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July 22, 2014

--Via Electronic Filing--

Darrell Nitschke, Executive Secretary
North Dakota Public Service Commission
State Capitol Building, Dept. 408
600 East Boulevard
Bismarck, ND 58505-0480

RE: 2014 -2015 TRANSMISSION COST RECOVERY ELIGIBILITY AND RATE
ADJUSTMENT PETITION
CASE NO. PU-14-_____

Dear Mr. Nitschke:

Northern States Power Company, doing business as Xcel Energy, submits the enclosed original and seven copies of the 2014 -2015 Transmission Cost Recovery (TCR) Application to the North Dakota Public Service Commission for approval of project eligibility and the TCR rate factor.

Also enclosed is a check in the amount of \$10,000 for the filing fee.

An electronic copy of this filing is also being sent to you for your convenience.

Please contact me if you have any questions or comments.

Sincerely,

A handwritten signature in blue ink that reads 'David H. Sederquist'.

DAVID H. SEDERQUIST
SR. CONSULTANT, REGULATION/FINANCE

c: Mike Diller

Enclosures

**BEFORE THE NORTH DAKOTA PUBLIC SERVICE COMMISSION
STATE OF NORTH DAKOTA**

IN THE MATTER OF THE PETITION OF
NORTHERN STATES POWER COMPANY
FOR APPROVAL OF 2014 AND 2015
TRANSMISSION COST RECOVERY PROJECT
ELIGIBILITY AND ASSOCIATED RATE

CASE NO. PU-14-____

Application of Northern States Power Company

INTRODUCTION

Northern States Power Company, doing business as Xcel Energy, submits to the North Dakota Public Service Commission this application for approval of a Transmission Cost Recovery (TCR) Rider rate designed to recover the 2014 and 2015 revenue requirements for the Company's eligible transmission projects. We submit this application pursuant to N.D.C.C. § 49-05-04.3, which authorizes the Commission to approve a tariff mechanism for the automatic annual adjustment of charges for a public utility to recover the North Dakota jurisdictional portion of eligible investments and expenses related to new or modified transmission facilities. Electric transmission facilities covered by the above-referenced Century Code include associated facilities such as substations and transformers.

The Company's TCR Rider was previously established (without a corresponding rate) by the Commission's February 26, 2014 *Order Adopting Settlement* in Case No. PU-12-813, and the associated tariff sheet was approved by the Commission on April 23, 2014. In this filing we propose to set a TCR rate to recover the specific 2014 and 2015 costs related to current qualifying projects and expenditures.

Specifically, this Petition seeks Commission approval of:

- Eligibility of transmission projects for TCR recovery;
- TCR revenue requirements and the corresponding rate for 2014 and 2015; and
- revised TCR tariff sheet.

We propose to begin recovery of the North Dakota jurisdictional portion of the revenue requirements related to twenty-five transmission projects located throughout our service territory and our net expenses from the MISO Schedule 26/26A Regional Expansion Criteria and Benefits (RECB) billings. We propose to recover about \$2.1

million in costs related to the 2014 calendar year (see Attachment 5) and about \$3.7 million attributed to the 2015 calendar year (see Attachment 6).

We propose to implement a rate of \$0.001994 per kWh applied to all energy billed to each customer class during the period beginning October 1, 2014 based on the revenue requirements for both 2014 and 2015. The rate has been calculated to be in place through the end of 2015, and takes into account the fact that for most of 2014 there has been no TCR rate in place. The average bill impact would be \$1.50 per month for a typical residential electric customer using 750 kWh.

I. GENERAL INFORMATION

Pursuant to § 69-02-02-04 of the Commission's Rules of Practice and Procedure, the following information is provided:

A. Name, address, and telephone number of the utility making the filing

Northern States Power Company
2302 Great Northern Drive
PO Box 2747
Fargo, ND 58108-2747
(701) 241-8632

B. Name, address, and telephone number of the attorney for Northern States Power Company

Alison Archer
Assistant General Counsel
Xcel Energy Services Inc.
414 Nicollet Mall – 5th Floor
Minneapolis, MN 55401
(612) 215-4662

C. Title of utility employee responsible for filing

David H. Sederquist
Sr. Regulatory and Financial Consultant
2302 Great Northern Drive
PO Box 2747
Fargo, ND 58108-2747

II. BACKGROUND

The Company has made significant investments in new transmission facilities in order to maintain and improve system reliability and increase power delivery from North Dakota, South Dakota, and western Minnesota. To recover the North Dakota jurisdictional portion of these investments, we propose a TCR rate in this application to be in place beginning October 1, 2014 through December 31, 2015. The following section of the North Dakota Century Code establishes Commission authority for utilities to recover such investments through a rider mechanism.

49-05-04.3. Rate adjustment - Transmission facility costs.

1. *The commission may approve, reject, or modify a tariff filed under section 49-05-06 which provides for an adjustment of rates to recover jurisdictional capital and operating costs incurred by a public utility for new or modified electric transmission facilities. For purposes of this section, an electric transmission facility includes an electric transmission line as defined in chapter 49-21.1 and other transmission line equipment, including substations, transformers, and other equipment constructed to improve the power delivery capability or reliability of the electric transmission system; and operating costs include federally regulated costs charged to or incurred by the public utility to increase regional transmission capacity or reliability. The tariff must:*
 - a. *Allow the public utility to recover on a timely basis its investment and associated costs for new or modified electric transmission facilities not reflected in the utility's general rate schedule;*
 - b. *Allow a return on the public utility's investment made for new or modified electric transmission facilities at the level approved in the utility's most recent general rate case;*
 - c. *Provide a current return on construction work in progress for new or modified electric transmission facilities, provided the cost recovery from retail customers of the allowance for funds used during construction is not sought through any other means; and*
 - d. *Terminate cost recovery after the public utility's costs for new or modified electric transmission facilities have been recovered fully or have been reflected in the utility's general rate tariffs.*

In Case No. PU-12-813, we established a new TCR Rider tariff as authorized by the above section of the N.D.C.C. The tariff was approved by the Commission in its February 26, 2014 *Order Adopting Settlement* and the associated April 23, 2014 *Motion Approving Compliance Tariffs*. This application seeks to utilize the Rider to effectuate a TCR rate to recover the 2014 and 2015 revenue requirements of TCR eligible transmission projects that are not currently included in base rates.

The Century Code requires certain information be provided in support of our request for the TCR rate. This required information is provided throughout this application and its attachments.

N.D.C.C. 49-05-04.3 subd. 2 states: *Rate adjustments filed under the tariff must be accompanied by:*

- a. *A description and quantification of the costs incurred by the public utility for new or modified electric transmission facilities which are subject to recovery.*

Descriptions of each project proposed to be included in the TCR rate factor are provided in Attachment 1. Exhibit Q submitted as part of Case No. PU-12-813 provided the then current forecasted revenue requirements for each project. These forecasts have been updated with more recent data and provided in Attachment 12.

