

VERIFICATION

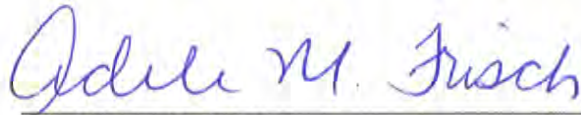
STATE OF OHIO)
) SS:
COUNTY OF HAMILTON)

The undersigned, Bradley A. Seiter, Sr. Project Manager, being duly sworn, deposes and says that he has personal knowledge of the matters set forth in the foregoing data requests, and that they are true and correct to the best of his knowledge, information and belief.



Bradley A. Seiter Affiant

Subscribed and sworn to before me by Bradley A. Seiter on this 6TH day of FEBRUARY, 2024.



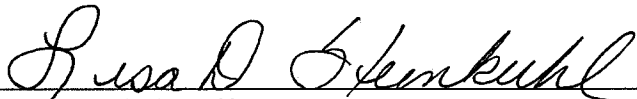
NOTARY PUBLIC

My Commission Expires: 1/5/2029

VERIFICATION

STATE OF OHIO)
)
COUNTY OF HAMILTON) **SS:**

The undersigned, Lisa Steinkuhl, Director Rates & Reg Planning, being duly sworn, deposes and says that she has personal knowledge of the matters set forth in the foregoing data requests, and that the answers contained are true and correct to the best of her knowledge, information, and belief.



Lisa Steinkuhl Affiant

Subscribed and sworn to before me by Lisa Steinkuhl on this 2nd day of February, 2024.



NOTARY PUBLIC

My Commission Expires: July 8, 2027



EMILIE SUNDERMAN
Notary Public
State of Ohio
My Comm. Expires
July 8, 2027

KyPSC Case No. 2023-00209
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Duke Energy Kentucky
Case No. 2023-00209
STAFF's First Set Data Requests
Date Received: January 30, 2024

STAFF-DR-01-001

REQUEST:

Refer to the Application, pages 4–5.

- a. Explain whether the timing of the additions to plant in service shown on Exhibit 2 are still accurate given that a Certificate of Public Necessity and Convenience (CPCN) has not been issued for Phase Two of the AM07 Pipeline Replacement. Include in the response the last date a final order could be issued for the CPCN and Phase Two go into service in 2024.
- b. If the timing of the additions to plant in service are no longer accurate, provide and explain the new estimated project schedule, and provide an update to Exhibit 3, in Excel spreadsheet format with all cells, columns and rows fully accessible and unprotected, reflecting the new estimated project schedule.

RESPONSE:

- a. The timing of plant additions for Phase two are still accurate. In order to maintain the forecast for these additions to meet the scheduled timeline, an approved CPCN would need to be issues no later than mid-March 2024. In the event that timeline is not hit, the latest an approved CPCN order could be received to maintain a 2024 in-service schedule is mid-April 2024.
- b. Not applicable if an approved CPCN is received by mid-March 2024.

PERSON RESPONSIBLE: Brad Seiter

Duke Energy Kentucky
Case No. 2023-00209
STAFF's First Set Data Requests
Date Received: January 30, 2024

STAFF-DR-01-002

REQUEST:

Refer to the Application, Exhibit 3, page 5.

- a. Refer also to Case No. 2022-00229,¹ the end-of-year 2023 capital additions were estimated to be around \$29.551 million. In this case, Duke Kentucky used an end-of-year 2023 actual capital additions of approximately \$41.961 million. Provide justification for the \$12.410 million difference, including an explanation for the cost difference in the revenue requirement in this proceeding instead of the true-up filing.
- b. Provide an update to Exhibit 3, in Excel spreadsheet format with all cells, columns and rows fully accessible and unprotected, reflecting the same end-of-year 2023 plant balance from Case No. 2022-00229.
- c. Explain when Duke Kentucky expects a true-up to be filed for the Pipeline Modernization Mechanism. Include in the response whether a true-up filing date is in the tariff.

RESPONSE:

- a. In the application filed on June 22, 2023 in this pending case, the Company used the most current projections on all of the components of the application including the capital additions for Phase 1 as of December 31, 2023. The Company uses the most current information in any projected/forecasted application at the time of the

¹ Case No. 2022-00229, *Electronic Application of Duke Energy Kentucky, Inc., for an Adjustment to Rider PMM Rates and for Tariff Approval* (filed on Aug. 1, 2022), Application, Exhibit 2, page 5.

filing to ensure the customer is paying the most accurate rate to minimize any over- or under- recovery for that period.

In Case No. 2022-00084, Phase 1 CPCN filing, the Company filed a Post Case Correspondence Letter on June 14, 2023 explaining the total estimated costs increased for Phase 1 and explained the reasons for the increase. Also in Case No. 2023-00210, Phase 2 CPCN filing, the response to Staff-DR-01-011 explains the increase is due to inflationary costs primarily due to higher than initially estimated easement and right-of way acquisition costs, increases in labor and materials expenses for contractors, and supply chain constraints that were not known/included in Case No. 2022-00229 which was filed August 1, 2022. The total estimated increase for Phase 1 was \$10.35 million. The increase in the end-of-year 2023 capital additions of \$12.410 million in this filing is a result of that increase. The remaining increase was a result of plant that was originally anticipated to be in in-service in 2024 in the 2022-00229 filing but is forecasted to be in-service in 2023 in this current filing.

- b. Please see STAFF-DR-01-002b Attachment.
- c. The Company expects to include a true-up and reconciliation in all annual Rider PMM filing once the actual costs and revenues for a year are known. Therefore, the true-up and reconciliation of an estimated cost will occur in the annual Rider PMM application 2-years after the filing for the estimated cost. For example:
 - a. Application in Case No. 2022-00229, filed August 1, 2022, is for 2023 projected costs. The final costs for 2023 are not available until 1st quarter 2024; therefore, the true-up for the 2023 projected costs will be included in

the July 2024 filing for 2025 projected costs. Said another way, the true-up of 2023 costs will be recovered in 2025 Rider PMM revenues.

