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| **Exhibit No.:** | |
| **Issue(s):** | Normal Weather; Billing Determinants; Usage Stabilization Mechanism; Peak Demand |
| **Witness:** | John D. Taylor |
| **Type of Exhibit:** | Direct Testimony |
| **Sponsoring Party:** | Spire Missouri Inc. |
| **Case No.:** | GR-2027-0075 |
| **Date Prepared:** | November 2, 2026 |

**SPIRE MISSOURI INC.**

**GR-2027-0075**

# DIRECT TESTIMONY

**OF**

**JOHN D. TAYLOR**

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**SCHEDULES:**

JDT-1 – Professional Qualifications
JDT-2 – Bill-Count Forecasts and Normal Usage per Bill Estimates
JDT-3 – Calendar-Year 2025 Coincident and Non-Coincident Peak Daily Demands

## I. INTRODUCTION

**Q. Would you please state your name and business address for the benefit of the Missouri Public Service Commission ("Commission")?**

A. My name is John D. Taylor. My business address is 10 Hospital Center Commons, Suite 400, Hilton Head Island, SC 29926.

**Q. On whose behalf are you appearing in this proceeding?**

A. I am appearing on behalf of Spire Missouri Inc. ("Spire Missouri" or the "Company").

**Q. By whom are you employed and in what capacity?**

A. I am employed by Atrium Economics, LLC ("Atrium") as Chief Executive Officer.

**Q. Have you prepared an exhibit describing your professional qualifications?**

A. Yes. Schedule JDT-1 to my direct testimony presents my professional qualifications.

## II. PURPOSE OF TESTIMONY

**Q. What is the purpose of your testimony?**

A. The purpose of my testimony is to present and support the proposed normal weather methodology, billing determinants, and Usage Stabilization Mechanism for Spire Missouri East and Spire Missouri West for the Future Test Year covering the twelve months ending September 30, 2028 ("FTY"). I also present the calendar-year 2025 peak demand analysis and explain its use in the Company's cost-of-service studies.

**Q. Have you prepared schedules supporting your testimony?**

A. Yes. Schedule JDT-2 summarizes the bill-count forecasts and normal use per bill estimates used to develop the FTY billing determinants, and Schedule JDT-3 presents calendar-year 2025 coincident peak ("CP") and non-coincident peak ("NCP") daily demands to address the reporting requirement in Item 20 of the Full and Unanimous Stipulation and Agreement

in Case No. GR-2025-0107. Schedule JDT-3 also shows the class contributions and percentage shares used to determine the peak design day allocator in the Company's cost-of-service studies ("COSS").

## III. WEATHER NORMAL AND BILLING DETERMINANTS

**Normal Heating Degree Day Methodology**

**Q. Please summarize this section of your direct testimony.**

A. In this section of my testimony, I first support the methodology for determining normal weather, specifically for determining normal Heating Degree Days ("HDD"). Normal HDD is used to estimate the level of gas usage for a future period if HDD is normal.

**Q. What methodology is used to determine normal HDD?**

A. I recommend, and the Company is proposing, to use a regression trend methodology to estimate normal HDD, independently for the East and West service territories.[1] The trend is estimated with regression methodology using 30 years of annual HDD data from 1996 through 2025 and then extrapolated through 2028 to calculate normal HDD for the FTY. In the regression, annual HDD is the dependent variable, and a constant and trend variable are the explanatory (or independent) variables. This is the standard method to estimate a linear trend in data. The regression equation is:

$$Annual\ HDD_y = \mathbf{Constant} + \boldsymbol{\beta} \times Trend_y$$

Where:

- $Annual\ HDD_y$ is annual HDD with a 65-degree base for year 'y' from 1996 to 2025, e.g., $HDD_{1996}$ is the annual HDD in 1996.

[1] The HDD data is sourced from the National Oceanic and Atmospheric Administration ("NOAA") St. Louis Lambert International Airport, MO US, NOAA Station USW00013994, for the East service territory, and Kansas City International Airport, MO US, NOAA Station USW00003947 for the West service territory.

- *Trend$_y$* is the trend annual series, 1, 2, 3, 4, …, 30, from 1996 to 2025. The trend series could equivalently be the years 1996, 1997, 1998, …, 2025 and would produce an identical HDD trend and extrapolated value, but with different coefficient estimates.
- **Constant** is the regression constant coefficient (or "intercept"), estimated to be 4,647 for East and 5,164 for West in this case.
- **β** is the coefficient of the trend variable, estimated to be -20.74 for East and -15.15 for West in this case, meaning that each year, it is estimated that annual HDD will be lower by 20.74 and 15.15 degrees in the East and West respectively.

The resulting trends are graphically depicted in Figures 1 and 2:

**Figure 1 – St. Louis Lambert International Airport HDD – 30-Year Trend vs. Average**

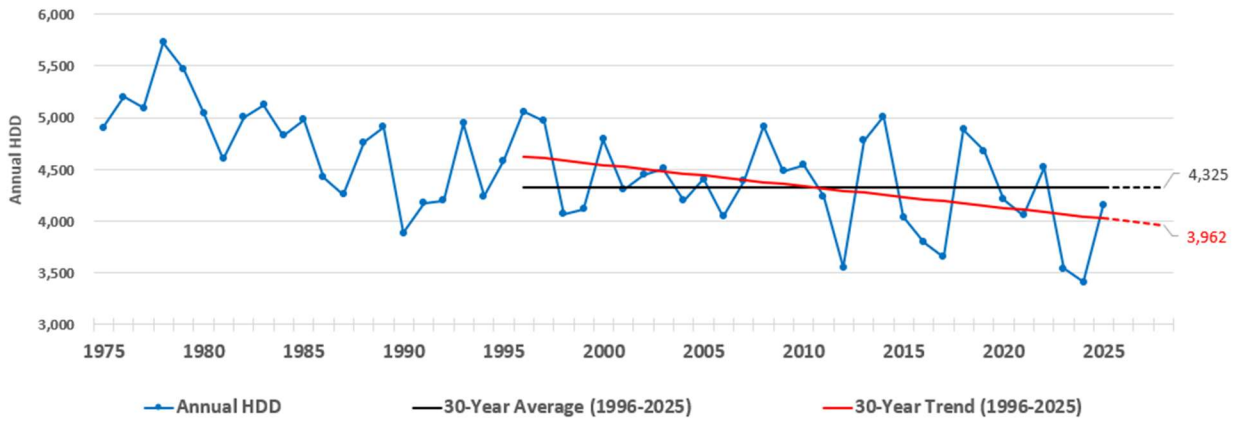
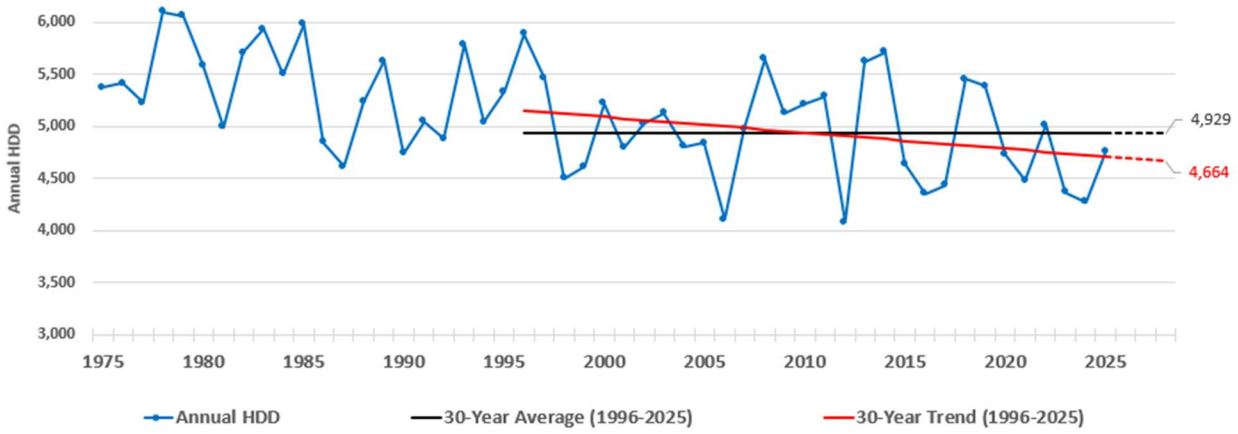


**Figure 2 – Kansas City International Airport HDD – 30-Year Trend**




**Q. Why is a trend methodology more appropriate than a historical average for determining normal HDD?**

A. The purpose of this analysis is to estimate normal weather for the FTY period. While the Company has historically used a 30-year average, a trend better reflects the weather expected in that period. The trend recognizes that there is a clear, and generally accepted, climate warming trend (a downward trend in annual HDD). I recommend the use of a regression-based methodology to estimate the warming trend and to develop an estimate of normal HDD.

The trend is projected only three years beyond the observed record. It is not a forecast and does not predict that any single year will match the estimate. Its purpose is to provide a reasonable estimate of normal HDD for the FTY for ratemaking purposes, rather than to predict actual weather in any particular year. Actual weather will be warmer or colder, sometimes for consecutive years, and the estimate can be updated in subsequent rate case proceedings as new data becomes available.