Attachment 3 reports the capital expenditure forecast for each project included in the TCR. Actual capital expenditures are shown through March 2014 and forecasted capital expenditures are reported for April 2014 through 2017. The revenue requirements shown in Attachment 12 are based on the capital expenditures referenced in Attachment 3.

Xcel Energy operates the transmission assets of Northern States Power Company – Minnesota (NSPM) and Northern States Power Company – Wisconsin (NSPW) as one transmission system. Pursuant to the terms of the Federal Energy Regulatory Commission (FERC) regulated *Restated Agreement to Coordinate Planning and Operations and Interchange Power and Energy between Northern States Power Company (Minnesota) and Northern States Power Company (Wisconsin)* (Interchange Agreement), all transmission costs are shared between NSPM and NSPW based on load ratio share using a FERC-approved 36-month coincident peak demand allocator. The NSPM portion is then further allocated to its respective state jurisdictions (North Dakota, South Dakota, and Minnesota) based on a similar 12 month coincident peak (CP) methodology. A composite allocator is derived for purposes of assigning the transmission revenue requirements to North Dakota, as shown on Attachment 8.

- b. *A schedule for implementation of the applicable transmission facility project;*

Attachment 2 provides information about Commission approvals and a project construction timeline for each of the projects included in our TCR request.

- c. *Calculations to establish that the rate adjustment is consistent with the terms of the tariff;*

Attachment 7 contains the calculation of the proposed 2014 and 2015 TCR rate factor, consistent with the terms of the TCR tariff. The proposed rate of \$0.001994 per kWh is also included in the tariff page provided in Attachment 13.

- d. An application fee in the amount of one hundred thousand dollars. Upon request of the commission and with the approval of the emergency commission, the applicant shall pay such additional fees as are reasonably necessary for completion of the application process by the commission. The commission may waive or reduce the fee.*

We respectfully request a reduced filing fee of \$10,000 consistent with Commission action in Otter Tail Power Company's most recent TCR proceeding, Case No. PU-13-755. We have included a filing fee of \$10,000 with this application, but of course will pay additional fees as the Commission determines necessary.

III. COSTS TO BE RECOVERED

We are proposing two types of costs be recovered through the TCR rider:

1. the North Dakota retail share of revenue requirements for qualifying transmission facilities not currently being recovered in base rates, and
2. Midcontinent Independent System Operator (MISO) Schedule 26/26A costs allocated to North Dakota retail customers. We provide more detail on each type of costs below.

In summary, we are requesting approval of the following:

- The projected TCR tracker account activity for 2014, including both revenue requirements and projected revenues, included in Attachment 5;
- The projected TCR tracker account activity for 2015, including both revenue requirements and projected revenues, included in Attachment 6;
- The projected 2014 and 2015 revenue requirements of approximately \$2.1 million and \$3.7 million, respectively, proposed to be recovered by the TCR rate from North Dakota electric customers;¹
- Projected revenues calculated by month as shown in Attachment 7, based on forecasted 2014 and 2015 North Dakota sales by calendar month;
- The TCR rate, with supporting calculations shown in Attachment 7. The proposed rate is shown below in Section VI.

¹ For reference, Exhibit Q filed as part of Case No. PU-12-813, estimated that the total TCR recovery for 2014 and 2015 combined would be \$5.80 million.

A. New or modified transmission projects not currently in base rates

The following CapX2020 Group 1 projects were granted an Advance Determination of Prudence (ADP) by the Commission in Case No. PU-09-678, but are not yet entirely included in base rates:

- CapX2020 Brookings – Twins Cities
- CapX2020 Fargo – Twin Cities
- CapX2020 La Crosse - Local
- CapX2020 La Crosse - MISO
- CapX2020 La Crosse - WI

The following projects are new or modified transmission facilities that improve the power delivery capability or reliability of the electric transmission system and are not included in base rates. Thus they qualify for TCR Rider recovery as per statute, subject to Commission review and approval. Generally, these projects do not meet the minimal threshold (as defined by Settlement approved in Case No. PU-10-657) for requiring an ADP from the Commission. These projects are consistent with the list provided to the Commission in Exhibit Q in Case No. PU-12-813. Each of the projects is explained in more detail in Attachment 1.

- Sioux Falls Northern
- Chaska – Hwy 212 Conversion
- Minn Valley
- Maple River – Red River
- Big Stone – Brookings 345 kV transmission line
- Lake Marion - Burnsville
- Maple Lake – Annandale
- Glencoe – Waconia
- Bluff Creek – Westgate
- Scott County 345 kV Expansion
- Wilson Substation Conversion
- Kohlman Lake – Goose Lake
- Prairie Sub Expansion
- Black Dog – Savage
- Chisago 2nd Transformer Addition
- Franklin Transformer
- Cass County Sub Expansion

- New Prague Area
- End of Life Replacement – Breakers
- End of Life Replacement – Relay

The Company has made every effort to minimize the impact of its transmission investment on rates by ensuring these TCR-eligible projects reflect the lowest cost options. First, Xcel Energy transmission planners analyze up to a dozen project alternatives for a given transmission project. Each alternative is evaluated based on performance, cost, efficiency (as measured by energy losses), and the enhancement of reliability to local consumers. Second, where possible, Xcel Energy has competitively bid engineering, equipment procurement, and construction services for the projects included in this application.

For certain CapX2020 projects listed above, a portion of the project was in service during the 2013 test year and was included in our base rate request. For those projects, in order to ensure we do not double recover our costs, we have reduced our request for recovery through the TCR Rider by the portion included in base rates. The project revenue requirements included in base rates are calculated and shown in Attachment 14. The reduction in our request is also shown on our summary of the calculation of 2014 and 2015 revenue requirements on Attachment 4.

B. MISO RECB Charges (MISO Schedule 26 and 26A)

The second component of costs included for TCR recovery are costs associated with RECB designated transmission projects. Xcel Energy incurs charges from MISO to pay for a portion of transmission investments made by other electric utilities pursuant to Attachment FF of the MISO Open Access Transmission, Energy, and Operating Reserve Markets Tariff. Attachment FF specifies the cost allocation procedures for new transmission projects within the MISO footprint. Projects subject to RECB cost allocation are identified and selected through the MISO Transmission Expansion Plan (MTEP) process. Allocation and cost recovery methods for RECB projects are specified in detail in Attachment FF, Attachment GG, MM, Schedule 26, and Schedule 26A of the MISO Tariff. MISO's annual MTEP review process identifies those transmission projects that will be included in Appendix A to the MTEP and the appropriate cost-sharing mechanism is identified for each project. Forecasted 2014 and 2015 RECB revenue requirements are shown in Attachment 11.

