE COMMISSION'S DECEMBER 27, 2019 ORDER IN CAUSE NO. 38707 FAC 122 ("DECEMBER 27, 2019 ORDER") PERTAINING TO THE PROPOSED TREATMENT OF MULTI-VALUE PROJECT ("MVP") RELATED REVENUES UNDER MISO'S SCHEDULE 26-A.

A. The December 27, 2019 Order directed the Company to provide more detail in its next RTO filing (RTO 56) regarding its MVP projects as it relates to the RTO rider. The Company began receiving Schedule 26-A revenues from MISO in June 2019 related to the Company's own MVPs. The Company proposes to retain the Schedule 26-A revenues received from MISO for Company-owned MVPs, similar to the treatment approved from Company-owned RECB projects.

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 are projected to be 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 are therefore, included in the Company's MISO Attachment MM for recovery through Schedule 26-A. The final two (2) detail projects are estimated to be 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 2020, the Company submitted to MISO its revised annual revenue requirement for these projects for changes in the approved ROE, which totaled $790,326, and the Company, as a transmission owner, began receiving revenues July 1, 2020.

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-126, 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, 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 2020, MISO began assessing charges under the charge type Schedule 49 Cost Allocation for Available Capacity Usage ("Schedule 49"). Schedule 49 compensates the Southwest Power Pool ("SPP") for available system capacity usage by MISO on a North-South SPP tie line. Previously these charges have been part of the Real Time Miscellaneous Amount charge type and have now been moved to a separate and distinct charge type for greater transparency. The reconciliation period of July 2018 through June 2020 contains $290,523 in charges under Schedule 49.

The Company also began receiving charges under MISO Schedule 26-C, Cost Recovery For Targeted Market Efficiency Projects ("TMEPs") Constructed By MISO Transmission Owners, for MISO TMEP cost-shared projects and MISO Schedule 26-D, Cost Recovery for Targeted Market Efficiency Projects Constructed By PJM Transmission Owners. Targeted Market Efficiency Projects are FERC accepted, interregional projects in the MISO-PJM Joint Operating Agreement to reduce congestion on known Reciprocal Coordinated Flowgates along the border between MISO and PJM to benefit customers and improve coordination between the RTOs.

The reconciliation period of July 2018 through June 2020 contains $5,063 in charges under Schedule 26-C and $3,347 in charges under Schedule 26-D. The

Company has not estimated any charges for Schedule 49, Schedule 26-C or Schedule 26-D to include in the forecasted period of January through December 2021. Actual charges under these schedules will be reconciled in a future RTO tracker filing.

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. 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. Refunds and adjustments are currently due for completion by December 23, 2020. On September 9, 2020, MISO submitted a request for extension to FERC to approve the timelines outlined above. The Company will provide all required ROE refunds to its retail customers in a timely manner through the RTO tracker pursuant to the timelines established by FERC and MISO.

MISO issued refunds related to the FERC Opinion No. 569, prior to pause, in the April 2020 billing cycle. As the Company is both a transmission owner and a transmission customer, both charges and credits related to the April 2020 portion of the ROE refund have been included in this filing. The net credit included in this filing on Petitioner's Exhibit 1-D (AJB) is $129,238.

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 2018 through June 2020 and is shown in Columns C and D of Petitioner's Exhibit 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.

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 the Company's Current Base Rate Order (Cause No. 45253) the retail allocator for transmission is 100%, while the transmission allocator from the prior retail base rate case (Cause No. 42359, effective through July 2020) was 96.291%.

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 1.00484. See Petitioner's Exhibit 1-J (AJB) for the underlying calculation of this factor.

IV. PROPOSED RIDER NO. 68 ADJUSTMENT FACTORS

Q. PLEASE EXPLAIN PETITIONER'S EXHIBIT 1-A (AJB).

A. Petitioner's Exhibit 1-A (AJB) is the Company's revised Standard Contract Rider No. 68. Page 2 of this Exhibit shows the Percent Share of Retail Peak developed for cost of service purposes in Cause No. 45253.

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. Petitioner's Exhibit 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, as well as the three (3) new MISO charge types being requested for inclusion in Rider No. 68 rates via the current RTO proceeding. The resulting revenue requirement totals for each retail rate group (except for HLF) (Column E) are divided by the corresponding kWh sales for the twelve (12)-months ended June 30, 2020. For developing the HLF rates, the revenue requirement amount is divided by KW demands for the twelve (12)-months ended June 30, 2020 to determine the proposed Rider No. 68 rate. These factors by respective retail rate groups are then used on Page 3 of 3 of Petitioner's Exhibit 1-A (AJB). The total amount that the Company proposes to be credited to the Company's retail electric customers through Rider No. 68, taking into account the reconciliation amount, is $4,435,100.

The prefiled Testimony of Mr. James (Brad) Daniel, Petitioner's Exhibit 2, supports the reasonableness of the Company's Energy Markets and ASM non-fuel related costs.

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

A. No.

Q. PLEASE EXPLAIN PETITIONER'S EXHIBIT 1-C (AJB).

A. Petitioner's Exhibit 1-C (AJB) compares the forecasted non-fuel RTO costs and transmission revenues for the forecasted periods of January 2021 through December 2021 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 Petitioner's Exhibit 1-B (AJB), Column (B).

Q. PLEASE EXPLAIN PETITIONER'S EXHIBIT 1-D (AJB).

A. Petitioner's Exhibit 1-D (AJB) compares the previously projected RTO non-fuel costs and transmission revenues (developed in RTO 55) to actual non-fuel costs and transmission revenues incurred during the reconciliation period of July 2018 through June 2020. The total to be recovered from (or credited to) customers from this portion of the reconciliation is shown on Petitioner's Exhibit 1-B (AJB), Column (C).