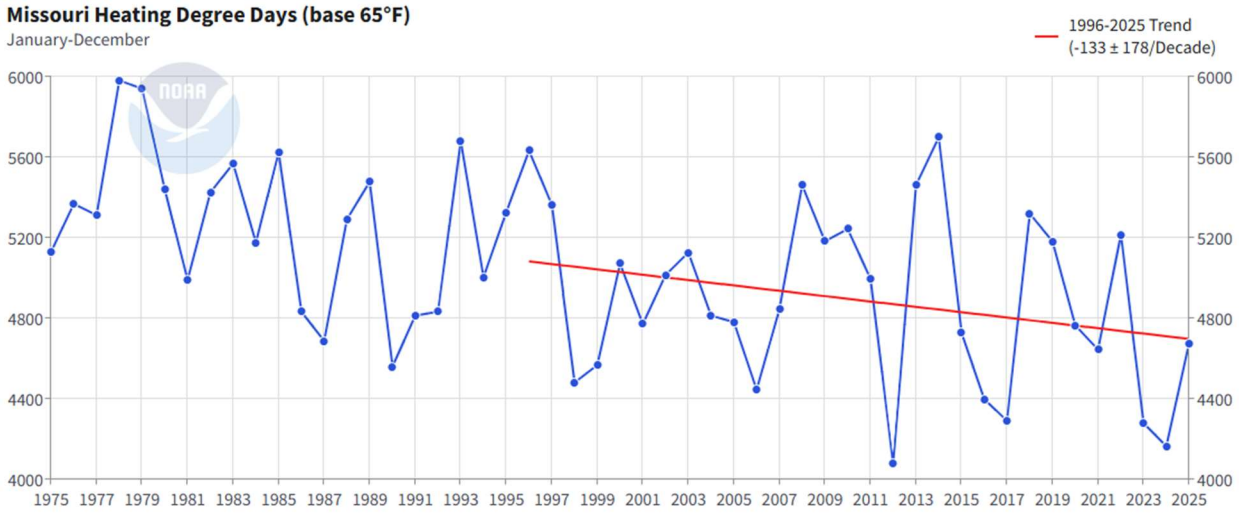
**Q. What is the estimate of normal HDD for the FTY using the trend methodology?**

A. Extrapolating the regression trend (dotted red line in Figures 1 and 2) produces calendar-year 2028 normal HDD estimates of 3,962 for Spire Missouri East and 4,664 for Spire Missouri West. These annual estimates are inputs for the development of monthly normal HDD for the FTY, which covers October 2027 through September 2028. The monthly normal HDD inputs used in the billing determinants are billing-cycle weighted to align with billed usage.

**Q. Are these results consistent with other independent analysis?**

A. Yes. The National Oceanic and Atmospheric Administration ("NOAA") provides the ability to perform similar HDD analysis by state and region through its internet site. Figure 3 below shows annual HDD and the trend for the State of Missouri for the same historical date range, 1996 through 2025.

**Figure 3 – NOAA Annual Missouri HDD**




The trend shown in Figure 3 is -133 degrees per decade, or approximately -13 degrees per year. This annualized trend is directionally consistent with the trend coefficients in the

Spire Missouri East and Spire Missouri West zone HDD regressions of -20.74 degrees per year and -15.15 degrees per year, respectively.

**Spire Missouri Billing Determinants**

**Q. Please summarize this section of your direct testimony.**

A. In this section of my testimony, I present the bill-count forecasts and normal use per bill estimates used to develop FTY billing determinants. For purposes of this analysis, customers are measured by monthly bills, such that each bill represents one billed customer account for the applicable billing month. The framework combines forecast bills with normal usage per bill to produce class-level forecast usage.

**Q. For what rate classes have you developed bill-count forecasts and normal usage estimates?**

A. I have developed bill-count forecasts and normal use per bill estimates using ordinary least squares ("OLS") regression models for Spire Missouri East classes Residential Service ("Residential"), Small General Service ("SGS"), Large General Service ("LGS"), Large Volume Service ("LVS"), General L.P. Gas Service ("LP"), and Large Volume Transportation Service ("LVTS") and Spire Missouri West classes Residential, SGS, LGS, LVS, Large General Transportation Service ("LGTS"), and LVTS. The forecasts and normal usage estimates are developed separately for the East and West territories, using the applicable weather station for each territory.

**Q. Please describe the process used to develop the FTY normal usage estimate for Spire Missouri rate classes.**

A. The process consists of two primary components:

1) Forecasting the number of bills by rate class, and

2) Estimating normal Usage Per Bill ("UPB") by rate class.

The normal usage estimate results from the multiplication of the bill-count forecast by the normal UPB estimate (i.e., an estimate of UPB at normal HDD) at the FTY.

**Q. What is the source of the bill-count, UPB, and HDD data?**

A. Spire Missouri provided historical monthly bill counts for each rate class, by West and East territory where applicable, from January 2021 through September 2026. While that data period provided the starting point for the analysis, the data was not used in full where review of the monthly information identified anomalous observations, or structural changes that made particular months unsuitable for inclusion in the regression models. Use per bill is developed from monthly billed usage and bill-count data provided by Spire Missouri, aggregated by rate category, weather territory, and billing month. Because monthly billed usage reflects usage as billed and generally includes service periods that overlap two calendar months, the analysis uses billing-cycle-weighted HDD data to better align weather exposure with the usage reflected in each billing month. HDD data is sourced from NOAA for the applicable airport weather stations identified earlier in my testimony.

**Q. Please further explain the regression methodology for the bill-count forecast.**

A. Regression models are used to estimate a relationship between the number of bills, which is the "dependent" variable in the regression, and "independent" or "explanatory" variables, which consist of a Constant, a Trend, and monthly indicator variables (often informally called "dummy" variables). The monthly indicator variables model the cyclical pattern often seen in monthly bill counts. Although evaluated individually for each customer class, the bill-count regression models are generally of the form:

$$Bills_m = \textbf{Constant} + \boldsymbol{\beta_1} \times Trend_m + \boldsymbol{\beta_2} \times M_2 + \boldsymbol{\beta_3} \times M_3 + \ldots + \boldsymbol{\beta_{12}} \times M_{12}$$

Where:

- $Bills_m$ is the monthly number of bills for month 'm' from January 2021 through September 2026.
- $Trend_m$ is the monthly trend series 1, 2, 3, ...
- $M_2$ through $M_{12}$ are monthly indicator variables for February through December, which take the value 1 for the month and 0 otherwise. The indicator variable for January is excluded.
- **Constant** is the estimated constant coefficient in the regression.
- $\boldsymbol{\beta_1}$ through $\boldsymbol{\beta_{12}}$ are the estimated regression coefficients.

The estimates of the Constant, Trend coefficient and monthly indicator variable coefficients are used to forecast the number of bills through the end of the FTY. The forecast is primarily driven by the Trend variable. For example, if the Trend variable for the last month of actual data, September 2026, has a value of 69, the bill forecast for October 2026 would use the Trend variable with a value of 70.

**Q. Please provide an example of the bill-count forecast analysis.**

A. Figures 4 and 5 illustrate this analysis for Residential.

**Figure 4 – Spire Missouri East Residential Bills – Actual and Forecast**

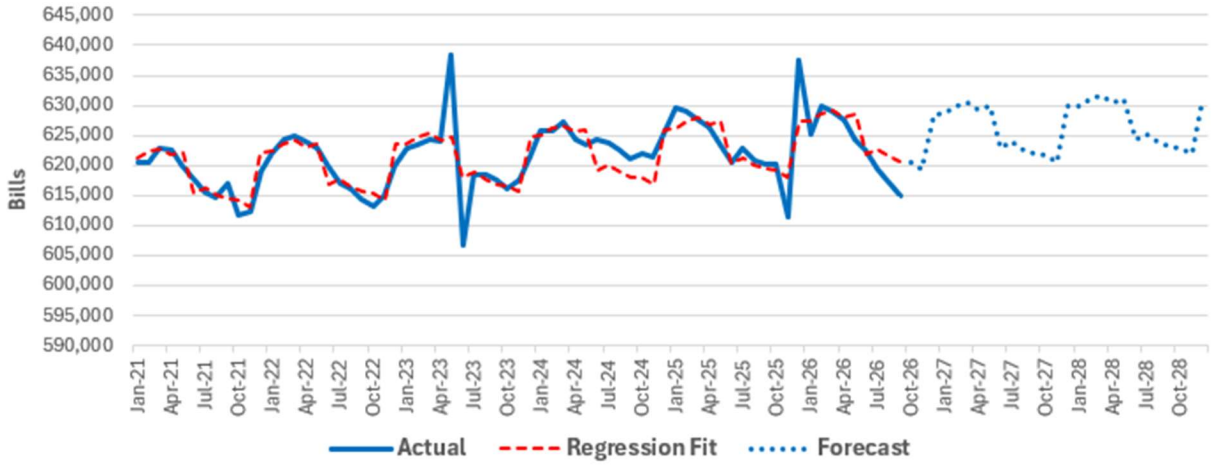
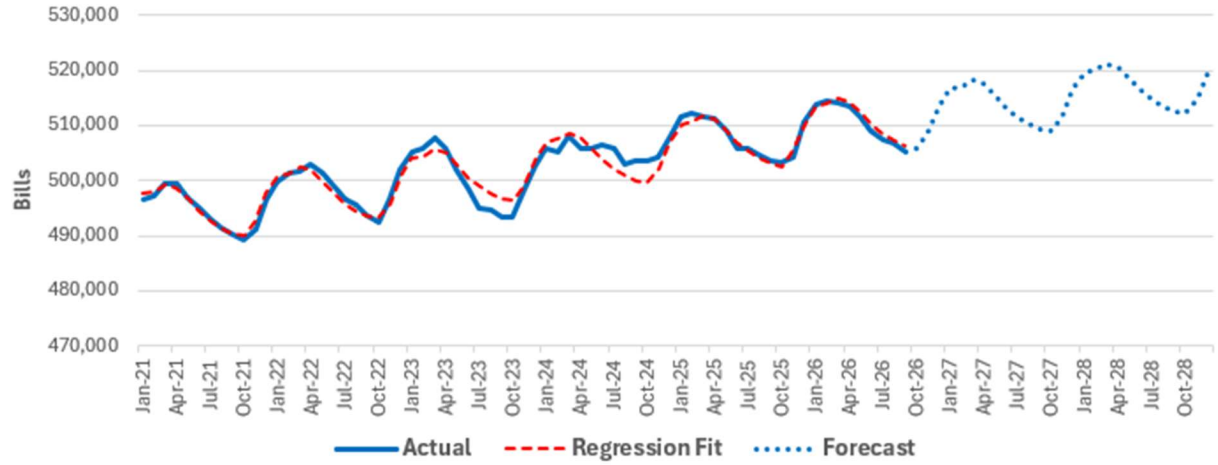