C. All-in Method of Rate Calculation

As discussed in our rate case testimony, we calculated the TCR rate using the less

complicated “All-In Method,” which assigns all of the Company’s transmission investments to retail jurisdiction. Under this method, a traditional retail revenue requirement is calculated on the entire investment, both the amount associated with the provision of retail service *and* the amount regionally allocated to other utilities. The Company’s retail rate of return is applied to 100 percent of the investment (treating it all as retail rate base) and 100 percent of the operating costs and investment-related expenses are treated as retail costs. In addition, 100 percent of the revenues the Company receives from MISO under Schedules 26 or 26A are treated as retail revenue credits that reduce the retail revenue requirement. The All-In Method treats all of the Company’s transmission investments and MISO revenues as retail even though a portion of the investment is used for providing wholesale service under the MISO Tariff.

D. Combined TCR Rate Factor for 2014 and 2015

In this application we request recovery of both the 2014 and 2015 calendar year revenue requirements for the TCR-eligible projects. In our original rate case application filed in December 2012, we proposed establishment of a TCR tariff with the intention to submit a separate application in late 2013 for a 2014 TCR rate. However, the rate case proceeding did not conclude until March 2014 with approval of the compliance tariffs.

In general, we would expect our proposed and approved TCR rates for a given calendar year to reflect the revenue requirements for that same year. But in this case, we propose to combine 2014 and 2015 annual revenue requirements into the calculation of a 2014/2015 TCR rate for several reasons:

- The rate is smoothed over a longer period of time;
- We avoid multiple rate filings and changes in quick succession; and
- It provides a more efficient, streamlined regulatory review process.

Combining the 2014 and 2015 revenue requirements allows the implementation of a rate in the fourth quarter of 2014 which will remain steady for a full 15 months (October 2014 through December 2015). If we were to collect the 2014 revenue requirements of \$2.1 million over only the remaining three months of 2014, the rate for 2014 would be significantly higher than our proposed rate of \$0.001994, only to drop much lower in January 2015. Instead, the rate has been calculated to be smoothed over a longer period of time, also allowing for more efficient Commission review. Changing the rate a second time only three months later would not promote rate stability for customers. Filing both 2014 and 2015 revenue requirements at this

time allows Commission staff to review both years' revenue requirements within the context of a single proceeding rather than needing to restart and reorient the review a very short time later.

Filing the combined 2014 and 2015 data will help to ensure adequate time is available to prepare and review a 2016 TCR rate application late in 2015 which would include a true-up adjustment for variances between the actual costs incurred and the actual TCR revenues. After this initial application combining 2014 and 2015, we would be better positioned to stay on a regular TCR revision schedule in which a given year's revenue requirements would be collected during that same year.

IV. ALLOCATIONS, RATE DESIGN AND ACCOUNTING

A. 2014 – 2015 TCR Rider Revenue Requirements

The detailed 2014 and 2015 revenue requirements in support of the proposed TCR rate factor are set forth in Attachments 5 and 6.

The Company's 2014 TCR revenue requirement model includes a current return on capital expenditures beginning with the cumulative CWIP balance for each project at eligibility date, or the date construction expenditures begin, whichever is later. The beginning CWIP balance includes Allowance for Funds Used During Construction (AFUDC) incurred prior to the project eligibility date (pre-eligibility AFUDC). After that date, AFUDC is excluded from the CWIP balance. As a result, for each project, a current return is calculated on the North Dakota jurisdictional portion of the CWIP balance which includes only pre-eligibility AFUDC and accumulated capital expenditures.

Project costs are allocated to the North Dakota retail jurisdiction based on the 12 CP demand allocator. In addition, to ensure there is no double recovery from Open Access Transmission Tariff (OATT) revenue collected from non-NSP native load customers, the Company will apply an OATT revenue credit calculated based on a forecast of OATT revenue collections divided by the transmission revenue requirements included in the OATT rate calculation for the Company's pricing zone under the MISO Transmission and Energy Markets Tariff (MISO TEMT). The OATT rate calculation is shown on Attachment 9. Attachment 10 shows the projects eligible to receive the OATT revenue credit.

For purposes of calculating projected revenue requirements, the Company proposes to allocate based on 2014 and 2015 forecasted demand. Any resulting over- or under-recovery from customers as a result of the use of forecasted demand will be reflected

in the true-up of actual revenues at the time the 2016 TCR rate is being determined. These demand allocators are shown in Attachment 8.

In addition, we include the following investment-related costs: property taxes, current and deferred taxes and book depreciation. Attachment 12 shows the revenue requirement calculations for the proposed TCR projects.

A. Capital Structure

The Company has calculated the revenue requirements consistent with the approved *Revised Second Amended Settlement* in Case No. PU-12-813. The capital structure approved in that docket was included on Attachment D of the Settlement Agreement.

B. TCR Tracker Account

To ensure that customers are not under or overcharged, we will record the actual TCR revenues and costs in a tracker account as the accounting mechanism for eligible TCR project costs. Any differences based on the estimated end of year balance in the tracker account will be returned or collected as part of our next TCR rate factor application.

The revenue requirements included in the tracker are only those related to North Dakota's share of eligible transmission projects. In making our calculations, the Company used the most current data available at the time of this filing and applied the composite demand allocator for the applicable year,² which serves to:

- Allocate a share of the total costs to NSPW; and
- Exclude the portion of NSPM costs not related to serving North Dakota retail customers. This step allocates a share of costs to the South Dakota and Minnesota retail jurisdictions, and to the firm requirements wholesale sales jurisdiction.³

The result of this allocation process is that North Dakota electric customers are allocated approximately 5.21 percent of 2014 total transmission costs, and 5.25 percent of 2015 total transmission costs. By performing this cost allocation process, we ensure that electric customers in other jurisdictions are allocated a share of TCR

² The 2014 and 2015 forecast revenue requirements are allocated to the North Dakota jurisdiction based on the 2014 and 2015 jurisdictional demand allocators, respectively. The jurisdictional allocators are consistent with that period's sales, which result in that period's customer collections.

³ NSPM currently does not have any full requirements wholesale customer on the NSP system.

revenue requirements, consistent with the Company’s allocation of similar costs in a general rate case.

Each month as revenues are collected from retail customers, the Company tracks the amount of recovery under the TCR rate factor and compares that amount with the actual monthly revenue requirements. The difference is recorded in the tracker account as the amount of over- or under-recovery. Any over- or under-recovery balance at the end of the year is used in the calculation of the rate factor for the next year’s forecasted revenue requirement.

C. Accounting for the Tracker

Xcel Energy calculates the monthly North Dakota jurisdictional revenue requirements (including appropriate overall return, income taxes, property taxes and depreciation), and compares them with monthly TCR rate rider recoveries from customers. The under-recovered amounts are recorded in FERC Account 182.3, Other Regulatory Assets and the over-recovered amounts are recorded in FERC Account 254, Other Regulatory Liabilities (the Tracker Accounts).