Q. PLEASE EXPLAIN PETITIONER'S EXHIBIT 1-E (AJB).

A. Petitioner's Exhibit 1-E (AJB) compares the actual amount of Rider No. 68 revenues charged to customers at the retail rate group level to the amounts

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[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 Exhibit A, p. 23). Since 2015, the PACE process is administered by the Sumatra model.

approved by the Commission for recovery during the reconciliation periods of July 2018 through June 2020. The total to be recovered from (or credited to) customers for this item is shown on Petitioner's Exhibit 1-B (AJB), Column (D).

Q. PLEASE EXPLAIN PETITIONER'S EXHIBIT 1-F (AJB).

A. Petitioner's Exhibit 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 a decrease of $1.78[2] on his or her electric bill when compared to the bills reflecting the current Rider No. 68 rate. This is a 1.4%[3] decrease to each residential customer's electric bill.

Q. PLEASE EXPLAIN PETITIONER'S EXHIBIT 1-G (AJB).

A. Petitioner's Exhibit 1-G (AJB) compares the projected non-fuel costs and transmission revenues to the actual non-fuel charges and transmission revenues incurred during the reconciliation period of July 2018 through June 2020. The reconciliation amounts calculated in Column (C) of Petitioner's Exhibit 1-G (AJB) were derived using the approved retail rate group allocation factors from Cause No. 42359 in effect during the reconciliation period of July 2018 through

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[2] The change is defined as the proposed change in factor from this proceeding compared to what the customer is paying today for this rider.

[3] The change is defined as the proposed factor from this proceeding compared to what the customer is paying today for this rider as a percentage of the total monthly bill of a 1000 kWh customer as of the time of this filing of $127.59, excluding utility receipts and sales tax.

June 2020. Amounts in Column (C) of Petitioner's Exhibit 1-G (AJB) are carried forward to Column (C) of Petitioner's Exhibit 1-B (AJB).

Q. PLEASE EXPLAIN PETITIONER'S EXHIBIT 1-H (AJB).

A. Petitioner's Exhibit 1-H (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 PETITIONER'S EXHIBIT 1-I (AJB).

A. Petitioner's Exhibit 1-I (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 PETITIONER'S EXHIBIT 1-J (AJB).

A. Petitioner's Exhibit 1-J (AJB) shows the calculation of the revenue conversion factor being used in this proceeding. Note that the Commission's Order in Cause No. 45253 approved the Company's proposal to remove Utility Receipts Tax recovery from base and rider rates and show it as a separate line on the Company's bills. As a result, the revenue conversion factor will no longer include a gross-up intended to cover URT recovery.

Q. PLEASE EXPLAIN PETITIONER'S EXHIBITS 1-K (AJB) AND 1-L (AJB).

A. The standard format for Duke Energy Indiana filings (labeled as Petitioner's Exhibit 1-K (AJB) in this proceeding) and the Standard Audit Path (labeled as

Petitioner's Exhibit 1-L (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 Standard Contract Rider No. 68, First Revised Sheet No. 68, Page 1 through Page 3, as reflected in Petitioner's Exhibit 1-A (AJB), Pages 1 through 4. The Company requests that the Commission find that the Rider No. 68 adjustment factors for the Company's bills rendered beginning with the March 2021 – 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 Petitioner's Exhibit 1-A (AJB).

Q. WERE PETITIONER'S EXHIBITS 1-A (AJB) THROUGH 1-L (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.

Issued:

Effective: Bills Rendered
March 2021 – Bill Cycle 1

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:

Effective: Bills Rendered
March 2021 - Bill Cycle 1

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

IURC No. 15
First Revised Sheet No. 68
Cancels and Supersedes
Original 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 _1/ (A)	RTO Non-Fuel Cost and Revenue Adjustment Factor Per Non-Coincident KW (B)	Line No.
1	Rate RS	($0.000237)		1
2	Rates CS and FOC	(0.000130)		2
3	Rate LLF	(0.000412)		3
4	Rate HLF		$0.002183	4
5	Customer L	(0.000105)		5
6	Customer O	(0.000354)		6
7	Rate WP	(0.000347)		7
8	Rate SL	(0.000115)		8
9	Rate MHLS	(0.000226)		9
10	Rates MOLS and UOLS	(0.000076)		10
11	Rates TS, FS and MS	(0.000624)		11

1/ Proposed factors above reflect calculations, peak load allocators and base amounts approved by the Commission in Cause No. 42359 as applied to data for the historical periods of July 2018 through June 2020.

Issued:

Effective: Bills Rendered
March 2021 - Bill Cycle 1

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 Transmission Revenues By Rate Group for Calendar Year 2021 to be Collected through Standard Contract Rider No. 68 _1/	Reconciliation of Amounts Projected for RTO Non-Fuel Costs and Transmission Revenues vs. Actual Amounts Incurred for the July 2018 through June 2020 Period _2/	Reconciliation of RTO Non-Fuel Costs and Transmission Revenues Approved for Recovery vs. Actual RTO Revenues Collected for the July 2018 through June 2020 Period	Total	Actual Kilowatt-Hour Sales For The Twelve Months Ended June 30, 2020	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, 2020	RTO Non-Fuel Costs and Revenue Adjustment Factors Per Non-Coincident Peak Demands	Line No.
		(A)	(B)	(C)	(D)	(E) = (B) + (C) + (D)	(F)	(G)	(H)	(I)	
1	Rate RS	42.114%	$ 1,350,785	$ 18,534,034	$ (22,040,989)	$ (2,156,170)	9,082,070,680	($0.000237)			1
2	Rates CS	5.169%	165,793	2,627,173	(2,925,501)	(132,535)	1,018,034,163	(0.000130)			2
3	Rate LLF	20.722%	664,648	9,031,601	(11,744,806)	(2,048,557)	4,969,585,143	(0.000412)			3
4	Rate HLF	30.774%	987,060	19,611,448	(20,557,646)	40,862	9,846,518,863		18,716,412	$0.002183	4
5	Customer L	0.296%	9,494	122,628	(142,879)	(10,757)	102,497,201	(0.000105)			5
6	Customer O	0.372%	11,932	223,052	(290,875)	(55,891)	158,042,619	(0.000354)			6
7	Rate WP	0.415%	13,311	201,857	(267,678)	(52,510)	151,361,346	(0.000347)			7
8	Rate SL	0.002%	64	25,737	(30,113)	(4,312)	37,474,042	(0.000115)			8
9	Rate MHLS	0.000%	-	3,533	(4,794)	(1,261)	5,581,904	(0.000226)			9
10	Rates MOLS and UOLS	0.113%	3,624	61,062	(72,650)	(7,964)	104,464,399	(0.000076)			10
11	Rates TS, FS and MS	0.023%	738	22,204	(28,947)	(6,005)	9,622,323	(0.000624)			11
12	**TOTAL RETAIL**	100.000%	$ 3,207,449	$ 50,464,329	$ (58,106,878)	$ (4,435,100)	25,485,252,683				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 in Column (B) on Line 12.