**Figure 5 – Spire Missouri West Residential Bills – Actual and Forecast**




Historical Residential bill counts are first used to estimate a regression model by weather zone. Then, the estimates of the Constant, Trend coefficient, and monthly coefficient estimates are used to forecast bill counts through the end of the FTY. The remaining rate classes are evaluated using the same general approach. When the historical bill counts do not have a clear trend or cyclical pattern, the most recent fiscal year's average monthly bill count is used.

**Q. How is the estimate of normal UPB developed?**

A. First, OLS regression models are used to estimate the relationship between use per bill and the primary factors that explain monthly variation in consumption, including billing-cycle-weighted HDD, recurring seasonal usage patterns, and, where supported by the data, changes in weather sensitivity over time. The models are then evaluated using normal HDD developed from the 30-year trend methodology to estimate future normal use per bill, or what use per bill would be if the weather were normal as calculated.

**Q. Please provide a detailed explanation of the UPB regression models.**

A. Regression models are specified to estimate the relationship between use per bill and a Constant, billing-cycle-weighted HDD, and monthly indicator variables. In the regression, use per bill is the dependent variable while the Constant, HDD terms, monthly indicator variables, and any additional, supported explanatory variables are the independent variables. Although specified and evaluated individually for each rate class and territory, the use per bill regression models are of the general form:

$$UPB_m = \textbf{Constant} + \boldsymbol{\beta_1} \times HDD_m + \boldsymbol{\beta_2} \times M_1 + \ldots$$

$$+ \boldsymbol{\beta_{12}} \times M_{12} + \boldsymbol{\beta_{13}} \times HL_Trend + \boldsymbol{\beta_{14}} \times Trend$$

Where:

- $UPB_m$ is monthly UPB for the month 'm' from January 2021 to September 2026.
- $HDD_m$ is the billing-cycle-weighted HDD for month 'm'.
- Monthly indicator variables, $M_1, \ldots M_{12}$, are included for January through December, excluding one reference month, usually August. Each included indicator variable takes the value 1 for the applicable month and 0 otherwise.
- **Constant** is the estimated constant coefficient in the regression.

- *HL_Trend* is a Heatload Trend, which is a trend variable multiplied by the HDD independent variable, and represents a trend in UPB per HDD.
- *Trend* is a trend variable of the form 1, 2, 3, … and represents a trend in UPB.
- $\beta_1$ through $\beta_{14}$ are the estimated regression coefficients.

Then the estimated regression coefficients for each rate class and territory, along with the normal HDD for the billing month developed using the 30-year HDD trend regression, are used to estimate future normal monthly use per bill. In other words, the model estimates what use per bill would be if HDD were at the normal levels derived from the HDD trend regression. The resulting estimates are reviewed for reasonableness, including overall model fit, forecast error, residual patterns, and consistency with expected usage behavior.

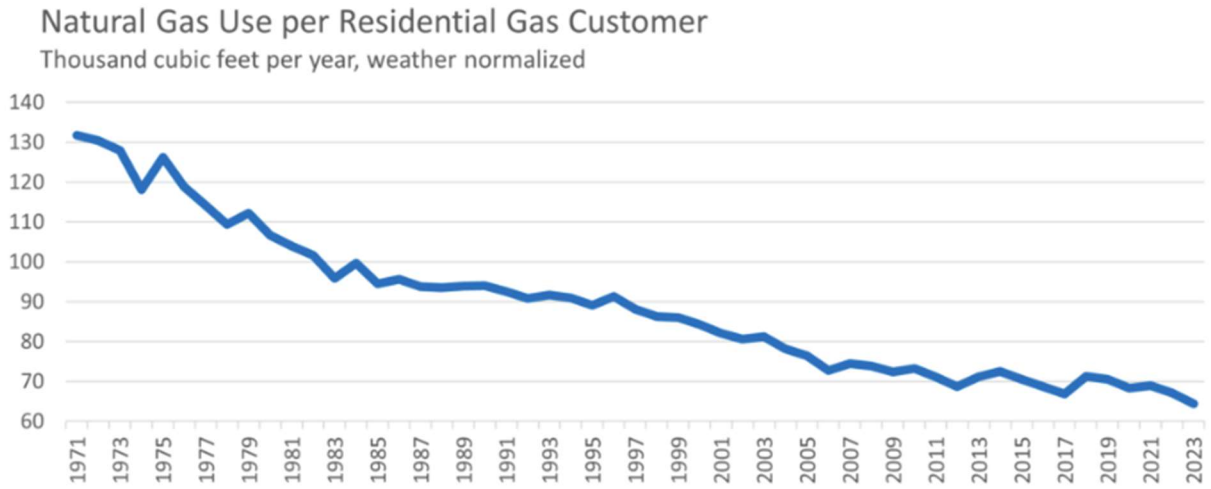
**Q. Do the UPB regression models include a heating-load trend?**

A. Yes. Where supported by the class-specific data, the UPB regression includes a heating-load trend variable that allows the estimated relationship between usage and HDD to change over time. The sign of the estimated trend is not predetermined. A negative coefficient indicates that weather-sensitive use per bill has declined over the historical period, while a positive coefficient indicates that weather-sensitive use per bill has increased. Including the variable allows each model to reflect the direction and magnitude observed in the applicable rate class and territory rather than imposing a common assumption.

For the Residential class, the estimated heating-load trend is negative. That result is consistent with broader evidence of declining residential natural gas use. As shown in Figure 6, the American Gas Association ("AGA") reports that historical weather-normalized natural gas use per residential customer declined 51 percent between 1971 and

2023, or approximately 1.34 percent per year.[2] It is also directionally consistent with the Company's 2024 Integrated Resource Plan, which incorporates energy efficiency and conservation into its long-term assessment of customer demand and projected energy savings.[3] These external sources provide a reasonableness check on the direction of the Residential result; the coefficient used in the regression is estimated from Spire Missouri's own billing and usage data.

**Figure 6 – AGA's Average Use per Residential Natural Gas Consumer**




**Q. Please provide an example of the UPB regression analysis and forecast.**

A. Figures 7 and 8 represent this analysis for Residential UPB.

[2] https://www.aga.org/research-policy/resource-library/average-use-per-residential-natural-gas-consumer/ (last accessed October 22, 2026)
[3] https://s25.q4cdn.com/231862843/files/doc_downloads/IRP/MissouriIRP_Final_11202024.pdf (last accessed October 22, 2026)