- b. Application in Case No. 2023-00209, filed July 3, 2023, is for 2024 projected costs. The final costs for 2024 are not available until 1st quarter 2025; therefore, the true-up for the 2024 projected costs will be included in the July 2025 filing for 2026 projected costs. Said another way, the true-up of 2024 costs will be recovered in 2026 Rider PMM revenues.
- c. The PMM tariff does not explicitly state a filing date for the true-up adjustments. It states the surcharge or credit shall be assessed as approved by the Commission. In Case No. 2021-00190, the Commission approved Rider PMM which had been modified in some respects by the Stipulation filed on October 8, 2021. However, the true-up was always intended and is consistent with similar pipeline replacement mechanisms approved by the Commission. Per Case No. 2021-00190, Spiller Testimony, page 30, lines 10-12 states the rider will be subject to an annual true-up and reconciliation to ensure that Duke Kentucky does not over- or under- collect. Per the response to Staff-DR-02-013 in that proceeding, the Company responded the annual true-up and reconciliation will be a component of the requested revenue requirement included in the applications. Neither the Stipulation nor the Order made any modifications to the true-up and reconciliation process that was included in the Company's application. The Company had always contemplated including a true-up and reconciliation to ensure the customers are paying no more and no less than the actual costs.

Due to the timing explained above, the revenue requirements in applications in Case Nos. 2022-00229 and 2023-00209 did not include a true-up and reconciliation since Case No. 2022-00229 was the initial filing and in Case No. 2023-00209 actual costs were not known for 2023 at the time of the filing (See Exhibit 3, Schedule 1.0, Column D).

Please see STAFF-DR-01-002c Attachment for a template of the July 2024 filing which includes a true-up for Case No. 2022-00229, a true-up of 2023 costs and a reconciliation of the 2023 Rider PMM revenues, in Schedules 4.1 through 4.5. These schedules are consistent with how the Company handled true-ups in its Accelerated service line replacement (Rider ASRP) filings.

PERSON RESPONSIBLE: Lisa D. Steinkuhl

Summary

Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
Forecasted Period Ending December 31, 2024
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Duke Energy Kentucky
 Pipeline Modernization Mechanism ("Rider PMM")
 Rider PMM by Rate Schedule

Line No.	Rate Schedule (A)	Weighted	2024 Projected	XXXX True Up	Total (E)	Billing	Monthly
		Gross Distribution Plant Approved KyPSC Case No. 2021-00190 (B)	Revenue Requirement (C)	Revenue Requirement (D)		Determinants per CCF (F)	Rider PMM (G)
1	RS- Residential	86.932%	\$ 4,004,829	\$ -	\$ 4,004,829	62,819,790	\$ 0.06 Per CCF ⁽¹⁾
2	GS - General Service	12.506%	576,133	-	576,133	34,579,970	\$ 0.02 Per CCF ⁽¹⁾
3	FT - Firm Transportation (Includes DGS)	0.341%	15,709	-	15,709	28,343,860	\$ 0.00055 Per CCF
4	IT - Interruptible Transportation	0.221%	10,181	-	10,181	16,745,680	\$ 0.00061 Per CCF
5	Total	100.000%	\$ 4,606,852	\$ -	\$ 4,606,852		
			Sch. 1.1	Sch. 4.1		Sch. 3.0	

The cap for the annual PMM revenue requirement is no more than 5% increase in natural gas revenue per year
 Natural gas revenue is defined to include base, gas cost and miscellaneous revenue

⁽¹⁾ Per Order 2022-00229, all Rider PMM rates should be in volumetric format for the 2024 calendar year.

**Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
Forecasted PMM Revenue Requirement for 2024**

Sch 1.1

Line No.	(A)	PMM Investment December 31, 2024 (B)	Reference (C)
Return on Investment			
Rate Base			
1	Net PMM Investment - Property, Plant and Equipment	\$ 43,126,806	Sch. 2.2
2	Cost of Removal	429,503	Sch. 2.2
3	Accumulated Reserve for Depreciation	(256,308)	Sch. 2.0
4	Net PP&E	<u>43,300,001</u>	
5	Accumulated Deferred Taxes on Liberalized Depreciation	(771,741)	Sch. 2.1
6	Net Rate Base	<u>42,528,259</u>	Line 4 + Line 5
7	Authorized Rate of Return, Adjusted for Income Taxes	8.087%	Sch. 1.2
8	Required Return on PMM Related Investment	<u>\$ 3,439,260</u>	Line 6 * Line 7
Operating Expenses			
9	Depreciation	\$ 614,995	Sch. 2.0
10	Property Tax	545,719	Line 4 * 1.26032%
11	PSC Assessment	6,878	(Sum Line 8 thru 10) * (0.1493% / (1-0.1493%))
12	Total Operating Expenses	<u>1,167,592</u>	Sum Lines 9 thru 11
13	Total Annual Revenue Requirement	<u>\$ 4,606,852</u>	Line 8 + Line 12

Notes:

- (1) Property taxes estimated using an effective rate of 1.26032%
- (2) PSC Assessment using Fiscal Year 2021 rate of 0.1493%

**Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
Cost of Capital**

Sch 1.2

Line No.	Capital Structure (A)	Ratio (B)	Cost (C)	Weighted Cost (D)	Pre-Tax @ Effect. Tax Rate of 24.925% (E)
1	Short term Debt	2.617%	1.667%	0.044%	0.044%
2	Long term Debt	46.039%	3.656%	1.683%	1.683%
3	Equity	51.344%	9.300%	4.775%	6.360%
4	Total	100.000%		6.502%	8.087%