DUKE ENERGY INDIANA, LLC

DETERMINATION OF THE PROJECTED REGIONAL TRANSMISSION OPERATOR ("RTO") NON-FUEL COSTS AND TRANSMISSION REVENUES
TO BE RECOVERED OR CREDITED THROUGH RIDER 68 FOR THE TWELVE MONTHS ENDED DECEMBER 2021

Line No.	Description	January 2021	February 2021	March 2021	April 2021	May 2021	June 2021	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	Total	Line No.
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M) SUM (A) - (L)	
	Forecasted RTO Non-Fuel Costs & Transmission Revenues														
	Non-Fuel Costs														
1	Schedule 10 FERC	208,333	208,333	208,334	208,333	208,333	208,334	208,333	208,333	208,334	208,333	208,333	208,334	2,500,000	1
2	Schedule 10	458,333	458,333	458,334	458,333	458,333	458,334	458,333	458,333	458,334	458,333	458,333	458,334	5,500,000	2
3	Schedule 16	16,667	16,667	16,666	16,667	16,667	16,666	16,667	16,667	16,666	16,667	16,667	16,666	200,000	3
4	Schedule 17	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000	5,100,000	4
5	Real Time Miscellaneous	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	1,020,000	5
6	Real Time Revenue Neutrality Uplift Amount	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	3,600,000	6
7	Real Time MVP Distribution Amount	(14,167)	(14,167)	(14,166)	(14,167)	(14,167)	(14,166)	(14,167)	(14,167)	(14,166)	(14,167)	(14,167)	(14,166)	(170,000)	7
8	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	583,333	583,333	583,334	583,333	583,333	583,334	583,333	583,333	583,334	583,333	583,333	583,334	7,000,000	8
9	Schedule 26 A - Multi-Value Projects	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	3,425,000	41,100,000	9
10	Schedule 26 C	-	-	-	-	-	-	-	-	-	-	-	-	-	10
11	Schedule 49	-	-	-	-	-	-	-	-	-	-	-	-	-	11
12	PJM Madison Non-Fuel	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,800,000	12
13	Total RTO Non-Fuel Costs	5,637,499	5,637,499	5,637,502	5,637,499	5,637,499	5,637,502	5,637,499	5,637,499	5,637,502	5,637,499	5,637,499	5,637,502	67,650,000	13
14	*Transmission Revenues*	(2,333,333)	(2,333,333)	(2,333,334)	(2,333,333)	(2,333,333)	(2,333,334)	(2,333,333)	(2,333,333)	(2,333,334)	(2,333,333)	(2,333,333)	(2,333,334)	(28,000,000)	14
15	Total Non-Fuel Costs & Transmission Revenues	3,304,166	3,304,166	3,304,168	3,304,166	3,304,166	3,304,168	3,304,166	3,304,166	3,304,168	3,304,166	3,304,166	3,304,168	39,650,000	15
	Amounts Included in Base Rates														
	Non-Fuel Costs														
16	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	16
17	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	17
18	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	18
19	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	19
20	Real Time Miscellaneous	-	-	-	-	-	-	-	-	-	-	-	-	-	20
21	Real Time Revenue Neutrality Uplift Amount	-	-	-	-	-	-	-	-	-	-	-	-	-	21
22	Real Time MVP Distribution Amount	-	-	-	-	-	-	-	-	-	-	-	-	-	22
23	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	23
24	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	24
25	Schedule 26 C	-	-	-	-	-	-	-	-	-	-	-	-	-	25
26	Schedule 49	-	-	-	-	-	-	-	-	-	-	-	-	-	26
27	PJM Madison Non-Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-	27
28	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	28
29	*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)	29
30	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	30
	Net Forecasted RTO Non-Fuel Costs & Transmission Revenues														
	Non-Fuel Costs														
31	Schedule 10 FERC	(3,250)	(3,250)	(3,250)	(3,250)	(3,250)	(3,250)	(3,250)	(3,250)	(3,250)	(3,250)	(3,250)	(3,250)	(39,000)	31
32	Schedule 10	(24,084)	(24,084)	(24,082)	(24,084)	(24,084)	(24,082)	(24,084)	(24,084)	(24,082)	(24,084)	(24,084)	(24,082)	(289,000)	32
33	Schedule 16	(10,250)	(10,250)	(10,250)	(10,250)	(10,250)	(10,250)	(10,250)	(10,250)	(10,250)	(10,250)	(10,250)	(10,250)	(123,000)	33
34	Schedule 17	(103,333)	(103,333)	(103,334)	(103,333)	(103,333)	(103,334)	(103,333)	(103,333)	(103,334)	(103,333)	(103,333)	(103,334)	(1,240,000)	34
35	Real Time Miscellaneous	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	1,020,000	35
36	Real Time Revenue Neutrality Uplift Amount	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	3,600,000	36
37	Real Time MVP Distribution Amount	(14,167)	(14,167)	(14,166)	(14,167)	(14,167)	(14,166)	(14,167)	(14,167)	(14,166)	(14,167)	(14,167)	(14,166)	(170,000)	37
38	Schedule 26 - Network Upgrade Charge from Transmission Expansion Plan	(90,250)	(90,250)	(90,250)	(90,250)	(90,250)	(90,250)	(90,250)	(90,250)	(90,250)	(90,250)	(90,250)	(90,250)	(1,083,000)	38
39	Schedule 26 A - Multi-Value Projects	348,000	348,000	348,000	348,000	348,000	348,000	348,000	348,000	348,000	348,000	348,000	348,000	4,176,000	39
40	Schedule 26 C	-	-	-	-	-	-	-	-	-	-	-	-	-	40
41	Schedule 49	-	-	-	-	-	-	-	-	-	-	-	-	-	41
42	PJM Madison Non-Fuel	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,800,000	42
43	Total RTO Non-Fuel Costs	637,666	637,666	637,668	637,666	637,666	637,668	637,666	637,666	637,668	637,666	637,666	637,668	7,652,000	43
44	*Transmission Revenues*	(371,666)	(371,666)	(371,668)	(371,666)	(371,666)	(371,668)	(371,666)	(371,666)	(371,668)	(371,666)	(371,666)	(371,668)	(4,460,000)	44
45	Total Non-Fuel Costs & Transmission Revenues	266,000	266,000	266,000	266,000	266,000	266,000	266,000	266,000	266,000	266,000	266,000	266,000	3,192,000	45
46	Revenue Conversion Factor													1.00484	46
47	Amount to be Collected (Credited) Through Rider													3,207,449	47