V. RATE APPLICATION AND IMPACT

A. Rate Factor

The Company’s TCR rate design is the annual calculated revenue requirements divided by the total annual forecast energy sales to North Dakota electric retail customers from September 2014 through December 2015. The rate is rounded to the nearest \$0.000001 per kWh. This calculation is shown on Attachment 7. Based on this rate design, we propose the following TCR adjustment factor:

Table 1: 2014 and 2015 Rate Factor Calculation

	Retail
TCR Adjustment Factor Cost Per kWh	\$0.001994
ND retail Sales <i>Oct. 2014-Dec. 2015</i>	2,869,837,049 kWh
ND retail revenue requirement <i>Jan. 2014-Dec. 2015</i>	\$5,721,108

The average bill impact for a residential customer using 750 kWh per month would be \$1.50 per month.

The rate factor is based on forecast costs for the 2014 and 2015 calendar years. For each 12-month period ending December 31, a true-up adjustment will be recorded to reset the Tracker Account. The true-up will reflect the difference between the TCR revenues and the actual revenue requirements for the period.

B. Tariff

Xcel Energy proposes to revise its Transmission Cost Recovery Rider tariff sheet number 86 in Section 5 of the North Dakota Electric Rate Book—NDPSC No. 2. Attachment 13 depicts the proposed tariff sheet that would implement the revised Transmission Cost Recovery Rider Adjustment Factor.

Attachment 13 includes both redline and clean versions of our TCR tariff sheet approved in Case No. PU-12-813, updated to show the proposed TCR rate. The proposed tariff provides that the TCR rate will be applied to customer bills subsequent to Commission approval. Due to the timing of this filing, the tariff sheet we have submitted provides a proposed effective date of October 1, 2014. However, the tariff sheet and revised TCR factor will not be made effective until after the Commission acts on this application.

The TCR tariff sheet and final TCR rate factor will be revised appropriately to comply with the Commission's final order in this proceeding. If the TCR rate adjustment is not made effective October 1, 2014, or if the Commission determines modifications should be made to the level of revenues we have identified for TCR recovery, the Company proposes to calculate the final TCR factor based on the approved revenue requirement and forecasted sales over the remaining months of 2014 and the entirety of 2015. We will then file our next TCR rate adjustment filing in late 2015 to be effective January 1, 2016.

C. Notice to Customers

The Company plans to provide notice to customers regarding a change in the TCR rate factor reflected in their monthly electric bill. The following is our proposed language to be included as a notice on the customers' bills the month the TCR factor is implemented:

The Transmission Cost Recovery (TCR) line item on your bill funds investments in new and modified transmission power lines, substations, and equipment. Beginning this month, the TCR rate is \$0.001994 per kWh, in effect for all electric customers.

We will work with Commission Staff if there are any suggestions to modify this proposed customer notice.

APPEARANCE OF COUNSEL

The Company will be represented in this proceeding by the following counsel upon whom all pleadings, documents and other filings should be served:

Alison Archer
Assistant General Counsel
Xcel Energy
414 Nicollet Mall, 5th Floor
Minneapolis, MN 55401
Alison.C.Archer@xcelenergy.com

We request that all communications regarding this proceeding, including data requests, also be directed to:

SaGonna Thompson
Records Analyst
Xcel Energy Services Inc.
414 Nicollet Mall
Minneapolis, MN 55401
Regulatory.Records@xcelenergy.com

CONCLUSION

Xcel Energy respectfully requests that the Commission approve the proposed transmission projects as eligible for recovery through the existing TCR Rider, and approve the proposed TCR Rider rate for 2014 and 2015 described in this filing. This factor is designed to recover the costs associated with significant investments in needed transmission infrastructure that are not presently reflected in our general rate schedules.

Dated: July 22, 2014

Northern States Power Company

Respectfully submitted by:

/s/

DAVID H. SEDERQUIST
SR. REGULATORY & FINANCE CONSULTANT

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Transmission Cost Recovery Rider Descriptions of Projects Proposed to be Eligible

The following projects were presented to the Commission as part of the Settlement agreement in the last electric rate case (Case No. PU-12-813) as appropriate for recovery in the Company's Transmission Cost Recovery Rider.

- CapX2020 Brookings – Twins Cities 345 kV transmission line
- CapX2020 Fargo – Twin Cities 345 kV transmission line
- CapX2020 La Crosse-Local 345 kV transmission line
- CapX2020 La Crosse-MISO
- CapX2020 La Crosse-WI
- Sioux Falls Northern
- Chaska – Hwy 212 Conversion
- Minn Valley
- Maple River – Red River
- Big Stone – Brookings 345 kV transmission line
- Lake Marion - Burnsville
- Maple Lake – Annandale
- Glencoe – Waconia
- Bluff Creek – Westgate
- Scott County 345 kV Expansion
- Wilson Substation Conversion
- Kohlman Lake – Goose Lake
- Prairie Sub Expansion
- Black Dog – Savage
- Chisago 2nd Transformer Addition
- Franklin Transformer
- Cass County Sub Expansion
- New Prague Area
- End of Life Replacement – Breakers
- End of Life Replacement – Relay

The Company seeks eligibility determination for these projects and provides project descriptions below.

1. CapX2020 Brookings – Twins Cities 345 kV transmission line

Project Description and Context

The Brookings Project consists of a series of 345 kV segments between the Brookings County Substation in Brookings County, South Dakota and the southeast corner of the Twin Cities area in Minnesota at the proposed new Hampton Substation. The Brookings Project includes an approximately 25-mile, 345 kV circuit from the Lyon County Substation near Marshall, Minnesota to a new substation southwest of Granite Falls, Minnesota (Hazel Creek Substation), and an approximately 8 to 10 mile, 230 kV transmission line from the Hazel Creek Substation to the existing Minnesota Valley Substation on the east side of Granite Falls, Minnesota.

The western-most segment will be a 345 kV circuit between the Brookings County Substation and the Lyon County Substation. As filed in the route permit application, this segment will be approximately 50 to 60 miles long and constructed in a double circuit configuration by using structures capable of supporting a second circuit in the future.

The segment from Lyon County Substation to the new Hazel Creek Substation and then on to Minnesota Valley Substation near Granite Falls, Minnesota will be approximately 30 - 35 miles long and will in part replace an existing 115 kV line. It will also be constructed in a double circuit configuration by using structures capable of supporting a second 345 kV circuit in the future.

The Lyon County – Cedar Mountain segment will consist of a double circuit 345 kV transmission line between the Lyon County Substation and a new substation (Cedar Mountain) in the Franklin, Minnesota area. This segment will be approximately 55 miles long.

The Cedar Mountain – Helena segment of the Project consists of a double circuit 345 kV transmission line between the Cedar Mountain substation and a new substation (Helena Substation) generally in the vicinity of New Prague, Minnesota. This segment of the project will be approximately 60 - 75 miles long.

There are two additional 345 kV single circuit segments of the Brookings Project in the far southern part of the Twin Cities metropolitan area in Minnesota. From the Helena Substation, the 345 kV single circuit will continue east to the Lake Marion Substation in Scott County, Minnesota. From the Lake Marion Substation, the 345 kV circuit will continue to the new Hampton Substation. These two segments

will be a combined 45 to 55 miles long and will be constructed using the double circuit compatible configuration with one circuit installed initially.