**Figure 7 – Spire Missouri East Residential UPB – Actual and Forecast**

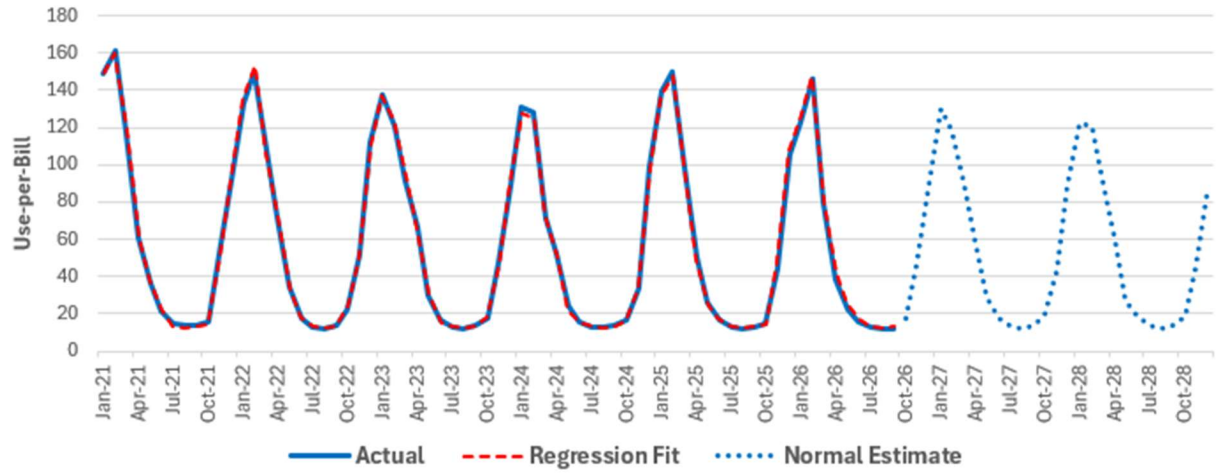
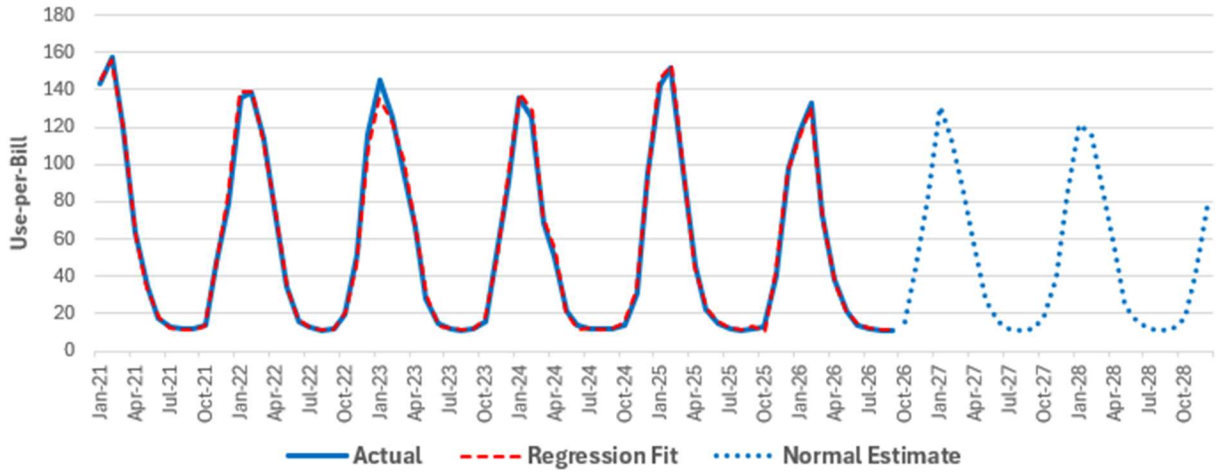



**Figure 8– Spire Missouri West Residential UPB – Actual and Forecast**




Historical Residential use per bill is used to estimate the regression model by territory. The Constant, HDD, monthly, and any other statistically supported parameter estimates, along with the estimate of normal HDD, are used to estimate normal use per bill for the FTY. A similar regression analysis is performed for the remaining rate classes.

**Q. Are the bill-count forecasts consistent with economic and demographic trends?**

A. Yes. I reviewed Missouri economic activity, population trends, and county-level population forecasts for the areas served by Spire Missouri. Those indicators show

continued modest growth, with growth in the West service territory generally exceeding growth in the East service territory. These trends are directionally consistent with Spire Missouri's historical bill-count trends and provide an independent reasonableness check on the bill-count forecasts. In addition, I reviewed these bill-count forecasts with Spire Missouri personnel to assess their reasonableness in light of the Company's knowledge of customer growth and conditions in its service territories.

**Q. Please show an example of how the forecast components come together to produce an estimate of normal usage for the FTY.**

A. Figures 9 and 10 show actual historical and total estimated Residential normal usage, and Tables 1 and 2 show the forecast for the number of bills, the estimate of normal use per bill, and the resulting forecast usage for the FTY. Combining these inputs provides a transparent and reproducible basis for the class-level billing determinants.

**Figure 9 – Spire Missouri East Residential Total Usage – Actual and Normal Estimate**

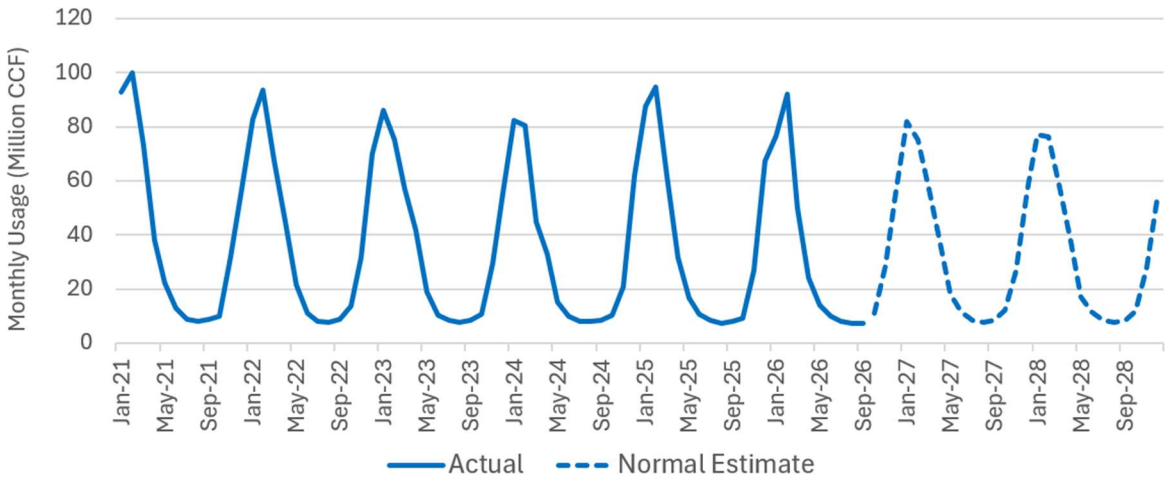


**Figure 10 – Spire Missouri West Residential Total Usage – Actual and Normal Estimate**

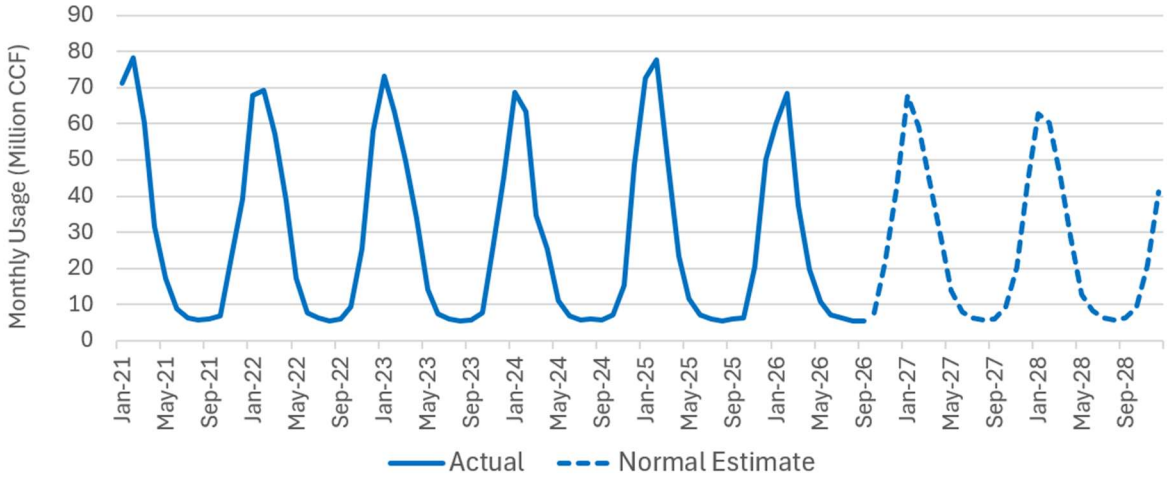



**Table 1 – Spire Missouri East Residential Bill Forecast and Estimated Normal Usage**

| Month | Bills | UPB | Usage (CCF) |
|---|---|---|---|
| Oct-27 | 621,704 | 19.47 | 12,105,181 |
| Nov-27 | 620,595 | 43.07 | 26,726,213 |
| Dec-27 | 629,752 | 89.47 | 56,346,116 |
| Jan-28 | 629,966 | 122.50 | 77,172,094 |
| Feb-28 | 631,146 | 120.94 | 76,333,481 |
| Mar-28 | 631,597 | 90.88 | 57,398,317 |
| Apr-28 | 630,526 | 59.67 | 37,626,202 |
| May-28 | 631,011 | 27.20 | 17,165,889 |
| Jun-28 | 624,220 | 18.51 | 11,551,370 |
| Jul-28 | 625,127 | 13.39 | 8,373,246 |
| Aug-28 | 623,934 | 12.37 | 7,715,201 |
| Sep-28 | 623,161 | 13.61 | 8,479,913 |
| **Total** | **7,522,738** | **631.09** | **396,993,223** |

**Table 2 – Spire Missouri West Residential Bill Forecast and Estimated Normal Usage**

| Month | Bills | UPB | Usage (CCF) |
|---|---|---|---|
| Oct-27 | 508,931 | 18.56 | 9,443,687 |
| Nov-27 | 511,513 | 39.51 | 20,210,488 |
| Dec-27 | 516,544 | 82.64 | 42,689,225 |
| Jan-28 | 519,716 | 121.04 | 62,906,659 |
| Feb-28 | 520,221 | 115.83 | 60,255,104 |
| Mar-28 | 521,309 | 87.19 | 45,455,145 |
| Apr-28 | 520,668 | 55.49 | 28,893,258 |
| May-28 | 518,717 | 24.33 | 12,620,580 |
| Jun-28 | 516,456 | 16.07 | 8,299,094 |
| Jul-28 | 514,806 | 12.23 | 6,297,898 |
| Aug-28 | 513,507 | 11.16 | 5,729,236 |
| Sep-28 | 512,467 | 12.10 | 6,198,785 |
| **Total** | **6,194,854** | **596.15** | **308,999,158** |

Schedule JDT-2 presents the bill forecast and estimated normal usage for all evaluated rate classes in Spire Missouri East and Spire Missouri West.