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 Revenues	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 Revenues	-	-	-	-	-	-	-
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 Revenues	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)

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.
1	172,055	162,358	166,883	146,529	119,219	167,035	934,079	4,363,032	1
2	500,112	237,226	602,757	271,718	943,800	422,662	2,978,275	11,321,086	2
3	16,185	13,734	19,983	16,487	15,051	17,806	99,246	306,593	3
4	438,013	315,112	299,805	453,427	391,185	429,452	2,326,994	10,167,735	4
5	(624)	184,317	69	88,239	(27,106)	135	245,031	2,010,046	5
6	192,772	168,997	30,604	298,058	442,741	(52,832)	1,080,340	5,381,610	6
7	(34,948)	(34,183)	(35,320)	(5,563)	(5,290)	(5,639)	(120,943)	(332,638)	7
8	555,955	495,605	506,897	437,544	366,194	269,170	2,631,365	13,683,686	8
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
10	-	983	988	1,039	1,013	1,040	5,063	5,063	10
11	26	643	647	682	665	684	3,347	3,347	11
12	-	-	71,191	96,992	111,618	10,721	290,523	290,523	12
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
15	(364,810)	(195,022)	(279,303)	(304,724)	(328,939)	(270,050)	(1,742,848)	(7,025,525)	15
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
17	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(2,315,500)	(9,262,000)	17
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
19	-	-	-	-	-	-	-	2,230,000	19
20	-	-	-	-	-	-	-	5,427,000	20
21	-	-	-	-	-	-	-	147,000	21
22	-	-	-	-	-	-	-	4,764,000	22
23	-	-	-	-	-	-	-	1,019,000	23
24	-	-	-	-	-	-	-	3,974,000	24
25	-	-	-	-	-	-	-	(172,000)	25
26	-	-	-	-	-	-	-	8,400,000	26
27	-	-	-	-	-	-	-	47,400,000	27
28	-	-	-	-	-	-	-	-	28
29	-	-	-	-	-	-	-	-	29
30	-	-	-	-	-	-	-	-	30
31	-	-	-	-	-	-	-	-	31
32	-	-	-	-	-	-	-	73,189,000	32
33	-	-	-	-	-	-	-	(3,120,000)	33
34	-	-	-	-	-	-	-	70,069,000	34
35	-	-	-	-	-	-	-	(4,631,000)	35
36	-	-	-	-	-	-	-	74,700,000	36
37	172,055	162,358	166,883	146,529	119,219	167,035	934,079	2,133,032	37
38	500,112	237,226	602,757	271,718	943,800	422,662	2,978,275	5,894,086	38
39	16,185	13,734	19,983	16,487	15,051	17,806	99,246	159,593	39
40	438,013	315,112	299,805	453,427	391,185	429,452	2,326,994	5,403,735	40
41	(624)	184,317	69	88,239	(27,106)	135	245,031	991,046	41
42	192,772	168,997	30,604	298,058	442,741	(52,832)	1,080,340	1,407,610	42
43	(34,948)	(34,183)	(35,320)	(5,563)	(5,290)	(5,639)	(120,943)	(160,638)	43
44	555,955	495,605	506,897	437,544	366,194	269,170	2,631,365	5,283,686	44
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
46	-	983	988	1,039	1,013	1,040	5,063	5,063	46
47	26	643	647	682	665	684	3,347	3,347	47
48	-	-	71,191	96,992	111,618	10,721	290,523	290,523	48
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
51	(364,810)	(195,022)	(279,303)	(304,724)	(328,939)	(270,050)	(1,742,848)	(2,925,864)	51
52	4,988,767	5,322,112	4,985,599	5,141,486	5,065,501	4,200,167	29,703,631	50,221,258	52
53	(385,917)	(385,917)	(385,916)	(385,917)	(385,917)	(385,916)	(2,315,500)	(4,631,000)	53
54	5,374,684	5,708,029	5,371,515	5,527,403	5,451,418	4,586,083	29,703,631	50,221,258	54
55								1.00484	55
56								50,464,329	56