Capital structure and cost of debt approved in Case No. 2021-00190
Return on equity approved in Case No. 2021-00190 for use in natural gas capital riders

Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
Depreciation

Line No.	Description (A)	Acct Number (B)	(C)	EOY 2023 (D)	Projected 2024 Additions												EOY 2024 (Q)
					Jan (E)	Feb (F)	Mar (G)	Apr (H)	May (I)	Jun (J)	Jul (K)	Aug (L)	Sep (M)	Oct (N)	Nov (O)	Dec (P)	
Gas Plant Investments ⁽¹⁾⁽²⁾																	
Additions																	
1	Mains - Feeder	376		\$ 19,064,578	\$ 100,800	\$ 61,600	\$ 81,512	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,382,200	\$ 4,354,632	\$ 2,744,264	\$ 430,272	\$ 62,219,858
2	System M&R Station Equipment	378		\$ 9,107,746	\$ 56,000	\$ 33,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,197,346
3	Land and Land Rights	374		\$ 1,379,337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,315,829	\$ -	\$ -	\$ -	\$ 5,695,166
4	Total Additions			\$ 29,551,661	\$ 156,800	\$ 95,200	\$ 81,512	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,698,029	\$ 4,354,632	\$ 2,744,264	\$ 430,272	\$ 77,112,370
Retirements																	
5	Mains - Feeder	376		\$ 308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 259,459	\$ -	\$ -	\$ -	\$ 567,459
6	System M&R Station Equipment	378		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	Land and Land Rights	374		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	Total Retirements			\$ 308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 259,459	\$ -	\$ -	\$ -	\$ 567,459
Cost of Removal																	
9	Mains - Feeder	376		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,267,659	\$ 121,019	\$ 74,924	\$ -	\$ 1,463,602
10	System M&R Station Equipment	378		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11	Land and Land Rights	374		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Total Cost of removal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,267,659	\$ 121,019	\$ 74,924	\$ -	\$ 1,463,602
Accumulated Depreciation Reserve																	
Additions																	
13	Mains - Feeder	376	1.49%	\$ -	\$ 23,672	\$ 23,797	\$ 23,873	\$ 23,975	\$ 23,975	\$ 23,975	\$ 23,975	\$ 23,975	\$ 23,975	\$ 23,975	\$ 67,908	\$ 73,315	\$ 76,722
14	System M&R Station Equipment	378	2.04%	\$ -	\$ 15,483	\$ 15,578	\$ 15,635	\$ 15,635	\$ 15,635	\$ 15,635	\$ 15,635	\$ 15,635	\$ 15,635	\$ 15,635	\$ 15,635	\$ 15,635	\$ 15,635
15	Land and Land Rights	374	0.00%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	Total Additions			\$ -	\$ 39,155	\$ 39,375	\$ 39,508	\$ 39,610	\$ 39,610	\$ 39,610	\$ 39,610	\$ 39,610	\$ 39,610	\$ 39,610	\$ 83,543	\$ 88,950	\$ 92,357
Retirements																	
17	Mains - Feeder	376	1.49%	\$ -	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 705	\$ 705	\$ 705
18	System M&R Station Equipment	378	2.04%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Land and Land Rights	374	0.00%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	Total Retirements			\$ -	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 382	\$ 705	\$ 705	\$ 705
21	Total Accumulated Depreciation Reserve			\$ -	\$ 38,773	\$ 77,766	\$ 116,892	\$ 156,120	\$ 195,348	\$ 234,576	\$ 273,804	\$ 313,032	\$ 352,260	\$ 435,098	\$ 523,343	\$ 614,995	\$ 256,308

Notes:
(1) See Schedule 2.2 for detail of 2024 PMM eligible additions.
(2) Phase 1 AM07 is estimated to be in-service in December 2023.

Duke Energy Kentucky
 Pipeline Modernization Mechanism ("Rider PMM")
 Deferred Taxes on Liberalized Depreciation