## IV. USAGE STABILIZATION MECHANISM

**Q. Please summarize this section of your direct testimony.**

A. In this section of my testimony, I describe and provide support for the approval of the Usage Stabilization Mechanism ("USM"). If approved by the Commission, the USM would replace Spire Missouri's existing Weather Normalization Adjustment Rider ("WNAR") for Residential and SGS rate schedules throughout the service areas of Spire Missouri East and Spire Missouri West. The USM is a symmetrical mechanism that compares the approved weather-normal UPB established in the most recent general rate case with actual UPB for each billing month. The resulting variance is applied to the lesser of approved or actual bill counts and the approved volumetric distribution rate. Company witness Julie Johnson sponsors the proposed USM tariff. My testimony supports the design of the mechanism, the weather-normal usage inputs used in its calculation, and explains

why I consider the proposed USM to be the best approach to address usage changes due to weather and conservation.

**Q. What is the proposed USM designed to address?**

A. The USM is designed to address differences between actual usage per bill and the approved weather-normal usage per bill for Residential and SGS customers, including differences due to weather and conservation. It provides a symmetrical adjustment for usage above or below the approved benchmark, rather than separately reconciling changes in bill counts or customer charges.

**Q. What statutory framework supports consideration of the proposed USM?**

A. Section 386.266.3 RSMo., permits a gas corporation to apply for periodic rate adjustments outside general rate proceedings to account for the impact on utility revenues of increases or decreases in eligible customer usage due to weather, conservation, or both. For gas corporations, the eligible classes are the residential class and the smallest general service class. Spire Missouri proposes the USM under this provision for the Residential and SGS classes. As described above, the proposed calculation measures total UPB variance rather than separately estimating weather and conservation components. Section 386.266.5 RSMo., requires an annual true-up of over- or under-collections with interest at the utility's short-term borrowing rate. Section 386.266.7 RSMo., requires separate disclosure on customer bills.

**Q. Why do you consider the proposed USM the best approach to address usage changes due to weather and conservation?**

A. The proposed USM combines a straightforward calculation with a defined scope and a single mechanism that is less administratively burdensome and easier for customers to

understand than the WNAR. It compares actual UPB with the weather-normal UPB approved by the Commission in the most recent general rate case, rather than requiring separate estimates of weather and conservation effects.

I am not an attorney, but my understanding is that the statute authorizes adjustments for usage changes due to weather, conservation, or both, without requiring those effects to be quantified separately. Because conservation cannot be measured directly from billing data, comparing actual UPB with the approved weather-normal benchmark provides a practical way to address their combined effects.

The USM also would address concerns about adjusting for all variations in usage by limiting the adjustment to volumetric distribution revenues for Residential and SGS customers, excluding a separate reconciliation of customer-count changes, and tying the calculation to the usage benchmark approved in base rates. It does not reconcile total Company revenues or guarantee earnings.

Finally, using one mechanism avoids the administrative complexity of maintaining separate weather and conservation calculations. Customers would have one usage adjustment to understand, based on a direct comparison between actual and approved usage per bill. Together with symmetrical surcharges and credits, annual true-ups with interest, Staff review, and Commission approval, these features make the proposed USM a practical and transparent approach.

**Q. How would the USM calculation work?**

A. The USM would be calculated monthly, separately for each applicable rate class and service area, using billing-month data. For each billing month, the Total UPB Variance would equal approved weather-normal UPB minus actual UPB:

$$\textbf{Total UPB Variance}_i = \textbf{Approved Weather-Normal UPB}_i - \textbf{Actual UPB}_i$$

Actual UPB is actual Ccf divided by actual bill counts for the same billing month, rate class, and service area. The monthly revenue adjustment would then be calculated as follows:

$$\textbf{Monthly USM Revenue Adjustment}_i = \textbf{Total UPB Variance}_i \times N_{billing} \times R_{volumetric}$$

In this formula, $N_{billing}$ equals the lesser of the approved bill count reflected in the most recent general rate case and the actual bill count for the applicable billing month, rate class, and service area. $R_{volumetric}$ is the approved volumetric distribution rate for that rate class and service area. A positive monthly revenue adjustment would increase the amount accumulated for recovery, while a negative adjustment would increase the amount returned to customers.

The Rider Billing Rate would equal the Total Recovery Amount ("TRA") divided by the applicable annual Ccf, separately for each eligible rate class and service area. Annual Ccf is the annual volumetric billing determinants approved in the most recent general rate case for the applicable rate class and service area. This rate is distinct from the approved volumetric distribution rate used to calculate monthly revenue adjustments. It is the later-period billing rate used to recover from, or return to, customers the accumulated TRA.

**Q. Why does the USM use the lesser of approved or actual bill counts?**

A. Using the lesser of approved or actual bill counts limits the number of bills used to calculate the monthly USM revenue adjustment. When actual bill counts are below the approved level, using actual bills avoids applying the usage-per-bill variance to bills that were not rendered. When actual bill counts exceed the approved level, using approved bills prevents customer growth from increasing the magnitude of the revenue adjustment beyond the

amount calculated using the bill count reflected in the most recent general rate case. This limitation applies to both positive and negative revenue adjustments; it does not separately reconcile revenues gained or lost because of changes in bill counts. It also does not limit which customers are subject to the rider. The resulting Rider Billing Rate applies to all customers under the eligible rate schedules.

**Q. Does the USM reconcile the Company's total revenues to an authorized revenue requirement?**

A. No. The USM starts with a monthly usage comparison, not a total-revenue comparison. It compares approved weather-normal UPB with actual UPB for the Residential and SGS classes and applies the approved volumetric distribution rate and the lesser of approved or actual bill counts to that difference. It does not reconcile total Company revenues, adjust customer charges, compensate for changes in bill counts, or recover changes in operating costs. LGS, LVS, and transportation service classes are excluded.

The USM does address the volumetric distribution-charge effect of changes in UPB for the eligible classes. That is its defined purpose. However, the adjustment does not ensure recovery of the Company's total revenue requirement or an achieved level of earnings. Those outcomes remain affected by costs, bill counts, and services outside the mechanism.

**Q. How would the USM be implemented?**

A. The USM would be implemented as a separate rider applicable to each Ccf of gas delivered under the Residential and SGS rate schedules throughout the service areas of Spire Missouri East and Spire Missouri West. The rider rates would be calculated separately for Spire Missouri East and Spire Missouri West and separately by applicable rate class. The rider would appear as a separate line item on customer bills. Spire Missouri would make

an annual filing by July 1, Staff would file its recommendation by August 1, and the resulting rider rate would become effective September 1 for the twelve-month period ending the following August, unless otherwise ordered by the Commission. The USM would replace the existing WNAR for the applicable Residential and SGS rate schedules. The annual filing would accumulate the monthly revenue adjustments for the twelve billing months of June through May, together with any applicable true-up amount, deferred amount, Commission-ordered adjustment, and associated interest, to determine the TRA for recovery from or return to customers during the following September through August recovery period. The filing would include workpapers supporting the approved weather-normal UPB (to be set as part of a rate case), actual Ccf, actual bill counts, actual UPB, Total UPB Variance, monthly revenue adjustments, true-up amount, deferred balance, interest calculation, and resulting Rider Billing Rate by billing month, rate class, and service area.

**Q. How would the annual true-up and interest be calculated?**

A. The true-up provision reconciles the amount authorized for recovery from or return to customers through the Rider Billing Rate with the amount actually billed during the recovery period. For September through May, the calculation uses actual USM revenue billed. For June, July, and August, the calculation would estimate the amount billed using the volumetric billing determinants approved in the most recent general rate case for those months and the applicable USM Rider Billing Rate. These rider collections are distinct from the distribution revenues used to calculate monthly USM revenue adjustments. Interest is applied monthly to the Company's average beginning and ending TRA balances at Spire Missouri's short-term borrowing rate, with interest income and expense recorded

on a net cumulative basis. The true-up and associated interest are included in the TRA used to determine the next Rider Billing Rate.

**Q. Would the USM retain the existing WNAR's upward-adjustment cap?**

A. No. The existing WNAR limits upward adjustments to $0.05 per Ccf and does not limit downward adjustments. The proposed USM would not carry forward that upward-adjustment cap. Its Rider Billing Rate could therefore be a surcharge or credit without a per-Ccf cap. This change does not alter the monthly revenue-adjustment calculation or the annual filing, Staff review, true-up, and interest provisions.