DUKE ENERGY INDIANA, LLC

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

Line No.	Description	RTO 54 _1/						
		July 2018	August 2018	September 2018	October 2018	November 2018	December 2018	Sub-Total
		(A)	(B)	(C)	(D)	(E)	(F)	(G) Sum (A) to (F)
	Rider Revenues Approved for Recovery							
1	Rate RS	1,470,991	1,470,991	1,470,991	-	-	-	4,412,973
2	Rate CS	249,764	249,764	249,764	-	-	-	749,292
3	Rate LLF	877,686	877,686	877,686	-	-	-	2,633,058
4	Rate HLF	2,192,216	2,192,216	2,192,217	-	-	-	6,576,649
5	Customer L	13,697	13,697	13,697	-	-	-	41,091
6	Customer O	23,473	23,473	23,473	-	-	-	70,419
7	Rate WP	20,419	20,419	20,418	-	-	-	61,256
8	Rate SL	2,795	2,795	2,796	-	-	-	8,386
9	Rate MHLS	291	291	291	-	-	-	873
10	Rate MOLS and UOLS	6,576	6,576	6,576	-	-	-	19,728
11	Rates TS, FS and MS	2,318	2,318	2,318	-	-	-	6,954
12	Total	4,860,226	4,860,226	4,860,227	-	-	-	14,580,679
	Rider Revenues Actually Collected							
13	Rate RS	1,749,818	1,565,216	1,596,549	1,273,751	1,263,322	1,707,228	9,155,884
14	Rate CS	279,145	258,519	262,805	224,099	202,100	240,305	1,466,973
15	Rate LLF	951,566	926,907	974,943	917,988	818,526	861,810	5,451,740
16	Rate HLF	2,264,068	2,214,684	2,202,253	2,048,973	1,935,334	1,951,638	12,616,950
17	Customer L	12,665	14,353	14,321	11,521	20,675	14,519	88,054
18	Customer O	23,089	23,847	23,828	23,099	23,812	23,083	140,758
19	Rate WP	21,697	19,382	20,319	19,031	19,059	20,624	120,112
20	Rate SL	2,791	2,636	2,766	2,767	2,756	2,737	16,453
21	Rate MHLS	278	279	319	336	365	420	1,997
22	Rate MOLS and UOLS	6,544	6,554	6,514	6,536	6,529	6,581	39,258
23	Rates TS, FS and MS	2,290	2,283	2,318	2,336	2,374	2,444	14,045
24	Total	5,313,951	5,034,660	5,106,935	4,530,437	4,294,852	4,831,389	29,112,224
	Under (Over) Collected							
25	Rate RS	(278,827)	(94,225)	(125,558)	(1,273,751)	(1,263,322)	(1,707,228)	(4,742,911)
26	Rate CS	(29,381)	(8,755)	(13,041)	(224,099)	(202,100)	(240,305)	(717,681)
27	Rate LLF	(73,880)	(49,221)	(97,257)	(917,988)	(818,526)	(861,810)	(2,818,682)
28	Rate HLF	(71,852)	(22,468)	(10,036)	(2,048,973)	(1,935,334)	(1,951,638)	(6,040,301)
29	Customer L	1,032	(656)	(624)	(11,521)	(20,675)	(14,519)	(46,963)
30	Customer O	384	(374)	(355)	(23,099)	(23,812)	(23,083)	(70,339)
31	Rate WP	(1,278)	1,037	99	(19,031)	(19,059)	(20,624)	(58,856)
32	Rate SL	4	159	30	(2,767)	(2,756)	(2,737)	(8,067)
33	Rate MHLS	13	12	(28)	(336)	(365)	(420)	(1,124)
34	Rate MOLS and UOLS	32	22	62	(6,536)	(6,529)	(6,581)	(19,530)
35	Rates TS, FS and MS	28	35	-	(2,336)	(2,374)	(2,444)	(7,091)
36	Total	(453,725)	(174,434)	(246,708)	(4,530,437)	(4,294,852)	(4,831,389)	(14,531,545)