Efforts to Ensure Lowest Cost to Ratepayers

The CapX2020 group of utilities established a coordinated regional approach to addressing both regional and community reliability needs, and longer-term growth. To ensure cost-effective implementation of the CapX2020 projects (Brookings, Bemidji, Fargo and La Crosse lines), the Company, through its participation in the CapX2020 Initiative, provided for a prudent means of developing the projects. The CapX2020 Initiative was formed to meet the growing transmission needs of all utilities in the region. By coordinating regional planning, the region's utilities are able to develop complete solutions to regional transmission needs instead of piecemeal solutions that could lead to duplicative transmission facilities being built. Further, by acting as a group, the CapX2020 Utilities obtain improved efficiency in permitting, routing, scheduling, material purchasing and overall project development. Overall, the Company's participation in the initiative allows us to lessen our costs and achieve greater benefits from the projects due to the strength and size of the organization. For example, by working together, the CapX2020 Utilities have been able to develop a comprehensive set of alternatives for improvement of the transmission system, as opposed to crafting non-integrated solutions that would result from individual utilities working separately.

In addition, working together within the regulatory environment to jointly file applications for permits in all of the affected jurisdictions allows regulators to more fully understand the scope, benefits and impacts of the projects and not be subjected to numerous separate filings by individual utilities on separate projects that may work at cross purposes. The joint approach taken by the Company and the other participating utilities is a prudent way to proceed with developing the projects in order to spread the costs among a broad array of utilities. An investment of approximately \$1.8 billion for all of the projects would be difficult for any one utility to undertake. By collaborating with a number of other regional utilities, the Company is able to successfully spread its risks and balance its costs.

Finally, the Company and the participating utilities recognize that there will be benefits arising from a coordinated effort in securing materials and services required to build the CapX2020 projects. As such, a joint sourcing approach is being utilized to pursue benefits in order to minimize or eliminate inter-project competition for labor and material resources, maximize leverage on vendors and specification standardization, establish a common request for proposal (RFP) process to present one "CapX2020 face" to the market, eliminate inefficiencies, and maximize inter-

project flexibility where possible for services. For example, utilizing a joint sourcing process across the projects creates a spend volume asset. This volume consolidation and early RFP activity allows manufacturers and suppliers the ability to plan fabrication in advance of the delivery needs. This approach works to avoid the premium costs associated with orders outside of the lead time and typically garners more attractive pricing when the suppliers, manufacturers and contractors are able to advance plan their production schedules or field resources.

2. CapX2020 Fargo – Twin Cities 345 kV Transmission Line

Project Description and Context

The Fargo Project consists of a series of new 345 kV single circuit transmission line segments between Fargo, North Dakota and Monticello, Minnesota (at the far northwest corner of the Minneapolis/St. Paul metropolitan area). All of these line segments will be constructed in a double circuit compatible configuration by using structures capable of supporting a second circuit in the future.

The first segment consists of a 345 kV circuit between the newly constructed Bison Substation in Fargo, North Dakota and an expanded substation in the Alexandria, Minnesota area (Alexandria Switching Station). This segment will be approximately 130 - 165 miles long depending on ultimate routing approval. The second segment consists of a 345 kV circuit from the Alexandria Switching station to a new substation (Quarry Substation) on the western side of St. Cloud, Minnesota. This segment will be approximately 75 - 85 miles long. The third segment includes a 345 kV circuit between Quarry Substation and Monticello Substation on the Monticello Power Plant site in Monticello, Minnesota. This segment will be approximately 28 miles long.

Efforts to Ensure Lowest Cost to Ratepayers

See Brookings – Twin Cities discussion above.

3. CapX2020 Twin Cities – La Crosse 345 kV transmission line

Project Description and Context

The La Crosse Project consists of a series of 345 kV transmission line circuits from the Twin Cities to Rochester, Minnesota, and on to La Crosse, Wisconsin. The La Crosse Project also includes two new 161 kV transmission lines in the Rochester, Minnesota area.

The northwestern terminus of the La Crosse Project will be the new Hampton Substation, which will connect the new 345 kV transmission line to the existing Prairie

Island – Blue Lake 345 kV transmission line in the vicinity of Hampton, Minnesota. From the new Hampton Substation, the new 345 kV transmission line will be routed to a new substation (North Rochester Substation). This segment of the La Crosse Project will be approximately 40 - 50 miles long and will be constructed using a double circuit compatible configuration.

As part of the La Crosse Project, two 161 kV transmission lines will connect the new North Rochester Substation to two existing 161 kV substations in the Rochester area (Chester and Northern Hills Substations). The North Rochester – Northern Hills 161 kV transmission line will be approximately 15 - 20 miles long. The North Rochester – Chester 161 kV transmission line will be approximately 20 - 30 miles long.

The remaining segment of the 345 kV transmission line will connect the North Rochester Substation to a substation in the Holmen, Wisconsin area north of La Crosse. The estimated length of the segment will be 85 - 95 miles depending on where the line is routed and will be constructed using a double circuit compatible configuration in Minnesota. Single circuit 345 kV will be proposed in Wisconsin.

Efforts to Ensure Lowest Cost to Ratepayers

See Brookings – Twin Cities discussion above

4. Sioux Falls Northern transmission line

Project Description and Context

This project includes reconstructing 10 miles of existing 69 kV line in Sioux Falls, South Dakota to 115 kV capacity; approximately 6 miles of the new line will be double circuit with the existing 69 kV transmission line. This project is required to help mitigate load serving issues in Sioux Falls on the 69 kV load serving lines. Currently, all Distribution substations on the 69 kV lines in Sioux Falls are over their firm capability and cannot serve any additional load on the system without exacerbating the problem. These over firm numbers are some of the highest on our entire system. This project is required for load growth in the area and to prevent overloads and low voltage during high system load conditions and transmission outages.

Efforts to Ensure Lowest Cost to Ratepayers

In addition to the selected option, seven alternative transmission options were considered. The selected option was the best economical option to solve the existing electrical problem in the area.

5. Chaska Area transmission line

Project Description and Context

The Chaska Area project consists of upgrading approximately 9 miles of existing 69 kV transmission line to 115 kV line near the cities of Chaska and Carver through Laketown, Dahlgren and Jackson townships. The project also includes construction of about 3 miles of new 115 kV line, upgrades at two existing substations and a new West Creek substation in the city of Chaska. The line is needed to prevent significant low voltage and line overload conditions during certain contingencies.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost.

6. Minn Valley transmission line

Project Description and Context

This project upgrades 27 miles of 115 kV line to a higher capacity. This line runs from the Minnesota Valley substation to the transmission tie at Kerkhoven just east of the city of Willmar in West Central Minnesota. This project is required to mitigate excessive transmission line loading during transmission outages, to meet the NERC TPL-003 standard in the near term, and to meet the NERC TPL-002 standard in the future without shedding load. This line was built in the late 1930s to early 1940s and is reaching the end of its useful life, meaning it may fail and no longer have the physical properties to function reliably; therefore upgrading this line would also help alleviate any reliability concerns due to the age of the line.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost.