**Q. What benefits and protections would the USM provide to customers?**

A. First, the USM applies the usage comparison in both directions. When actual UPB exceeds the approved weather-normal benchmark, the resulting negative monthly adjustment reduces the TRA and may produce a credit. Second, the annual true-up corrects differences between authorized and actual rider collections, with interest applied to the deferred balance. Third, the defined scope, described above, limits what is included in the adjustment. Separate calculations by territory and rate class, detailed workpapers, Staff review, and a separate bill line item make the calculation transparent and reviewable. Customers who reduce usage would continue to avoid the gas commodity charges associated with that usage.

**Q. Why is the USM reasonable for Commission approval?**

A. The USM builds on the existing WNAR framework by comparing actual monthly UPB with an approved weather-normal UPB benchmark. Its defined scope and the customer protections described above provide a limited, data-driven, and reviewable approach to the resulting usage adjustments. The USM addresses weather- and conservation-related usage

changes through a single comparison of actual usage per bill to the weather-normal usage per bill approved by the Commission in the Company's most recent general rate case, eliminating the need to separately estimate weather and conservation effects. In addition to the benefits I have described, Company witness David Yonce provides additional support for approval by explaining why this mechanism is important for Spire Missouri and its customers.

## V. PEAK DEMAND ANALYSIS

**Q. What is the purpose of the peak demand analysis presented in this section?**

A. The purpose of this analysis is to fulfill the peak-demand analysis required by Item 20 of the *Full and Unanimous Stipulation and Agreement* approved by the Commission in Case No. GR-2025-0107. Item 20 requires the Company to track and provide CP and NCP daily demand data for all rate classes in its next rate case and in subsequent rate cases. I analyzed the Company's 2025 daily demand data to satisfy that requirement and to support the development of the peak design day allocator used in the Company's COSS.

**Q. What peak-demand information does Item 20 require the Company to provide?**

A. Item 20 requires CP and NCP daily demand data for all rate classes. CP demand measures each class's demand on the day the applicable system or service territory experienced its overall peak. NCP demand measures each class's highest daily demand, regardless of whether the class peaks occurred on the same day. Presenting both measures shows each class's contribution to the shared system peak as well as its own maximum daily demand.

**Q. What methodology was used to determine the CP demand?**

A. I aggregated daily usage for calendar year 2025 by the applicable rate classes, separately for Spire Missouri East and Spire Missouri West. For each day, Spire Missouri calculated

a territory-wide total by summing usage for the applicable customer groups. The CP is the highest territory-wide daily total observed during the calendar year. The CP occurred on January 22, 2025, for Spire Missouri East and February 19, 2025, for Spire Missouri West. Each customer group's CP contribution equals that group's usage on the applicable service territory's CP date. Each group's percentage share of the CP was determined by dividing the group's usage on that date by total territory-wide usage on the same date, as shown in Schedule JDT-3.

**Q. How was the NCP demand calculated?**

A. Using the same daily usage totals aggregated by applicable rate class for calendar year 2025, I identified each class's highest daily usage separately for Spire Missouri East and Spire Missouri West. That maximum daily usage is the class's NCP, and the date on which it occurred is the class's NCP date. Unlike the CP calculation, which measures every class's contribution on the territory's system peak date, the NCP calculation identifies each class's own maximum daily usage, regardless of when the territory or other classes peaked. The class NCPs therefore may occur on different dates, and their sum does not represent demand experienced by the system on a single day. Schedule JDT-3 presents each class's NCP and corresponding peak date.

**Q. How were the results of the 2025 peak demand study used in this case?**

A. Spire Missouri used the 2025 study results to develop the class-level peak design day allocator used in the Company's COSS. Company witness Samantha Johnson sponsors the Company's COSS and the allocator used to assign peak-related system costs among rate classes.

## VI. CONCLUSION

**Q. Please summarize your testimony.**

A. I recommend that the Commission approve the proposed normal HDD methodology, FTY billing determinants, and USM for Spire Missouri East and Spire Missouri West. The regression-based HDD trend methodology reflects the observed decline in HDD and provides a more representative estimate of expected FTY weather than a historical average. The billing determinants combine class-specific bill-count forecasts with normal use per bill estimates, using billing-cycle-weighted weather data and supported usage trends to provide a transparent and reproducible estimate of FTY usage.

The proposed USM provides a symmetrical adjustment for differences between actual and approved weather-normal use per bill for Residential and SGS customers. Its defined scope, annual true-up with interest, detailed supporting workpapers, and Staff review make the calculation transparent and reviewable. The mechanism does not reconcile total Company revenues or guarantee earnings.

Finally, my testimony presents the 2025 CP and NCP demand analysis required by the prior stipulation and supports the class-level peak demand allocator used in the Company's COSS to assign peak-related costs based on relative peak-demand responsibility.

**Q. Does this conclude your direct testimony?**

A. Yes.

**BEFORE THE PUBLIC SERVICE COMMISSION**
**OF THE STATE OF MISSOURI**

| | | |
|---|---|---|
| In the Matter of the Spire Missouri Inc. d/b/a Spire's Request for Authority to Implement a General Rate Increase for Natural Gas Service Provided in the Company's Missouri Service Areas | ) ) ) ) ) | File No. GR-2027-0075 |

**AFFIDAVIT**

STATE OF SOUTH CAROLINA )
)
COUNTY OF BEAUFORT )

I, John D. Taylor, of lawful age, being first duly sworn, deposes and states:

I. My name is John D. Taylor. I am the Chief Executive Office of Atrium Economics, LLC. My business address is 10 Hospital Center Commons, Suite 400, Hilton Head Island, SC 29926.

II. This affidavit is attached to my direct testimony, which is filed on behalf of Spire Missouri Inc.

III. I hereby swear and affirm that my answers to the questions contained in my testimony are true and correct to the best of my knowledge, information, and belief.

John D. Taylor

Subscribed and sworn to before me this 29th day of October, 2026.

SARAH HARTTEN
My Commission Expires
NOTARY PUBLIC
10/10/2028
SOUTH CAROLINA

Notary Public

# John D. Taylor

CEO

Mr. John D. Taylor is the Co-Founder and Chief Executive Officer of Atrium Economics and a senior regulatory economist with more than twenty years of experience advising electric and natural gas utilities across the United States and Canada. Mr. Taylor has served as a lead expert in rate and regulatory proceedings across more than 20 jurisdictions in the United States and Canada. His testimony has been presented before the Federal Energy Regulatory Commission, numerous state public utility commissions, provincial utility regulators, and trial courts.

He has testified on matters including revenue requirements, class cost of service, advanced rate design, revenue stabilization mechanisms, affiliate transactions, demand forecasts, return on equity, lead lag studies, audit testing, and infrastructure cost recovery. In addition to matters in which he was the lead witness, he has supported over one hundred engagements for other expert witnesses, contributing to the development and defense of analytical models, regulatory strategy, and evidentiary submissions.

Mr. Taylor's experience spans vertically integrated electric utilities, gas distribution utilities, transmission providers, pipeline operators, municipally owned utilities, and multi-state holding companies. He has also served as market monitor for ISO New England's capacity market and has supported wholesale power purchase agreement evaluations and generation feasibility and prudence analyses. He regularly advises executive leadership and boards on regulatory strategy, risk allocation, revenue stability, infrastructure investment, and long-term rate design considerations.

In addition to his consulting leadership, Mr. Taylor served as Chief Executive Officer of a non-destructive testing and industrial inspection firm serving the power generation, petrochemical, and heavy industrial sectors. That role provided direct experience in capital-intensive infrastructure operations, asset integrity management, maintenance planning, safety compliance, and operational risk oversight. This operating perspective informs his work in utility capital planning, infrastructure expansion review, and regulatory cost recovery.

## EDUCATION

**M.A., Economics,** American University

**B.A., Environmental Economics,** University of North Carolina at Asheville

## YEARS EXPERIENCE

20

## RELEVANT EXPERTISE

Revenue Requirements & Capital Recovery, Class Cost of Service & Advanced Rate Design, Revenue Stabilization Mechanisms, Demand Forecasting & Resource Planning, Natural Gas & Pipeline Infrastructure Analysis, Return on Equity & Capital Structure, Affiliate Transactions & Operational Audits, Transmission & FERC Matters, Transaction Advisory & Regulatory Due Diligence

# EXPERT WITNESS TESTIMONY PRESENTATION

UNITED STATES:

- California Superior Court of California
- Delaware Public Service Commission
- Florida Public Service Commission
- Federal Energy Regulatory Commission
- Illinois Commerce Commission
- Indiana Utility Regulatory Commission
- Maine Public Service Commission
- Maryland Public Service Commission
- Massachusetts Department of Public Utilities
- Minnesota Public Utilities Commission
- New Hampshire Public Utilities Commission
- North Carolina Utilities Commission
- North Carolina – Brunswick Superior Court
- Oregon Public Utility Commission
- Ohio Public Utility Commission
- Pennsylvania Public Utility Commission
- South Carolina Public Service Commission
- Virginia State Corporation Commission
- Washington Utilities and Transportation Commission
- Public Service Commission of West Virginia

CANADA:

- Alberta Utilities Commission
- British Columbia Utilities Commission
- Ontario Energy Board

# REPRESENTATIVE EXPERIENCE

## RATE DESIGN AND REGULATORY PROCEEDINGS

Mr. Taylor has extensive experience developing and evaluating utility revenue requirements, including review of test year construction, pro forma adjustments, operating expense normalization, capital investment recovery, depreciation and amortization treatment, and cash working capital analyses, including lead-lag studies. He has assessed prudence and regulatory treatment of major capital programs, infrastructure modernization initiatives, and incremental investment proposals. In addition, Mr. Taylor has designed and evaluated revenue stabilization mechanisms, including Weather Normalization Adjustments, Revenue Adjustment Mechanisms, and other forms of decoupling and revenue recovery tools. His work includes back-casting analyses, risk assessment modeling, and evaluation of tradeoffs between customer bill stability and utility revenue certainty. He has testified regarding both the technical design and policy implications of such mechanisms in contested regulatory proceedings.