Line No.	RTO 55 _2/												
	January 2019	February 2019	March 2019	April 2019	May 2019	June 2019	July 2019	August 2019	September 2019	October 2019	November 2019	December 2019	Sub-total
	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T) Sum (H) to (S)
1	2,921,551	2,921,551	2,921,551	2,921,551	2,921,551	2,921,551	2,921,551	2,921,551	2,921,551	2,921,551	2,921,552	2,921,552	35,058,614
2	420,264	420,264	420,264	420,264	420,264	420,264	420,264	420,264	420,264	420,263	420,263	420,263	5,043,165
3	1,445,316	1,445,316	1,445,316	1,445,316	1,445,316	1,445,316	1,445,316	1,445,316	1,445,316	1,445,315	1,445,315	1,445,315	17,343,789
4	3,183,780	3,183,780	3,183,780	3,183,780	3,183,780	3,183,780	3,183,780	3,183,780	3,183,780	3,183,779	3,183,779	3,183,779	38,205,357
5	19,806	19,806	19,806	19,806	19,806	19,806	19,806	19,807	19,807	19,807	19,807	19,807	237,677
6	36,178	36,178	36,178	36,178	36,178	36,178	36,178	36,178	36,177	36,177	36,177	36,177	434,132
7	32,553	32,553	32,553	32,553	32,553	32,553	32,553	32,554	32,554	32,554	32,554	32,554	390,641
8	4,173	4,173	4,173	4,173	4,173	4,173	4,173	4,173	4,173	4,173	4,174	4,174	50,078
9	577	577	577	577	577	577	577	577	577	577	578	578	6,926
10	9,893	9,893	9,893	9,893	9,893	9,893	9,893	9,893	9,892	9,892	9,892	9,892	118,712
11	3,590	3,590	3,590	3,590	3,590	3,590	3,589	3,589	3,589	3,589	3,589	3,589	43,074
12	8,077,681	8,077,681	8,077,681	8,077,681	8,077,681	8,077,681	8,077,680	8,077,682	8,077,680	8,077,677	8,077,680	8,077,680	96,932,165
13	3,705,750	3,774,473	3,282,002	2,425,261	2,043,919	2,447,671	3,272,256	3,215,238	2,903,914	2,512,725	2,411,819	3,296,842	35,291,870
14	461,408	457,072	426,748	354,743	338,813	392,498	472,950	472,587	442,426	404,869	355,396	428,464	5,007,974
15	1,532,536	1,505,469	1,460,429	1,405,488	1,426,835	1,645,262	1,541,651	1,676,193	1,692,006	1,600,351	1,433,937	1,515,831	18,435,988
16	3,095,363	2,860,882	2,836,879	2,899,620	2,978,207	3,129,115	3,293,691	3,334,691	3,262,111	3,093,554	2,877,367	2,963,136	36,624,616
17	27,543	20,680	18,701	19,084	15,483	18,128	19,426	22,181	22,125	17,516	17,048	15,121	233,036
18	37,030	37,039	33,479	37,025	35,840	37,025	35,873	37,068	37,030	35,682	37,038	35,828	435,957
19	36,060	35,525	33,617	32,166	32,042	32,248	34,577	34,331	34,149	31,560	31,001	34,230	401,506
20	4,091	4,035	3,956	4,042	4,047	4,043	4,043	4,044	4,041	3,846	4,018	4,010	48,216
21	766	658	621	575	543	503	491	486	543	562	619	698	7,065
22	9,816	9,752	9,740	9,615	9,681	9,226	9,676	9,533	9,553	9,616	9,496	9,641	115,345
23	3,862	3,660	3,619	3,576	3,554	3,537	3,534	3,509	3,563	3,579	3,607	3,747	43,347
24	8,914,225	8,709,245	8,109,791	7,191,195	6,888,964	7,719,256	8,688,168	8,809,861	8,411,461	7,713,860	7,181,346	8,307,548	96,644,920
25	(784,199)	(852,922)	(360,451)	496,290	877,632	473,880	(350,705)	(293,687)	17,637	408,826	509,733	(375,290)	(233,256)
26	(41,144)	(36,808)	(6,484)	65,521	81,451	27,766	(52,686)	(52,323)	(22,162)	15,394	64,867	(8,201)	35,191
27	(87,220)	(60,153)	(15,113)	39,828	18,481	(199,946)	(96,335)	(230,877)	(246,690)	(155,036)	11,378	(70,516)	(1,092,199)
28	88,417	322,898	346,901	284,160	205,573	54,665	(109,911)	(150,911)	(78,331)	90,225	306,412	220,643	1,580,741
29	(7,737)	(874)	1,105	722	4,323	1,678	380	(2,374)	(2,318)	2,291	2,759	4,686	4,641
30	(852)	(861)	2,699	(847)	338	(847)	305	(890)	(853)	495	(861)	349	(1,825)
31	(3,507)	(2,972)	(1,064)	387	511	305	(2,024)	(1,777)	(1,595)	994	1,553	(1,676)	(10,865)
32	82	138	217	131	126	130	130	129	132	327	156	164	1,862
33	(189)	(81)	(44)	2	34	74	86	91	34	15	(41)	(120)	(139)
34	77	141	153	278	212	667	217	360	339	276	396	251	3,367
35	(272)	(70)	(29)	14	36	53	55	80	26	10	(18)	(158)	(273)
36	(836,544)	(631,564)	(32,110)	886,486	1,188,717	358,425	(610,488)	(732,179)	(333,781)	363,817	896,334	(229,868)	287,245

Line No.	January 2020	February 2020	March 2020	April 2020	May 2020	June 2020	Sub-Total	Total	Line No.
	(U)	(V)	(W)	(X)	(Y)	(Z)	(AA) Sum (U) to (Z)	(AB) (G)+(T)+(AA)	
1	-	-	-	-	-	-	-	39,471,587	1
2	-	-	-	-	-	-	-	5,792,457	2
3	-	-	-	-	-	-	-	19,976,847	3
4	-	-	-	-	-	-	-	44,782,006	4
5	-	-	-	-	-	-	-	278,768	5
6	-	-	-	-	-	-	-	504,551	6
7	-	-	-	-	-	-	-	451,897	7
8	-	-	-	-	-	-	-	58,464	8
9	-	-	-	-	-	-	-	7,799	9
10	-	-	-	-	-	-	-	138,440	10
11	-	-	-	-	-	-	-	50,028	11
12	-	-	-	-	-	-	-	111,512,844	12
13	3,436,067	3,269,677	2,980,418	2,464,969	2,229,238	2,684,453	17,064,822	61,512,576	13
14	438,547	418,200	394,693	320,850	299,354	371,367	2,243,011	8,717,958	14
15	1,469,842	1,439,379	1,383,710	1,146,442	1,070,927	1,323,625	7,833,925	31,721,653	15
16	2,903,371	2,817,978	2,763,400	2,521,364	2,336,871	2,755,102	16,098,086	65,339,652	16
17	15,551	20,577	19,293	19,050	15,576	10,510	100,557	421,647	17
18	37,004	37,038	34,667	37,062	35,916	37,024	218,711	795,426	18
19	35,249	32,712	32,812	32,899	30,799	33,486	197,957	719,575	19
20	3,994	3,987	3,988	3,984	3,979	3,976	23,908	88,577	20
21	737	647	602	573	507	465	3,531	12,593	21
22	9,608	9,448	9,426	9,372	9,344	9,289	56,487	211,090	22
23	3,778	3,622	3,585	3,563	3,479	3,556	21,583	78,975	23
24	8,353,748	8,053,265	7,626,594	6,560,128	6,035,990	7,232,853	43,862,578	169,619,722	24
25	(3,436,067)	(3,269,677)	(2,980,418)	(2,464,969)	(2,229,238)	(2,684,453)	(17,064,822)	(22,040,989)	25
26	(438,547)	(418,200)	(394,693)	(320,850)	(299,354)	(371,367)	(2,243,011)	(2,925,501)	26
27	(1,469,842)	(1,439,379)	(1,383,710)	(1,146,442)	(1,070,927)	(1,323,625)	(7,833,925)	(11,744,806)	27
28	(2,903,371)	(2,817,978)	(2,763,400)	(2,521,364)	(2,336,871)	(2,755,102)	(16,098,086)	(20,557,646)	28
29	(15,551)	(20,577)	(19,293)	(19,050)	(15,576)	(10,510)	(100,557)	(142,879)	29
30	(37,004)	(37,038)	(34,667)	(37,062)	(35,916)	(37,024)	(218,711)	(290,875)	30
31	(35,249)	(32,712)	(32,812)	(32,899)	(30,799)	(33,486)	(197,957)	(267,678)	31
32	(3,994)	(3,987)	(3,988)	(3,984)	(3,979)	(3,976)	(23,908)	(30,113)	32
33	(737)	(647)	(602)	(573)	(507)	(465)	(3,531)	(4,794)	33
34	(9,608)	(9,448)	(9,426)	(9,372)	(9,344)	(9,289)	(56,487)	(72,650)	34
35	(3,778)	(3,622)	(3,585)	(3,563)	(3,479)	(3,556)	(21,583)	(28,947)	35
36	(8,353,748)	(8,053,265)	(7,626,594)	(6,560,128)	(6,035,990)	(7,232,853)	(43,862,578)	(58,106,878)	36