ADFIT balance when proration is applied

2024 Projection Filing		A	B	C	A + B + C = D	A * 9.5% = E	B * 7.219% = F	A * 5% = G	B * 3.75% = H	E + F + G + H = I	J	I - J = K	L	M	N	(K * N) / M = N	O	
Month		Book Adds/Retires - 15 YR	Book Adds/Retires - 20 YR	Book Adds/Retires - Non-Depreciable Land	Total Book Additions/Retirements	1st Yr 15 Yr MACRS for Tax -		1st Yr 15 Yr MACRS for Tax -		Total MACRS Depreciation	Book Depreciation	Book/Tax Difference	Accumulated Book/Tax Difference	Days to Prorate	Future Days in Period	Prorated Book/Tax Difference	Prorated Accumulated Book/Tax Difference	
		MACRS	MACRS			9.5%	for Tax - 7.219%	5%	for Tax - 3.75%									
Dec-23		\$ 18,756,578	9,107,746	\$ 1,379,337	\$ 29,243,661			937,829	341,540	1,279,369	-	1,279,369	1,279,369					
projected	Jan-24	100,800	56,000	-	156,800	148,490	54,791	420	175	203,875	38,773	165,103	1,444,472	31	335	151,533	1,430,902	
projected	Feb-24	61,600	33,600	-	95,200	148,490	54,791	700	290	204,270	38,993	165,277	1,609,749	28	307	139,014	1,569,916	
projected	Mar-24	81,512	-	-	81,512	148,490	54,791	1,108	290	204,677	39,127	165,551	1,775,300	31	276	125,184	1,695,099	
projected	Apr-24	-	-	-	-	148,490	54,791	1,108	290	204,677	39,228	165,450	1,940,749	30	246	111,508	1,806,608	
projected	May-24	-	-	-	-	148,490	54,791	1,108	290	204,677	39,228	165,450	2,106,199	31	215	97,457	1,904,064	
projected	Jun-24	-	-	-	-	148,490	54,791	1,108	290	204,677	39,228	165,450	2,271,649	30	185	83,858	1,987,922	
projected	Jul-24	-	-	-	-	148,490	54,791	1,108	290	204,677	39,228	165,450	2,437,098	31	154	69,806	2,057,729	
projected	Aug-24	-	-	-	-	148,490	54,791	1,108	290	204,677	39,228	165,450	2,602,548	31	123	55,754	2,113,483	
projected	Sep-24	35,122,741	-	4,315,829	39,438,570	148,490	54,791	440,142	290	643,712	39,228	604,484	3,207,032	30	93	154,019	2,267,502	
projected	Oct-24	4,354,632	-	-	4,354,632	148,490	54,791	512,719	290	716,289	82,839	633,450	3,840,482	31	62	107,600	2,375,102	
projected	Nov-24	2,744,264	-	-	2,744,264	148,490	54,791	581,326	290	784,895	88,246	696,650	4,537,132	30	32	61,076	2,436,178	
projected	Dec-24	430,272	-	-	430,272	148,490	54,791	602,839	290	806,409	91,653	714,756	5,251,888	31	1	1,958	2,438,136	
	Total	61,652,399	9,197,346	5,695,166	76,544,911	1,781,875	657,488	3,082,620	344,900	5,866,884	614,996	5,251,888		365		1,158,767		
		Sch. 2.0	Sch. 2.0	Sch. 2.0	Sch. 2.0						Sch. 2.0						Tax Rate	24.925%
																	Forecasted ADIT	607,705 <small>Book vs Tax Depreciation</small>

Month		Cost of Removal Book/Tax Difference	Accumulated Book/Tax Difference	Days to Prorate	Future Days in Period	Prorated 2024 Book/Tax Difference	Prorated Accumulated Book/Tax Difference	
Dec-23		308,000	308,000	n/a	n/a	n/a	308,000	
projected	Jan-24	-	308,000	31	335	-	308,000	
projected	Feb-24	-	308,000	28	307	-	308,000	
projected	Mar-24	-	308,000	31	276	-	308,000	
projected	Apr-24	-	308,000	30	246	-	308,000	
projected	May-24	-	308,000	31	215	-	308,000	
projected	Jun-24	-	308,000	30	185	-	308,000	
projected	Jul-24	-	308,000	31	154	-	308,000	
projected	Aug-24	-	308,000	31	123	-	308,000	
projected	Sep-24	1,267,659	1,575,659	30	93	322,993	630,993	
projected	Oct-24	121,019	1,696,678	31	62	20,557	651,549	
projected	Nov-24	74,924	1,771,602	30	32	6,569	658,118	
projected	Dec-24	-	1,771,602	31	1	-	658,118	
	Total	1,771,602		365		350,118		
		Sch. 2.0						
							Tax Rate	24.925%
							Forecasted ADIT	164,036 <small>Cost of Removal</small>
							Total Forecasted ADIT	771,741

Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
Thirteen Month Average Additions and Retirements

Test Year 12/31/24 PMM Investment Summary

Line No.	Month (A)	Number of Months (B)	PMM Capex		Retirements		Cost of Removal	
			By Month (C)	Cumulative (D)	By Month (E)	Cumulative (F)	By Month (G)	Cumulative (H)
1	Balance @ 12/31/2023	13		\$ 29,551,661		\$ 308,000		\$ -
2	Jan-24	12	\$ 156,800	29,708,461	\$ -	308,000	\$ -	-
3	Feb-24	11	95,200	29,803,661	-	308,000	-	-
4	Mar-24	10	81,512	29,885,173	-	308,000	-	-
5	Apr-24	9	-	29,885,173	-	308,000	-	-
6	May-24	8	-	29,885,173	-	308,000	-	-
7	Jun-24	7	-	29,885,173	-	308,000	-	-
8	Jul-24	6	-	29,885,173	-	308,000	-	-
9	Aug-24	5	-	29,885,173	-	308,000	-	-
10	Sep-24	4	39,698,029	69,583,202	259,459	567,459	1,267,659	1,267,659
11	Oct-24	3	4,354,632	73,937,834	-	567,459	121,019	1,388,678
12	Nov-24	2	2,744,264	76,682,098	-	567,459	74,924	1,463,602
13	Dec-24	1	430,272	77,112,370	-	567,459	-	1,463,602
				\$ 565,690,325		\$ 5,041,836		\$ 5,583,541
14	Number of months			13		13		13
15	13 Month Average			\$ 43,514,640		\$ 387,834		\$ 429,503

Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
PMM Rider Billing Determinants by Rate Schedule
for the Twelve Month Ending December, 2024

Line No.	Rate Schedule (A)	Jan-24 (B)	Feb-24 (C)	Mar-24 (D)	Apr-24 (E)	May-24 (F)	Jun-24 (G)	Jul-24 (H)	Aug-24 (I)	Sep-24 (J)	Oct-24 (K)	Nov-24 (L)	Dec-24 (M)	Total (N)
1	RS - Residential (CCF) ⁽²⁾	11,622,910	13,101,170	9,679,030	4,811,400	2,725,580	1,546,530	982,440	1,021,440	1,171,290	1,924,180	4,320,920	9,912,900	62,819,790
2	GS - General Service (CCF) ^{(1) (2)}	6,285,920	6,812,020	5,058,960	2,809,380	1,557,170	999,040	856,320	817,800	782,540	1,062,800	2,199,430	5,338,590	34,579,970
3	FT - Firm Transportation (CCF)	3,462,530	3,322,650	2,903,600	2,101,360	1,901,760	1,704,590	1,667,790	1,665,670	1,717,450	1,969,280	2,507,840	3,419,340	28,343,860
4	IT - Interruptible Transportation (CCF)	1,513,740	1,369,350	1,391,820	1,402,830	1,351,950	1,337,930	1,338,600	1,339,840	1,345,890	1,401,860	1,506,180	1,445,690	16,745,680

(1) General Service includes Commercial, Industrial, OPA, Street Lighting and Interdepartmental.