## CLASS COST OF SERVICE AND RATE DESIGN

Mr. Taylor has extensive experience developing and defending embedded and marginal class cost of service studies in contested regulatory proceedings across the United States and

Canada. His work includes functionalization, classification, and allocation of utility costs; development of jurisdictional and class revenue requirements; and evaluation of fixed-variable cost recovery methodologies. He has designed and evaluated residential, commercial, and industrial rate structures, including demand-based rates, time-of-use designs, economic development tariffs, and revenue apportionment strategies. Mr. Taylor has also assessed rate stability, equity considerations, and cost causation principles in the context of evolving load patterns, electrification, and policy-driven rate reforms.

## DEMAND AND CUSTOMER FORECASTING

Mr. Taylor has extensive experience developing and evaluating demand and customer forecasting models for electric and natural gas utilities. His work includes econometric modeling of customer growth, usage normalization, peak demand forecasting, and weather-sensitive load analysis. He has assessed forecast methodologies for rate proceedings, infrastructure planning, and resource adequacy evaluations, including review of macroeconomic drivers, demographic trends, and end-use consumption patterns. Mr. Taylor has also evaluated forecast inputs used in capital planning, pipeline capacity assessments, LNG resource planning, and revenue requirement development. His experience includes back-casting analyses, scenario modeling, and sensitivity testing to assess forecast risk and regulatory defensibility. He has testified regarding forecast methodology, assumptions, and alignment with regulatory standards in contested proceedings.

## RETURN ON EQUITY AND CAPITAL STRUCTURE

Mr. Taylor has provided testimony and advisory analysis regarding return on equity and capital structure for regulated electric and natural gas utilities in both transmission and distribution contexts. His work includes evaluation of regulatory capital structures, cost of capital components, and risk considerations associated with infrastructure investment, revenue stability mechanisms, and business model evolution. He has supported financial modeling in rate proceedings, including assessment of cash flow implications, earnings stability, and alignment between authorized returns and underlying business risk. Mr. Taylor has also evaluated the interaction between capital structure, revenue recovery mechanisms, and regulatory policy objectives, including the treatment of large capital programs and expansion initiatives.

## TRANSACTION ADVISORY AND REGULATORY DUE DILIGENCE

Mr. Taylor has advised utilities and infrastructure stakeholders in connection with asset acquisitions, divestitures, and wholesale power supply evaluations. His transaction experience includes regulatory due diligence, evaluation of revenue requirements and rate structures, infrastructure risk assessment, and financial modeling to support investment decisions. Mr. Taylor has advised on regulated utility and energy infrastructure transactions, including buy-side and sell-side evaluation of utility operations and generation asset divestitures. His work has

included assessment of revenue requirements, rate structures, customer forecasts, regulatory risk, operational performance, and capital recovery considerations to support informed investment decisions. His advisory work has also included evaluation of comparable utility transactions, merger activity, and regulatory approval considerations affecting infrastructure investment decisions.

## NATURAL GAS INFRASTRUCTURE & RESOURCE PLANNING EXPERIENCE

Mr. Taylor has extensive experience supporting natural gas utilities and pipeline operators in forecasting, peak demand planning, LNG resource evaluation, balancing mechanisms, transportation modeling, and line extension reviews. His work includes demand forecasting for local distribution companies, evaluation of peak day planning standards, LNG peaking facility analyses, storage utilization review, pipeline transport cost allocation, and balancing service design. He has evaluated integrated resource planning approaches, supply portfolio risk assessment, and incremental pipeline capacity expansion proposals. His experience includes review of expansion economics, regulatory treatment of new infrastructure investment, and cost recovery mechanisms associated with large capital programs. Mr. Taylor has also assessed alignment between demand forecasts, contracted capacity, storage strategy, and long-term system reliability objectives, providing analytical support for regulatory filings and board-level capital planning decisions.

## AFFILIATE RELATIONSHIPS & PERFORMANCE REVIEWS

Mr. Taylor has led and supported affiliate transaction reviews, shared services cost allocation studies, and operational performance assessments in both U.S. and Canadian jurisdictions. His work includes evaluation of overhead allocation methodologies, overhead capitalization practices, and cost recovery treatment associated with corporate support functions, transmission-related shared assets, and early contractor engagement for major infrastructure projects. He has assessed capitalization rates, allocation between transmission and distribution functions, and cost attribution to regulated versus affiliate activities, ensuring consistency with regulatory standards and precedent. His experience includes shared assets studies, evaluation of contractor cost structures in large capital programs, and review of governance controls supporting regulatory compliance. In addition, Mr. Taylor has conducted operational audits and benchmarking analyses addressing operations and maintenance (O&M) and administrative and general (A&G) expenses. His work includes comparative peer analysis, assessment of cost drivers, and evaluation of organizational efficiency and cost discipline in regulated utility environments.

# PROFESSIONAL EXPERIENCE

### CO-FOUNDER & CHIEF EXECUTIVE OFFICER | ATRIUM ECONOMICS | 2020 – PRESENT

Leads a regulatory advisory firm serving electric and natural gas utilities across the United States and Canada. Serves as lead expert witness in rate and regulatory proceedings and oversees firm strategy, analytical methodology, and evidentiary quality control. Advises executive leadership and boards on revenue requirements, rate design, infrastructure investment, and regulatory risk.

### CHIEF EXECUTIVE OFFICER | NOVA DATA TESTING | 2019 – 2026

Led a non-destructive testing and industrial inspection firm serving power generation and petrochemical facilities. Responsible for strategic planning, capital allocation, regulatory compliance, operational leadership, and risk oversight in asset-intensive, safety-sensitive environments. This operating experience informs his perspective on infrastructure investment and operations.

### PRINCIPAL CONSULTANT | BLACK & VEATCH MANAGEMENT CONSULTING | 2015 – 2020

Led regulatory and financial advisory engagements for electric and gas utilities, including revenue requirements, class cost of service, affiliate transactions, and return on equity matters. Filed expert testimony and supported infrastructure transaction advisory and regulatory approval strategy.

### SENIOR PROJECT MANAGER & PRINCIPAL | CONCENTRIC ENERGY ADVISORS | 2006 – 2015

Managed regulatory consulting engagements involving revenue requirements, cost allocation, and rate design across multiple jurisdictions. Led project teams, supported expert testimony, and contributed to business development and firm-wide analytical quality control initiatives.

# EDUCATION

### MASTER OF ARTS, ECONOMICS| AMERICAN UNIVERSITY | 2004 – 2006

Graduate coursework included econometrics, advanced microeconomics and macroeconomics, mathematical economics, monetary policy, and history of economic thought. Served as a teaching assistant for undergraduate microeconomics and macroeconomics courses.

### BACHELOR OF ARTS, ENVIRONMENTAL ECONOMICS | UNIVERSITY OF NORTH CAROLINA AT ASHEVILLE | 2000 – 2004

Coursework emphasized the application of economic theory and quantitative analysis to environmental and resource issues, including statistics and applied modeling. Completed independent study examining the intersection of ethics and economic theory.