_1/ The Company's rates in RTO 54 were approved on June 27, 2018 and began billing July 2018 - Billing Cycle 1. The Company's rates for RTO 55 were not approved until December 27, 2018 and therefore the RTO 54 rates remained in effect until RTO55 rates began billing January 2019 - Billing Cycle 1.
_2/ During the pendency of the Company's most recent retail base rate case filing in Cause No. 45253, the Company suspended its RTO filings therefore the RTO55 rates have remained in effect until approval of new RTO rates in the Company's Compliance filing which was approved for billing effective July 30, 2020.

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's

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	$ (0.000237)	$ 130.37	$ (4.32)	$ 126.05	$ (0.24)	$ 125.81	$ (1.78)	-1.40%	1
2	Current Approved Factor	$ 0.001542	$ 130.37	$ (4.32)	$ 126.05	$ 1.54	$ 127.59	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

RECONCILIATION OF 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/ (A)	Reconciliation of Amounts Projected for RTO Non-Fuel Costs and Transmission Revenues vs. Actual Amounts Incurred for the July 2018 through June 2020 Period (B)	Line No.
	Retail Rate Schedules			
1	Rate RS	36.727%	$ 18,534,034	1
2	Rates CS and FOC	5.206%	2,627,173	2
3	Rate LLF	17.897%	9,031,601	3
4	Rate HLF	38.862%	19,611,448	4
5	Customer L	0.243%	122,628	5
6	Customer D	0.000%		6
7	Customer O	0.442%	223,052	7
8	Rate WP	0.400%	201,857	8
9	Rate SL	0.051%	25,737	9
10	Rate MHLS	0.007%	3,533	10
11	Rate MOLS and UOLS	0.121%	61,062	11
12	Rate TS, FS and MS	0.044%	22,204	12
13	Total Retail	100.000%	$ 50,464,329	13

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

DUKE ENERGY INDIANA, LLC

COMPANY-OWNED SCHEDULE 26 PROJECT STATUS AND ESTIMATE OF ALLOCATED SCHEDULE 26 COSTS
CAUSE NO. 42736 - RTO 56

				MISO	MTEP	Expected Construction Schedule			Estimated Total Project Costs			Actual	Percentage	
Line No.	Project Type	Location	Description	Approval Status	Project ID	Start	Finish	In-Service	Original	Revised	Date Revised	Costs	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, MTEP07, MTEP08, MTEP09, MTEP10, MTEP11, MTEP12, MTEP 13, MTEP 14, MTEP 15, MTEP 16, MTEP 17, MTEP 18 and MTEP 19 the Midwest ISO currently estimates that Duke Energy Indiana's share of allocated project costs through 2034 is an average of approximately $10.7 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 Midwest 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 56

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	6/28/19	6/21/19	$ 5,600,168.31	100.00%	1
2	MVP - Multi-Value Project	2237	8313	Sugar Creek 345kV Transmission Line	Approved - MTEP 11	12/2/16	11/30/18	9/25/18	$ 360,234.25	100.00%	2
3	MVP - Multi-Value Project	2202	7286	Wabash 6986 ckt Reconductor	Approved - MTEP 11	2/17/17	7/31/18	6/22/18	$ 4,715.41	100.00%	3
4	MVP - Multi-Value Project	2202	7286	Wabash 6986 ckt Reconductor	Approved - MTEP 11	2/17/17	7/2/18	6/26/18	$ 1,744,521.32	100.00%	4
5	MVP - Multi-Value Project	2202	7287	Kokomo Delco to Greentown 138 kV Uprate	Approved - MTEP 11	11/02/17	8/7/2018	6/5/2018	$ 403,470.97	100.00%	5

Based on the MISO-approved MTEP06, MTEP07, MTEP08, MTEP09, MTEP10, MTEP11, MTEP12, MTEP 13, MTEP 14, MTEP 15, MTEP 16, MTEP 17, MTEP 18 and MTEP 19 the Midwest ISO currently estimates that Duke Energy Indiana's share of allocated project costs through 2040 is an average of approximately $49.2 million annually.