(2) Per Order 2022-00229, all Rider PMM rates should be in volumetric format for the 2024 calendar year.

Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
Forecasted Period Ending December 31, 2025
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**Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
Rider PMM by Rate Schedule**

Line No.	Rate Schedule (A)	Weighted	2025 Projected	2023 True Up	Total (E)	Billing	Monthly Rider PMM (G)	
		Gross Distribution Plant Approved KyPSC Case No. 2021-00190 (B)	Revenue Requirement (C)	Revenue Requirement (D)		Determinants per CCF (F)		
1	RS- Residential	86.932%	#DIV/0!	#DIV/0!	#DIV/0!	-	#DIV/0!	Per CCF ⁽¹⁾
2	GS - General Service	12.506%	#DIV/0!	#DIV/0!	#DIV/0!	-	#DIV/0!	Per CCF ⁽¹⁾
3	FT - Firm Transportation (Includes DGS)	0.341%	#DIV/0!	#DIV/0!	#DIV/0!	-	#DIV/0!	Per CCF
4	IT - Interruptible Transportation	0.221%	#DIV/0!	#DIV/0!	#DIV/0!	-	#DIV/0!	Per CCF
5	Total	100.000%	#DIV/0!	#DIV/0!	#DIV/0!			
			Sch. 1.1	Sch. 4.1		Sch. 3.0		

The cap for the annual PMM revenue requirement is no more than 5% increase in natural gas revenue per year
 Natural gas revenue is defined to include base, gas cost and miscellaneous revenue

⁽¹⁾ Per Order 2022-00229, all Rider PMM rates should be in volumetric format for the 2024 calendar year going forward.

Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
Forecasted PMM Revenue Requirement for 2025

Sch 1.1

<u>Line No.</u>	<u>(A)</u>	<u>PMM Investment December 31, 2025 (B)</u>	<u>Reference (C)</u>
Return on Investment			
<u>Rate Base</u>			
1	Net PMM Investment - Property, Plant and Equipment	\$ -	Sch. 2.2
2	Cost of Removal	-	Sch. 2.2
3	Accumulated Reserve for Depreciation	-	Sch. 2.0
4	Net PP&E	-	
5	Accumulated Deferred Taxes on Liberalized Depreciation	#DIV/0!	Sch. 2.1
6	Net Rate Base	#DIV/0!	Line 4 + Line 5
7	Authorized Rate of Return, Adjusted for Income Taxes	8.087%	Sch. 1.2
8	Required Return on PMM Related Investment	#DIV/0!	Line 6 * Line 7
<u>Operating Expenses</u>			
9	Depreciation	\$ -	Sch. 2.0
10	Property Tax	-	Line 4 * 1.26032%
11	PSC Assessment	#DIV/0!	(Sum Line 8 thru 11) * (0.1302% / (1-0.1302%))
12	Total Operating Expenses	#DIV/0!	Sum Lines 9 thru 12
13	<u>Total Annual Revenue Requirement</u>	#DIV/0!	Line 8 + Line 12

Notes:

(1) Property taxes estimated using an effective rate of 1.26032%

(2) PSC Assessment using Fiscal Year 2023 rate of 0.1302%

Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
Cost of Capital

Sch 1.2

Line No.	Capital Structure (A)	Ratio (B)	Cost (C)	Weighted Cost (D)	Pre-Tax @ Effect. Tax Rate of 24.925% (E)
1	Short term Debt	2.617%	1.667%	0.044%	0.044%
2	Long term Debt	46.039%	3.656%	1.683%	1.683%
3	Equity	51.344%	9.300%	4.775%	6.360%
4	Total	100.000%		6.502%	8.087%

Capital structure and cost of debt approved in Case No. 2021-00190

Return on equity approved in Case No. 2021-00190 for use in natural gas capital riders

Duke Energy Kentucky
 Pipeline Modernization Mechanism ("Rider PMM")
 Depreciation

Line No.	Description (A)	Acct Number (B)	(C)	EOY 2024 (D)	Projected 2025 Additions												EOY 2025 (Q)	
					Jan (E)	Feb (F)	Mar (G)	Apr (H)	May (I)	Jun (J)	Jul (K)	Aug (L)	Sep (M)	Oct (N)	Nov (O)	Dec (P)		
Gas Plant Investments ⁽¹⁾																		
Additions																		
1	Mains - Feeder	376	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
2	System M&R Station Equipment	378	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
3	Land and Land Rights	374	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
4	Total Additions		\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
Retirements																		
5	Mains - Feeder	376	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
6	System M&R Station Equipment	378	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
7	Land and Land Rights	374	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
8	Total Retirements		\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
Cost of Removal																		
9	Mains - Feeder	376	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
10	System M&R Station Equipment	378	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
11	Land and Land Rights	374	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
12	Total Cost of removal		\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	
Accumulated Depreciation Reserve																		
				Annual Depreciation Rate	EOY 2024	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	13 month Average
Additions																		
13	Mains - Feeder	376	1.49%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
14	System M&R Station Equipment	378	2.04%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
15	Land and Land Rights	374	0.00%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
16	Total Additions			\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
Retirements																		
17	Mains - Feeder	376	1.49%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
18	System M&R Station Equipment	378	2.04%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
19	Land and Land Rights	374	0.00%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
20	Total Retirements			\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
21	Total Accumulated Depreciation Reserve			\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$

Notes:
 (1) See Schedule 2.2 for detail of 2025 PMM eligible additions.