7. Maple River – Red River

Project Description and Context

This project is to build a new 5.16 mile 115 kV line between Maple River and Red River substations in Fargo, North Dakota. The Red River substation will be

converted to a 3 position ring bus and a new line termination at the Maple River substation will be added. This project is needed to meet the NERC TPL-003 standard without shedding load.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost.

8. Big Stone – Brookings 345 kV Line

Project Description and Context

This project consists of the NSP portion of a 70-mile 345 kV transmission line between Big Stone County and Brookings County in eastern South Dakota. This project will serve multiple regional needs, including load-serving, generation outlet, and the improvement of energy market performance. Otter Tail Power will construct and own a portion of the line; NSP will be a participant in this project and other project participants will be determined. We have only included in this filing the portion of costs for which Xcel Energy will be responsible, which are:

- Adding protective equipment for a new transmission line;
- Adding line reactors and protective equipment; and
- Constructing an approximately 45 mile double-circuit capable 345 kV line.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost.

In addition, see CapX2020 Brookings – Twins Cities discussion above regarding the benefits of working with other utilities on transmission projects.

9. Lake Marion – Burnsville

Project Description and Context

This project upgrades the capacity of approximately 14 miles of the 115 kV line between the Lake Marion and Burnsville substations in Dakota County, Minnesota. The project is located just south of Minneapolis between Burnsville and Lakeville.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost.

10. Maple Lake – Annandale***Project Description and Context***

This project is to re-build 6.1 miles of 69 kV line to higher capacity between the Maple Lake and Annandale substations in West Central Minnesota. The project will replace the existing 2/0 A conductor with 477 ACSR conductor, which is significantly larger, requiring that the pole structures be replaced to carry this new conductor. This project is required to avoid thermal overload and low voltages during transmission outages. Upgrading the existing line is the most effective way to address these concerns as it mitigates both planning and reliability (age and condition) related deficiencies. Other alternatives would involve building new lines or substations on this line, which would be significantly more expensive compared to the line rebuild.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost.

11. Glencoe – Waconia transmission line***Project Description and Context***

The Glencoe – Waconia project consists of approximately 2 miles of new 69 kV transmission line, 6 miles of new 115 kV transmission line, and upgrades to approximately 20 miles of 69 kV transmission line to 115 kV capacity near the cities of Glencoe, Norwood Young America, and Waconia along with certain substation modifications located in the southwest metro area of the Twin Cities within Carver and McLeod Counties. The line is needed to prevent significant low voltage and line overload conditions during certain contingencies.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been

negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost.

12. Bluff Creek – Westgate transmission line

Project Description and Context

The Bluff Creek – Westgate project is the conversion of two segments of existing double circuit lines to higher operational capacity. This project and associated facility upgrades are required to mitigate significantly low voltage and line overloading conditions during contingencies. The project converts approximately 5.3 miles of 115/69 kV double circuit transmission line to 115/115 kV operation between the Scott County Substation and Bluff Creek Substation. The Bluff Creek substation will be expanded 7,000 square feet to accommodate four new rows of 115 kV breakers and a new 115/69 kV transformer. The project also converts approximately 5.4 miles of double circuit from 115/34.5 kV to 115/115 kV from Bluff Creek Substation to the Westgate Substation; the existing 115/69 kV (47 MVA) transformer at the Westgate Substation will be upgraded to a new 115/69 kV (112 MVA) transformer.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost.

13. Scott County 345 kV Expansion

Project Description and Context

This project is a new 345 kV yard with two 345 - 115 kV, 672 MVA transformers, four 345 kV breakers, 345 kV switches, steel structures, and all associated equipment built to the west of the existing substation. Two new 345 kV lines, one to Blue Lake Substation and one to Helena Substation, would be terminated in the new yard. Approximately 400 feet of existing fence will be removed to allow for grading of the new 115 kV and 345 kV yards. The project is driven by the Company's plan to retire coal fired units #3 and #4 at the Black Dog Plant in 2015. The retirement of generators on the 115kV system results in increased flow on the 345 - 115 kV transformers at Eden Prairie Substation. A new 345 kV source is needed at Scott County Substation to reduce the load on the Eden Prairie Substation transformers after the retirement of the Black Dog units. This project is also needed to improve the system performance during n-2 conditions and in order to alleviate future load serving problems between Scott County and Eden Prairie.

The existing Electrical Equipment Enclosure will be expanded 20 feet to the west to accommodate for the new control panels and associated equipment needed for the 115 kV and 345 kV installations. The 125 V DC battery and charger would be replaced to accommodate the increased capacity due to the new installations.

In addition to and in order to accommodate the expanded substation, several existing transmission lines at Scott County substation will need to be relocated and re-terminated to their new positions.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost

14. Wilson Substation Conversion

Project Description and Context

This project converts the Wilson Substation's 115 kV straight bus configuration to a breaker-and-a-half design. It provides for the installation of five 115 kV breaker-and-a-half rows. Several transmission lines need to be reconfigured to accommodate the new substation design. The existing transformers would connect to the new breaker-and-a-half positions via underground cable. The transmission line reconfigurations require relay and control equipment upgrades at the Black Dog, Nine Mile Creek and East Bloomington Substations. The project also includes the installation of a new 24 x 80 feet electrical equipment enclosure (EEE) to the west of the existing EEE and is required to accommodate the controls for the new equipment. The Wilson Substation is presently graded and fenced to accommodate five breaker-and-a-half rows. This project is being done to allow for maintenance outages to service the 9 terminations into this substation (5 lines, 3 distribution transformers and 1 capacity bank).

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost

15. Kohlman Lake – Goose Lake

Project Description and Context

This project involves rebuilding 3.3 miles of 115 kV line between Goose Lake and Kohlman Lake to double circuit line with a single 795 ACSS or equivalent-size conductor. Goose Lake has to be expanded in to a four position ring bus, and one new breaker would be required at Kohlman Lake, to terminate the new 115 kV circuit. This project is required to build the system to meet the NERC TPL-003 standard without shedding load for Category C3 contingencies (n-2) in the area between Chisago County, Kohlman Lake, Terminal and Riverside substations. Several category C3 contingencies in the area cause voltage instability and transmission line overloads in the area; this project provides the redundancy required to eliminate these problems.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost

16. Prairie Sub Expansion

Project Description and Context

This project is to install a third 230 – 115 kV (336 MVA) transformer, TR7, at Prairie Substation to meet the N-2 criteria for the loss of Prairie TR5 and TR6 230 - 115 kV transformers, without shedding load in the Grand Forks area. The new transformer will be connected to a new 230 kV breaker-and-a-half row at the adjacent MPC Prairie Substation. This project will transform the 115 kV six-position ring-bus configuration (with a total of ten elements) into a more reliable eleven element breaker-and-a-half configuration to provide a connection point in the Xcel Energy Prairie 115 kV yard for the new transformer, TR7. Construction within the Xcel Energy Prairie substation needs to occur in such a way as to keep a minimum of one 230 – 115 kV transformer and one set of 115 kV capacitor banks energized at any given time. Due to the number of additional control panels required for the new equipment, the existing 80 foot EEE would be expanded 40 feet to the west.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been

negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost

17. Black Dog – Savage

Project Description and Context

This project covers 4 projects that are related to each other. The overall scope of these combined projects includes: The upgrade/rebuild of Lines 0844 & 0861 between Black Dog and Savage substations. The conductor is being upgraded from 636 kcmil 24/7 ACSR to 795 kcmil 26/7 ACSS. The shield wire is being upgraded to OPGW. The lines are being rebuilt onto the new double circuit structures of line 0844 along a new route. Line 0844 will be relocated from its existing alignment. The new line will be moved out of Black Dog Lake to dry ground adjacent to Black Dog Road to minimize construction and maintenance cost of the line on the eastern portion of the line, between Black Dog and I-35W. The reconstruction also provides a good opportunity to relocate the line segment that spans through the quarry on the west side of the freeway. Excavation activity has produced a situation where the structures are isolated on steep mounds within the quarry, making access and maintenance activities difficult. Future reclamation plans for the quarry will make access and maintenance even more difficult. Line 0861 runs parallel to Line 0844 between the Black Dog and Savage substations. Line 0861 is therefore subject to the same access and maintenance limitations noted for Line 0844. Based on this limitation and additional consideration that planned maintenance activities of the line in-place is just as costly as rebuilding the line, Line 0861 will also be relocated with this project. Line 0844 and 0861 will be relocated onto the same new double circuit structures. This will maintain the character of the line as it presently exists from structure #0844-31A to the Savage substation. This project is driven by the need to alleviate a scenario where a fault on breaker 5M173, the straight bus at Wilson, will open all 115 kV breakers. The breakers protecting the multi terminal line between Nine Mile Creek, Black Dog, and Wilson will also open. This is more severe than a bus fault or other breaker fault at this substation because Nine Mile Creek – Black Dog is not left in service. With this failure the line from Black Dog – Savage would be overloaded.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost

18. Chisago 2nd Transformer Addition

Project Description and Context

This project is required as part of the effort to meet the NERC TPL-003 standard without shedding load. The loss of the existing Chisago County 345 - 115 kV, 448 MVA TR6 combined with the loss of the Goose Lake source to Minnesota Pipe Line would result in severe under-voltages in the northeastern suburbs of Hugo and Wyoming. The addition of 345 - 115 kV TR5 at Chisago County will mitigate this condition. The Reactor Addition project is required to mitigate high voltage experienced on the Twin Cities 115 kV system during light load conditions. The project provides for the addition of a 345 - 115 kV, 448 MVA, non-LTC transformer (TR5); one new 345 kV gas circuit breaker and one new 115 kV gas circuit breaker at Chisago County Substation. To add on to the substation, the area within the substation will need to be expanded. Therefore, additional grading, fencing and grounding are required.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost

19. Franklin Transformer

Project Description and Context

This project will build a new 115 kV yard in a five-breaker ring-bus arrangement at Franklin Substation. The project includes: building a new 115 kV low-profile ring-bus; re-termination of two existing 115kV lines (Minnesota Valley and Fort Ridgely); one new line termination from Great River Energy's Cedar Mountain; and five new 115 kV breakers and associated equipment. This project will also install two new 115 - 69 kV, 70 MVA transformers, a new 69 kV yard and eight new 69 kV breakers at FRA. This project will include removal of the existing 69 kV and 115 kV equipment that will be replaced by new equipment. Existing Franklin's 69 kV lines (Bird Island, Wabasso, West New Ulm and Winthrop) will be re-terminated in the new FRA yard. There will be a 69 kV interconnect bus between the new and existing yards that will supply the existing 23 kV and 4.16 kV distribution systems at Franklin. There will also be a tap off the existing 69 kV WNU line to the existing 69 kV yard that will serve as a back-up source to the Franklin 69 kV interconnect bus. This project is required as part of the CapX2020 underlying system upgrade. Each Franklin Transformer is found to overload for the loss of the other transformer after the

addition of 345/115 kV transformers as part of the CapX group 1 projects. The transformers overload even at the pre-CapX wind generation level of 1200 MW in the Buffalo Ridge area after the addition of 345/115 kV TRs at Franklin.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost

20. Cass County SUB Expansion

Project Description and Context

This project is to install a new 50 MVA, 115 - 23.9 kV transformer (TR3) with three initial outdoor feeder bays. The existing 115 kV system will be reconfigured as a six-position ring bus. The bus will be designed in a main and tandem bus configuration. In addition, the substation will be graded and fenced to provide space for three breaker-and-a-half rows; however additional space for the future configuration of the six position ring bus to four future rows and breaker-and-a-half bus is available. The Cass County substation has 105 MVA of load with a firm capacity of 73 MVA. For a loss of a transformer (N-1risk), at system peak, there is a possible 32 MVA of load at risk of not being served. In addition, several feeders have a contingency (N-1 risk) possibility of un-served load from 5 MVA to 10 MVA. Installation of this third transformer will increase both contingency and normal load serving capacity.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost

21. New Prague Area

Project Description and Context

The New Prague series of projects is a joint long range plan with Great River Energy (GRE), which would introduce a new line source from Lake Marion/Chubb Lake Substation to the load area supported between the Scott County and Carver County substations. There will be a 69 kV double circuit line (one side built for future 115 kV operation) originating from New Market Substation and terminating at Veseli Substation where a new four-breaker straight bus (2015) and 115 - 69 kV transformer

(2028) would be installed. GRE would also rebuild the existing line between the Lake Marion and New Market substations. The project is driven by the need to provide additional voltage support to the load in the vicinity of this location.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost

22. ELR - Breakers – NSPM

Project Description and Context

This group of projects is to replace existing circuit breakers at multiple substations in Minnesota, South Dakota and North Dakota. The projects are part of the End of Life (ELR)/renewal program. These circuit breakers are being replaced as part of the End of Life/Renewal program to phase out/update older substation equipment.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost

23. ELR - Relay – NSPM

Project Description and Context

These relay replacement projects have been targeted due to poor performance and lack of available replacement parts. Infrastructure continues to age and is nearing or at its end of life. Components must be changed before eminent failures occur. Outages will increase in frequency and duration as the structural integrity of this line continues to diminish.