DUKE ENERGY INDIANA, LLC

COMPONENTS OF REVENUE CONVERSION FACTOR

Components of Revenue Conversion Factor:	Statutory	Effective Rate
Utility Receipts Tax	1.400%	1.400%
Uncollectible Accounts Expense	0.280%	0.280%
Public Utility Fee	0.127%	0.127%
Supplemental Corporate Net Income Tax _1/	5.075%	0.075%
Federal Income Tax	21.000%	-
Subtotal Effective Rate		1.882%
Remove Utility Receipts Tax	1.400%	1.400%
Total Effective Rate		0.482%
Complement (1 - Effective Rate)		99.518%
Revenue Conversion Factor (1 ÷ Complement)		1.00484

STANDARD FORMAT FOR DUKE ENERGY INDIANA, LLC'S FILINGS RIDER NO. 68 – IURC CAUSE NO. 42736 RTO-56

(1) VERIFIED PETITION

(2) TESTIMONY OF ART J. BUESCHER III

Exhibit 1-A - Proposed Duke Energy Indiana Rider No. 68, showing proposed adjustment factors
Exhibit 1-B - Determination of adjustment factors by rate groups for prior applicable period and forecasted period to be applied to current proposed calendar year
Exhibit 1-C - Determination of forecasted RTO non-fuel costs and transmission revenues to be recovered or credited through Duke Energy Indiana Rider No. 68
Exhibit 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
Exhibit 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
Exhibit 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
Exhibit 1-G - Allocation of revenues by retail rate schedule for amounts prior to Cause No. 45253
Exhibit 1-H - Schedule 26 Project Status and Estimate of Schedule 26 Costs
Exhibit 1-I – Schedule 26-A Project Status and Estimate of Schedule 26-A Costs
Exhibit 1-J – Components of revenue conversion factor
Exhibit 1-K - Standard format for Duke Energy Indiana filings.
Exhibit 1-L - Standard audit path for Duke Energy Indiana RTO filing.

(3) WORKPAPERS OF ART J. BUESCHER III

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 twelve months ending June 2020
Workpaper 3 - MISO invoice detailing Schedule 10 costs for demand and energy
Workpaper 4 - Allocation of MISO FERC fees to Operating Companies and Business Units
Workpaper 5 - MISO FERC fee allocation percentages determination
Workpaper 6 - Allocation to derive Duke Energy Indiana's portion of MISO Schedule 10 costs

STANDARD FORMAT FOR DUKE ENERGY INDIANA, LLC'S FILINGS RIDER NO. 68 – IURC CAUSE NO. 42736 RTO-56

Workpaper 7 - Calculation of Duke Energy Indiana's wholesale MISO Schedule 10 costs
Workpaper 8 - Data query for account 561000 and 575700 showing the wholesale and retail amounts of Schedule 10 costs
Workpaper 9 - Restatement of detail provided by MISO for transmission revenues collected under the MISO TEMT, or any successor tariff
Workpaper 10 - Summarized schedule of the MISO transmission revenue schedules
Workpaper 11 - Derivation of Duke Energy Indiana's retail portion of the MISO transmission revenues
Workpaper 12 - Determination of Duke Energy Indiana Rider No. 68 revenues charged or credited for the reconciliation months
Workpaper 13 - 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 14 - MISO invoice detailing Schedule 26 and Schedule 26A (MVP) charges
Workpaper 15 - Duke Energy Indiana MISO Attachment GG – Calculation of Revenue Requirement for Company-owned Schedule 26 RECB projects
Workpaper 16 - Duke Energy Indiana MISO Attachment MM – Calculation of Revenue Requirement for Company-owned Schedule 26-A MVP projects
Workpaper 17 – Projected January through December 2021 MISO costs and transmission revenues.

(4) TESTIMONY OF JAMES (BRAD) DANIEL

Exhibit 2-A - Rider 68 - Description of PJM Charges and Credits

STANDARD AUDIT PATH DUKE ENERGY INDIANA RIDER NO. 68 – IURC CAUSE NO. 42736-RTO

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

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

Workpaper 3 MISO invoice detailing Schedule 10 costs for demand and energy
A) Current month Native Load Schedule 10 costs for demand and energy, plus any adjustments carried to Workpaper F

Workpaper 4 Allocation of MISO FERC fees to Operating Companies and Business Units
A) Monthly MISO FERC fee amounts listed on Petitioner's Exhibit 1-B, page 1 of 2, filed with Duke Energy Indiana's Testimony
B) Operating Company allocation percentages developed on Workpaper 5

Workpaper 5 MISO FERC fee allocation percentages determination. Allocations based on analysis of MISO Schedule 10 costs
A) Operating Company allocation ratio carried to Workpaper 4
B) Business Unit allocation ratio carried to Workpaper 4

Workpaper 6 Allocation to derive Duke Energy Indiana's portion of MISO Schedule 10 costs
A) Native load Schedule 10 demand and energy costs and rates from Workpaper 3
B) Duke Energy Indiana portion of total charges less wholesale costs from Workpaper 7 equals amount journalized in account 561000 and 575700 as shown on Workpaper 8

Workpaper 7 Calculation of Duke Energy Indiana's wholesale MISO Schedule 10 costs
A) Determination of final monthly wholesale amounts, which are carried over to Workpaper 6. Demand and energy rates listed on this Workpaper come from Workpaper 3. (WVPA and IMPA pay their own MISO Schedule 10 costs, so each of those organizations have been excluded for purposes of calculating the amounts shown on this document.)

Workpaper 8 Data query for account 561000 and 575700 showing the wholesale and retail amounts of schedule 10 costs
A) General ledger detail for account 561000 and 575700 broken up into estimated and final amounts for retail and wholesale costs for the relevant time period

Workpaper 9 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 10. Allocation to Operating Company

STANDARD AUDIT PATH DUKE ENERGY INDIANA RIDER NO. 68 – IURC CAUSE NO. 42736-RTO

Workpaper 10 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 11 Derivation of Duke Energy Indiana's retail portion of the MISO transmission revenues for the reconciliation period as reported on Petitioner's Exhibit 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 (96.291%) is from the IURC Order in Cause No. 42736. (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 12 Determination of Duke Energy Indiana Rider No. 68 revenues charged or credited for the reconciliation months

Workpaper 13 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 (96.291%) is from the IURC Order in Cause No. 42736

Workpaper 14 MISO invoice detailing Schedule 26 and Schedule 26A (MVP) charges

Workpaper 15 Duke Energy Indiana MISO Attachment MM – Calculation of Revenue Requirement for Company-owned Schedule 26-A MVP projects

Workpaper 16 Summarized schedule of HLF & LLF Rate Migrations

Workpaper 17 Projected January through December 2019 MISO costs and transmission revenues

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   Dated: 11-10-20
Art J. Buescher III