Duke Energy Kentucky
 Pipeline Modernization Mechanism ("Rider PMM")
 Deferred Taxes on Liberalized Depreciation

ADFIT balance when proration is applied

2024 Projection Filing	A	B	C	A + B + C = D	A * 9.5% = E	B * 7.219% = F	A * 5% = G	B * 3.75% = H	E + F + G + H = I	J	I - J = K	L	M	N	(K * N) / M = N	O	
Month	Book Adds/Retires - 15 YR MACRS	Book Adds/Retires - 20 YR MACRS	Book Adds/Retires - Non-Depreciable Land	Total Book Additions/Retirements	1st Yr 15 Yr MACRS for Tax - 9.5%	1st Yr 20 Yr MACRS for Tax - 7.219%	1st Yr 15 Yr MACRS for Tax - 5%	1st Yr 20 Yr MACRS for Tax - 3.75%	Total MACRS Depreciation	Book Depreciation	Book/Tax Difference	Accumulated Book/Tax Difference	Days to Prorate	Future Days in Period	Prorated Book/Tax Difference	Prorated Accumulated Book/Tax Difference	
Dec-24	-	-	-	-	-	-	-	-	-	-	-	-	-	31	335	#DIV/0!	#DIV/0!
projected Jan-25	-	-	-	-	-	-	-	-	-	-	-	-	-	28	307	#DIV/0!	#DIV/0!
projected Feb-25	-	-	-	-	-	-	-	-	-	-	-	-	-	31	276	#DIV/0!	#DIV/0!
projected Mar-25	-	-	-	-	-	-	-	-	-	-	-	-	-	30	246	#DIV/0!	#DIV/0!
projected Apr-25	-	-	-	-	-	-	-	-	-	-	-	-	-	31	215	#DIV/0!	#DIV/0!
projected May-25	-	-	-	-	-	-	-	-	-	-	-	-	-	30	185	#VALUE!	#DIV/0!
projected Jun-25	-	-	-	-	-	-	-	-	-	-	-	-	-	31	154	#VALUE!	#DIV/0!
projected Jul-25	-	-	-	-	-	-	-	-	-	-	-	-	-	31	123	#DIV/0!	#DIV/0!
projected Aug-25	-	-	-	-	-	-	-	-	-	-	-	-	-	30	93	-	#DIV/0!
projected Sep-25	-	-	-	-	-	-	-	-	-	-	-	-	-	31	62	-	#DIV/0!
projected Oct-25	-	-	-	-	-	-	-	-	-	-	-	-	-	30	32	-	#DIV/0!
projected Nov-25	-	-	-	-	-	-	-	-	-	-	-	-	-	31	1	-	#DIV/0!
projected Dec-25	-	-	-	-	-	-	-	-	-	-	-	-	-	31	1	-	#DIV/0!
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	365	-	#DIV/0!	-
	Sch. 2.0	Sch. 2.0	Sch. 2.0	Sch. 2.0						Sch. 2.0						Tax Rate	24.925%
																Forecasted ADIT	#DIV/0!
Month	Cost of Removal Book/Tax Difference	Accumulated Book/Tax Difference	Days to Prorate	Future Days in Period	Prorated 2024 Book/Tax Difference	Prorated Accumulated Book/Tax Difference											
Dec-24	-	-	n/a	n/a	n/a	-											
projected Jan-25	-	-	31	335	#DIV/0!	#DIV/0!											
projected Feb-25	-	-	28	307	#DIV/0!	#DIV/0!											
projected Mar-25	-	-	31	276	#DIV/0!	#DIV/0!											
projected Apr-25	-	-	30	246	#DIV/0!	#DIV/0!											
projected May-25	-	-	31	215	#DIV/0!	#DIV/0!											
projected Jun-25	-	-	30	185	#DIV/0!	#DIV/0!											
projected Jul-25	-	-	31	154	#DIV/0!	#DIV/0!											
projected Aug-25	-	-	31	123	#DIV/0!	#DIV/0!											
projected Sep-25	-	-	30	93	#DIV/0!	#DIV/0!											
projected Oct-25	-	-	31	62	#DIV/0!	#DIV/0!											
projected Nov-25	-	-	30	32	#DIV/0!	#DIV/0!											
projected Dec-25	-	-	31	1	#DIV/0!	#DIV/0!											
Total	-	-	365	-	#DIV/0!	-											
			Sch. 2.0			Tax Rate	24.925%										
						Forecasted ADIT	#DIV/0!										
						Total Forecasted ADIT	#DIV/0!										

Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
Thirteen Month Average Additions and Retirements

Test Year 12/31/25 PMM Investment Summary

Line No.	Month (A)	Number of Months (B)	PMM Capex		Retirements		Cost of Removal	
			By Month (C)	Cumulative (D)	By Month (E)	Cumulative (F)	By Month (G)	Cumulative (H)
1	Balance @ 12/31/2024	13		\$ -		\$ -		\$ -
2	Jan-25	12	\$ -	- \$	-	- \$	-	-
3	Feb-25	11	-	-	-	-	-	-
4	Mar-25	10	-	-	-	-	-	-
5	Apr-25	9	-	-	-	-	-	-
6	May-25	8	-	-	-	-	-	-
7	Jun-25	7	-	-	-	-	-	-
8	Jul-25	6	-	-	-	-	-	-
9	Aug-25	5	-	-	-	-	-	-
10	Sep-25	4	-	-	-	-	-	-
11	Oct-25	3	-	-	-	-	-	-
12	Nov-25	2	-	-	-	-	-	-
13	Dec-25	1	-	-	-	-	-	-
				\$ -		\$ -		\$ -
14	Number of months			13		13		13
15	13 Month Average			\$ -		\$ -		\$ -