# BOARD AND ADVISORY BOARDS

Treasurer, Board of Directors – The Outside Foundation (2023–Present)

Member – 278 Gateway Corridor Committee, Town of Hilton Head Island (2019–2022)

Richmond Advisory Board – Higher Achievement (2014–2015)

**Spire Missouri**
**Schedule JDT-2**
**Bill-Count Forecast and Normal Use-per-Bill Estimates**
**Future Test Year Ending September 30, 2028**

| | Spire East | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Residential | | | SGS | | | LGS | | | LVS | | | LP | | | LVTS | | |
| Month | Bills | UPB | Usage (CCF) | Bills | UPB | Usage (CCF) | Bills | UPB | Usage (CCF) | Bills | UPB | Usage (CCF) | Bills | UPB | Usage (gal) | Bills | UPB | Usage (CCF) |
| Oct-27 | 621,704 | 19.47 | 12,105,181 | 35,231 | 59.07 | 2,081,200 | 4,436 | 1,381 | 6,124,233 | 24 | 9,228 | 224,542 | 33 | 14.46 | 477 | 141 | 103,479 | 14,581,850 |
| Nov-27 | 620,595 | 43.07 | 26,726,213 | 34,999 | 114.98 | 4,024,349 | 4,436 | 1,984 | 8,799,000 | 24 | 10,664 | 259,502 | 33 | 35.24 | 1,163 | 141 | 117,752 | 16,593,150 |
| Dec-27 | 629,752 | 89.47 | 56,346,116 | 36,332 | 263.33 | 9,567,484 | 4,436 | 3,411 | 15,130,903 | 24 | 13,699 | 333,348 | 33 | 66.26 | 2,187 | 141 | 139,370 | 19,639,544 |
| Jan-28 | 629,966 | 122.50 | 77,172,094 | 36,318 | 391.15 | 14,205,843 | 4,436 | 4,725 | 20,957,970 | 24 | 15,749 | 383,225 | 33 | 87.66 | 2,893 | 141 | 151,482 | 21,346,348 |
| Feb-28 | 631,146 | 120.94 | 76,333,481 | 36,270 | 407.98 | 14,797,142 | 4,436 | 5,000 | 22,176,163 | 24 | 17,917 | 435,992 | 33 | 85.31 | 2,815 | 141 | 131,404 | 18,517,077 |
| Mar-28 | 631,597 | 90.88 | 57,398,317 | 36,218 | 309.87 | 11,222,875 | 4,436 | 4,296 | 19,054,587 | 24 | 14,865 | 361,726 | 33 | 67.32 | 2,222 | 141 | 135,423 | 19,083,297 |
| Apr-28 | 630,526 | 59.67 | 37,626,202 | 35,881 | 188.91 | 6,778,322 | 4,436 | 2,973 | 13,185,796 | 24 | 14,106 | 343,234 | 33 | 44.66 | 1,474 | 141 | 115,413 | 16,263,602 |
| May-28 | 631,011 | 27.20 | 17,165,889 | 35,351 | 83.62 | 2,956,101 | 4,436 | 1,829 | 8,112,754 | 24 | 10,782 | 262,367 | 33 | 20.56 | 678 | 141 | 108,646 | 15,310,026 |
| Jun-28 | 624,220 | 18.51 | 11,551,370 | 35,243 | 58.91 | 2,076,243 | 4,436 | 1,420 | 6,296,807 | 24 | 9,249 | 225,054 | 33 | 10.45 | 345 | 141 | 101,858 | 14,353,447 |
| Jul-28 | 625,127 | 13.39 | 8,373,246 | 35,030 | 43.91 | 1,538,090 | 4,436 | 1,193 | 5,293,291 | 24 | 8,338 | 202,903 | 33 | 7.43 | 245 | 141 | 98,331 | 13,856,448 |
| Aug-28 | 623,934 | 12.37 | 7,715,201 | 34,711 | 42.64 | 1,480,139 | 4,436 | 1,160 | 5,145,120 | 24 | 7,897 | 192,167 | 33 | 7.43 | 245 | 141 | 103,904 | 14,641,772 |
| Sep-28 | 623,161 | 13.61 | 8,479,913 | 34,745 | 44.12 | 1,532,910 | 4,436 | 1,218 | 5,403,277 | 24 | 8,328 | 202,650 | 33 | 7.77 | 256 | 141 | 96,626 | 13,616,203 |
| **Total** | **7,522,738** | **631.09** | **396,993,223** | **426,330** | **2,009** | **72,260,699** | **53,228** | **30,588** | **135,679,900** | **292** | **140,824** | **3,426,711** | **396** | **455** | **15,000** | **1,691** | **1,403,686** | **197,802,764** |

| | Spire West | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Residential | | | SGS | | | LGS | | | LVS | | | LGTS | | | LVTS | | |
| Month | Bills | UPB | Usage (CCF) | Bills | UPB | Usage (CCF) | Bills | UPB | Usage (CCF) | Bills | UPB | Usage (CCF) | Bills | UPB | Usage (CCF) | Bills | UPB | Usage (CCF) |
| Oct-27 | 508,931 | 18.56 | 9,443,687 | 30,239 | 64.40 | 1,947,564 | 3,089 | 791 | 2,444,120 | 30 | 7,945 | 238,427 | 238 | 4,074.16 | 970,291 | 350 | 57,744 | 20,186,588 |
| Nov-27 | 511,513 | 39.51 | 20,210,488 | 30,566 | 121.07 | 3,700,540 | 3,089 | 1,340 | 4,140,086 | 30 | 13,194 | 395,973 | 238 | 6,166.69 | 1,468,641 | 350 | 63,475 | 22,189,946 |
| Dec-27 | 516,544 | 82.64 | 42,689,225 | 31,320 | 267.97 | 8,392,890 | 3,089 | 2,423 | 7,486,417 | 30 | 20,881 | 626,650 | 238 | 8,051.72 | 1,917,575 | 350 | 71,776 | 25,091,955 |
| Jan-28 | 519,716 | 121.04 | 62,906,659 | 31,626 | 416.01 | 13,156,380 | 3,089 | 3,655 | 11,290,585 | 30 | 26,428 | 793,123 | 238 | 10,151.61 | 2,417,679 | 350 | 77,820 | 27,205,010 |
| Feb-28 | 520,221 | 115.83 | 60,255,104 | 31,622 | 408.46 | 12,916,378 | 3,089 | 3,447 | 10,648,370 | 30 | 25,038 | 751,400 | 238 | 7,407.82 | 1,764,226 | 350 | 76,547 | 26,759,771 |
| Mar-28 | 521,309 | 87.19 | 45,455,145 | 31,686 | 311.97 | 9,885,055 | 3,089 | 2,949 | 9,111,297 | 30 | 20,655 | 619,881 | 238 | 6,771.58 | 1,612,702 | 350 | 72,117 | 25,211,115 |
| Apr-28 | 520,668 | 55.49 | 28,893,258 | 31,481 | 190.75 | 6,004,831 | 3,089 | 1,913 | 5,911,450 | 30 | 14,737 | 442,257 | 238 | 4,821.03 | 1,148,164 | 350 | 66,066 | 23,095,910 |
| May-28 | 518,717 | 24.33 | 12,620,580 | 31,251 | 79.30 | 2,478,229 | 3,089 | 1,021 | 3,154,409 | 30 | 8,468 | 254,129 | 238 | 2,751.48 | 655,285 | 350 | 59,646 | 20,851,649 |
| Jun-28 | 516,456 | 16.07 | 8,299,094 | 30,963 | 54.19 | 1,677,841 | 3,089 | 711 | 2,196,186 | 30 | 5,245 | 157,409 | 238 | 2,630.03 | 626,361 | 350 | 56,440 | 19,730,595 |
| Jul-28 | 514,806 | 12.23 | 6,297,898 | 30,670 | 39.64 | 1,215,823 | 3,089 | 573 | 1,771,815 | 30 | 4,016 | 120,517 | 238 | 2,505.24 | 596,642 | 350 | 55,336 | 19,344,721 |
| Aug-28 | 513,507 | 11.16 | 5,729,236 | 30,611 | 37.22 | 1,139,175 | 3,089 | 550 | 1,700,379 | 30 | 3,825 | 114,783 | 238 | 2,283.24 | 543,769 | 350 | 55,327 | 19,341,710 |
| Sep-28 | 512,467 | 12.10 | 6,198,785 | 30,486 | 42.23 | 1,287,299 | 3,089 | 654 | 2,022,058 | 30 | 3,839 | 115,211 | 238 | 2,456.60 | 585,057 | 350 | 55,535 | 19,414,411 |
| **Total** | **6,194,854** | **596.15** | **308,999,158** | **372,521** | **2,033** | **63,802,004** | **37,074** | **20,028** | **61,877,172** | **360** | **154,270** | **4,629,761** | **2,858** | **60,071** | **14,306,391** | **4,195** | **767,829** | **268,423,381** |

**Spire Missouri**

**Schedule JDT-3**

**2025 coincident peak and non-coincident peak daily demands**

| Spire East | 2025 | |
|---|---|---|
| **Coincident Peak** | **7,683,944** | **22-Jan-25** |
| Residential | 4,822,848 | 62.8% |
| SGS | 929,104 | 12.1% |
| LGS | 1,070,882 | 13.9% |
| LVS | 24,292 | 0.3% |
| LVTS | 836,818 | 10.9% |
| **Non-Coincident Peak** | **7,891,698** | |
| Residential | 4,847,553 | 19-Feb-25 |
| SGS | 942,910 | 21-Jan-25 |
| LGS | 1,070,882 | 22-Jan-25 |
| LVS | 24,454 | 20-Feb-25 |
| LVTS | 1,005,899 | 4-Feb-25 |

| Spire West | 2025 | |
|---|---|---|
| **Coincident Peak** | **7,507,017** | **19-Feb-25** |
| Residential | 4,560,100 | 60.7% |
| SGS | 910,906 | 12.1% |
| LGS | 623,565 | 8.3% |
| LVS | 53,693 | 0.7% |
| LVTS | 1,246,505 | 16.6% |
| LGTS | 112,248 | 1.5% |
| **Non-Coincident Peak** | **7,538,837** | |
| Residential | 4,560,100 | 19-Feb-25 |
| SGS | 910,906 | 19-Feb-25 |
| LGS | 623,565 | 19-Feb-25 |
| LVS | 53,693 | 19-Feb-25 |
| LVTS | 1,278,005 | 20-Feb-25 |
| LGTS | 112,568 | 20-Feb-25 |