**Duke Energy Kentucky
 Pipeline Modernization Mechanism ("Rider PMM")
 PMM Rider Billing Determinants by Rate Schedule
 for the Twelve Month Ending December, 2025**

Line	Rate Schedule	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Total
No.	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)
1	RS - Residential (CCF) ⁽²⁾	0	0	0	0	0	0	0	0	0	0	0	0	-
2	GS - General Service (CCF) ^{(1) (2)}	0	0	0	0	0	0	0	0	0	0	0	0	-
3	FT - Firm Transportation (CCF)	0	0	0	0	0	0	0	0	0	0	0	0	-
4	IT - Interruptible Transportation (CCF)	0	0	0	0	0	0	0	0	0	0	0	0	-

(1) General Service includes Commercial, Industrial, OPA, Street Lighting and Interdepartmental.

(2) Per Order 2022-00229, all Rider PMM rates should be in volumetric format starting with the 2024 calendar year.

Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
PMM Revenue Requirement for 2023

Sch 4.1

<u>Line No.</u>	<u>(A)</u>	<u>PMM Investment December 31, 2023 (B)</u>	<u>Reference (C)</u>
Return on Investment			
<u>Rate Base</u>			
1	Net PMM Investment - Property, Plant and Equipment	\$ -	Sch. 4.5
2	Cost of Removal	-	Sch. 4.5
3	Accumulated Reserve for Depreciation	-	Sch. 4.3
4	Net PP&E	-	
5	Accumulated Deferred Taxes on Liberalized Depreciation	#DIV/0!	Sch. 4.4
6	Net Rate Base	#DIV/0!	Line 4 + Line 5
7	Authorized Rate of Return, Adjusted for Income Taxes	8.087%	Sch. 4.2
8	Required Return on PMM Related Investment	#DIV/0!	Line 6 * Line 7
<u>Operating Expenses</u>			
9	Depreciation	\$ -	Sch. 4.3
10	Property Tax	-	Line 4 * 1.26032%
11	PSC Assessment	#DIV/0!	(Sum Line 8 thru 11) * (0.1302% / (1-0.1302%))
12	Total Operating Expenses	#DIV/0!	Sum Lines 9 thru 11
13	<u>Total Annual Revenue Requirement</u>	#DIV/0!	Line 8 + Line 12
	Collections/(Refunds) for prior years	-	
	Adjusted Revenue Requirement	#DIV/0!	
	2023 Billed Revenues	-	
	Total (Over)/Under Collections	#DIV/0!	

Notes:

- (1) Property taxes estimated using an effective rate of 1.26032%
- (2) PSC Assessment using Fiscal Year 2023 rate of 0.1302%

**Duke Energy Kentucky
 Rider PMM by Rate Schedule
 Cost of Capital - 2023**

Sch 4.2

Line No.	<u>Capital Structure</u> (A)	<u>Ratio</u> (B)	<u>Cost</u> (C)	<u>Weighted Cost</u> (D)	<u>Pre-Tax @ Effect. Tax Rate of 24.925%</u> (E)
1	Short term Debt	2.617%	1.667%	0.044%	0.044%
2	Long term Debt	46.039%	3.656%	1.683%	1.683%
3	Equity	51.344%	9.300%	4.775%	6.360%
4	Total	100.000%		6.502%	8.087%

Capital structure approved in Case No. 2021-00190

Return on equity approved in Case No. 2021-00190 for use in natural gas capital riders

Pipeline Modernization Mechanism ("Rider PMM")
 Depreciation - 2023

Line No.	Description (A)	Acct Number (B)	(C)	EOY 2022 (D)	Actual 2023 Additions												EOY 2023 (Q)
					Jan (E)	Feb (F)	Mar (G)	Apr (H)	May (I)	Jun (J)	Jul (K)	Aug (L)	Sep (M)	Oct (N)	Nov (O)	Dec (P)	
Gas Plant Investments ⁽¹⁾																	
Additions																	
1	Mains - Feeder	376	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
2	System M&R Station Equipment	378	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
3	Land and Land Rights	374	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
4	Total Additions		\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
Retirements																	
5	Mains - Feeder	376	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
6	System M&R Station Equipment	378	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
7	Land and Land Rights	374	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
8	Total Retirements		\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
Cost of Removal																	
9	Mains - Feeder	376	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
10	System M&R Station Equipment	378	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
11	Land and Land Rights	374	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
12	Total Cost of removal		\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
Annual Depreciation Rate																	
Accumulated Depreciation Reserve																	
Additions																	
13	Mains - Feeder	376	1.49%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
14	System M&R Station Equipment	378	2.04%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
15	Land and Land Rights	374	0.00%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
16	Total Additions			\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
Retirements																	
17	Mains - Feeder	376	1.49%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
18	System M&R Station Equipment	378	2.04%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
19	Land and Land Rights	374	0.00%	\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
20	Total Additions			\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
21	Total Accumulated Depreciation Reserve			\$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-

Notes:
 (1) See Sch 4.5 for detail of 2023 PMM eligible additions.

Duke Energy Kentucky
 Pipeline Modernization Mechanism ("Rider PMM")
 Deferred Taxes on Liberalized Depreciation - 2023

ADFIT balance when proration is applied

2023 Projection Filing	A	B	C	A + B + C = D	A * 9.5% = E	B * 7.219% = F	A * 5% = G	B * 3.75% = H	E + F + G + H = I	J	I - J = K	L	M	N	(K * N) / M = N	O
Month	Book Adds/Retires - 15 YR MACRS	Book Adds/Retires - 20 YR MACRS	Book Adds/Retires - Non-Depreciable Land	Total Book Additions/Retirements	1st Yr 15 Yr MACRS for Tax - 9.5%	1st Yr 20 Yr MACRS for Tax - 7.219%	1st Yr 15 Yr MACRS for Tax - 5%	1st Yr 20 Yr MACRS for Tax - 3.75%	Total MACRS Depreciation	Book Depreciation	Book/Tax Difference	Accumulated Book/Tax Difference	Days to Prorate	Future Days in Period	Prorated Book/Tax Difference	Prorated Accumulated Book/Tax Difference
Dec-22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
projected Jan-23	-	-	-	-	-	-	-	-	-	-	-	-	31	335	#DIV/0!	#DIV/0!
projected Feb-23	-	-	-	-	-	-	-	-	-	-	-	-	28	307	#DIV/0!	#DIV/0!
projected Mar-23	-	-	-	-	-	-	-	-	-	-	-	-	31	276	#DIV/0!	#DIV/0!
projected Apr-23	-	-	-	-	-	-	-	-	-	-	-	-	30	246	#DIV/0!	#DIV/0!
projected May-23	-	-	-	-	-	-	-	-	-	-	-	-	31	215	#DIV/0!	#DIV/0!
projected Jun-23	-	-	-	-	-	-	-	-	-	-	-	-	30	185	#VALUE!	#DIV/0!
projected Jul-23	-	-	-	-	-	-	-	-	-	-	-	-	31	154	#VALUE!	#DIV/0!
projected Aug-23	-	-	-	-	-	-	-	-	-	-	-	-	31	123	#DIV/0!	#DIV/0!
projected Sep-23	-	-	-	-	-	-	-	-	-	-	-	-	30	93	-	#DIV/0!
projected Oct-23	-	-	-	-	-	-	-	-	-	-	-	-	31	62	-	#DIV/0!
projected Nov-23	-	-	-	-	-	-	-	-	-	-	-	-	30	32	-	#DIV/0!
projected Dec-23	-	-	-	-	-	-	-	-	-	-	-	-	31	1	-	#DIV/0!
Total	-	-	-	-	-	-	-	-	-	-	-	-	365	-	#DIV/0!	-
Sch. 4.3	Sch. 4.3	Sch. 4.3	Sch. 4.3							Sch. 4.3					Tax Rate	24.925%

Forecasted ADIT #DIV/0! Book vs Tax Depreciation

Month	Cost of Removal Book/Tax Difference	Accumulated Book/Tax Difference	Days to Prorate	Future Days in Period	Prorated 2024 Book/Tax Difference	Prorated Accumulated Book/Tax Difference
Dec-22	-	-	n/a	n/a	n/a	-
projected Jan-23	-	-	31	335	#DIV/0!	#DIV/0!
projected Feb-23	-	-	28	307	#DIV/0!	#DIV/0!
projected Mar-23	-	-	31	276	#DIV/0!	#DIV/0!
projected Apr-23	-	-	30	246	#DIV/0!	#DIV/0!
projected May-23	-	-	31	215	#DIV/0!	#DIV/0!
projected Jun-23	-	-	30	185	#DIV/0!	#DIV/0!
projected Jul-23	-	-	31	154	#DIV/0!	#DIV/0!
projected Aug-23	-	-	31	123	#DIV/0!	#DIV/0!
projected Sep-23	-	-	30	93	#DIV/0!	#DIV/0!
projected Oct-23	-	-	31	62	#DIV/0!	#DIV/0!
projected Nov-23	-	-	30	32	#DIV/0!	#DIV/0!
projected Dec-23	-	-	31	1	#DIV/0!	#DIV/0!
Total	-	-	365	-	#DIV/0!	-
Sch. 2.0					Tax Rate	24.925%

Forecasted ADIT #DIV/0! Cost of Removal

Total Forecasted ADIT #DIV/0!

**Duke Energy Kentucky
Pipeline Modernization Mechanism ("Rider PMM")
Thirteen Month Average Additions and Retirements - 2023**

Test Year 12/31/23 PMM Investment Summary

Line No.	Month (A)	Number of Months (B)	PMM Capex		Retirements		Cost of Removal	
			By Month (C)	Cumulative (D)	By Month (E)	Cumulative (F)	By Month (G)	Cumulative (H)
1	Balance @ 12/31/2022	13	\$ -	\$ -	\$ -	\$ -	\$ -	-
2	Jan-23	12	-	-	-	-	-	-
3	Feb-23	11	-	-	-	-	-	-
4	Mar-23	10	-	-	-	-	-	-
5	Apr-23	9	-	-	-	-	-	-
6	May-23	8	-	-	-	-	-	-
7	Jun-23	7	-	-	-	-	-	-
8	Jul-23	6	-	-	-	-	-	-
9	Aug-23	5	-	-	-	-	-	-
10	Sep-23	4	-	-	-	-	-	-
11	Oct-23	3	-	-	-	-	-	-
12	Nov-23	2	-	-	-	-	-	-
13	Dec-23	1	-	-	-	-	-	-
14	Number of months			13		13		13
15	13 Month Average		\$ -	-	\$ -	-	\$ -	-

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**Duke Energy Kentucky
Case No. 2023-00209
STAFF's First Set Data Requests
Date Received: January 30, 2024**

STAFF-DR-01-003

REQUEST:

Refer to the Application, Exhibit 3, page 8. Provide a customer count for Residential and General Service as of January 31, 2024.

RESPONSE:

The customer count for January 31, 2024 is 98,091 for Residential and 7,472 for General Service.

PERSON RESPONSIBLE: Lisa D. Steinkuhl