Efforts to Ensure Lowest Cost to Ratepayers

All major materials (steel structures, switches, transformers, breakers and conductors) and construction labor for this project will take advantage of contracts that have been negotiated by the Company's sourcing group. These contracts were negotiated based on Xcel Energy system-wide use of materials and components resulting in lowest cost

Project Implementation Schedule

Project Name	Route Permit Docket No.	Route Permit Filed Date	Route Permit/ CON Order Dates	Design/Engineering/ Procurement	ROW Acquisition	Construction Start	Projected In-Service	Current Status
CAPX2020 Brookings	ET-2/TL-08-1474 EL10-016	12/29/2008 11/23/2010	Certificate of Need 5/22/2009 Route Permit MN 9/14/2010 Route Permit SD 6/14/2011	November 2011	November 2011	October 2011	March 2015	Project under construction.
CAPX2020 – Fargo	E002, ET2/TL-09-246 E002, ET2/TL-09-1056	4/8/2009 10/1/2009	Certificate of Need 5/22/2009 Monticello – St. Cloud Route Permit 7/12/2010 St. Cloud – Fargo Route Permit 5/1/2011	Monticello – St. Cloud Engineering Start 1/2/2010 Procurement Start 7/1/2010 St. Cloud – Fargo Engineering Start 10/1/2010 Procurement Start 7/1/2011	Monticello – St. Cloud 7/15/2010 St. Cloud – Fargo 5/15/2011	Monticello – St. Cloud 11/1/2010 St. Cloud – Fargo 12/26/2011	Monticello – St. Cloud 12/21/2011 St. Cloud – Fargo 5/31/2015	Monticello – St. Cloud segment is in-service. St. Cloud – Fargo segment is under construction.
CAPX2020 – La Crosse	Local & MISO: ET-2/TL-09-1448 WI: Case Number 5-CE-136	1/19/2010 1/3/2011	MN Certificate of Need 5/22/2009 MN Route Permit 5/30/2012 WI Certificate of Public Convenience and Necessity 5/30/2012	October 2011	January 2012	January 2013	December 2015	All project segments under construction.
Sioux Falls Northern	No state permit is necessary.	No state permit is necessary.	Not required when using existing corridor.	March 2012	July 2012	August 2013	June 2015	Project under construction.
Chaska – Hwy 212	E002, ET2/TL-12-401	7/11/2012	MN Route Permit 10/15/2013	Phase 1 – April 2014 Phase 2 - October 2014	Phase 1 – March 2014 Phase 2 - September 2014	Phase 1 – March 2014 Phase 2 - Sept. 2014	June 2015	Project under construction

Project Implementation Schedule

Project Name	Route Permit Docket No.	Route Permit Filed Date	Route Permit/ CON Order Dates	Design/Engineering/ Procurement	ROW Acquisition	Construction Start	Projected In-Service	Current Status
Minn Valley	No state permit is necessary.	No state permit is necessary.	Not required for rebuild of existing line.	October 2013	December 2013	December 2013	December 2014	Project under construction.
Maple River – Red River	ND CPCN Required	Anticipated 3 rd Qtr 2014	Advance Determination of Prudence, Certificate of Corridor Compatibility, and State Route Permit required, not yet submitted	December 2015	November 2015	November 2015	January 2016	Project is in final Planning, Engineering in preparation for CPCN Application filing
Big Stone – Brookings	EL12-063	12/19/2012	Facility Permit for 35 miles of planned line issued January 2007 (recertified April 2013)					Order Granting Certification 5/10/2013. Project is in final Planning, Engineering and Preconstruction.
	EL13-020	6/3/2013	Facility Permit for 40 miles of planned line issued February 2014	June 2014	December 2016	August 2015	September 2017	Project is in final Planning, Engineering and Preconstruction.
Lake Marion – Burnsville	No state permit is necessary.	No state permit is necessary.	Not required for rebuild of existing line.	June 2013	October 2013	December 2012	May 2014	Project under construction.
Maple Lake – Annandale	No state permit is necessary.	No state permit is necessary.	Not required for rebuild of existing line.	June 2013	December 2013	May 2015	November 2015	Project is in final Planning, Engineering and Preconstruction.
Glencoe – Waconia	E002/TL-10-249	12/10/2010	MN Route Permit 10/11/2011/CON 11/14/2011	July 2013	September 2012	September 2012	December 2013	Project is In-service
Bluff Creek – Westgate	E002, ET2/TL-11-948	4/12/2012	MN Route Permit 1/21/2014	July 2014	August 2014	September 2012	December 2015	Project under construction
Scott County Expansion	E-002/MC-14-163	2/25/2014	4/2/2014	October 2014	July 2014	July 2014	June 2015	Project under construction

Project Implementation Schedule

Project Name	Route Permit Docket No.	Route Permit Filed Date	Route Permit/ CON Order Dates	Design/Engineering/ Procurement	ROW Acquisition	Construction Start	Projected In-Service	Current Status
Wilson Substation	No state permit is necessary	No state permit is necessary	Not required for substation expansion	August 2017	July 2017	May 2016	August 2017	Project is in final Planning, Engineering and Preconstruction
Kohlman Lake – Goose Lake	E-002/TL-12-1151	1/17/2013	1/21/2014	March 2015	September 2014	October 2014	June 2015	Project is in final Planning, Engineering and Preconstruction
Prairie Sub	PU-14-126 (CPCN Only)	3/14/2014	5/28/2014	June 2016	September 2014	September 2014	December 2016	Project is in final Planning, Engineering and Preconstruction
Black Dog – Savage	E-002/TL-11-795	2/14/2012	5/3/2013	December 2013	August 2013	August 2013	September 2014	Project under construction
Chisago Transformer	No state permit is necessary	No state permit is necessary	Not required for substation expansion	September 2014	June 2014	June 2014	June 2015	Project under construction.
Franklin Transformer	No state permit is necessary	No state permit is necessary	Not required for substation expansion	January 2013	October 2012	October 2012	March 2014	Project Complete
Cass County Sub	No state Permit necessary	No state Permit necessary	No state Permit necessary	March 2013	October 2012	October 2012	December 2013	Project Complete
New Prague Area	No state permit is necessary	No state permit is necessary	No state permit is necessary	September 2015	February 2015	February 2015	October 2015	Project is in final Planning, Engineering and Preconstruction
ELR – Breakers	No state permit is necessary	No state permit is necessary	No state permit is necessary	Ongoing	Ongoing	Ongoing	Annual program replacement, varying ISDs throughout the year.	Ongoing
ELR – Relays	No state permit is necessary	No state permit is necessary	No state permit is necessary	Ongoing	Ongoing	Ongoing	Annual program replacement, varying ISDs throughout the year.	Ongoing

Capital Expenditure Forecast Through 2019													
Total: Transmission Statute Projects													
AFUDC Pre-													
Project Name	Sub Project	Eligibility Date	Eligible Total	Pre-2013	2013	2014	2015	2016	2017	2018	2019	Total by Subproject	Total by Project
CAPX2020 - Brookings	Land	Jan-14	186,176	14,536,466	16,661,722	8,178,385	3,534,500	1,214,600	15,400	-	-	44,327,250	-
CAPX2020 - Brookings	Line	Jan-14	19,081,643	96,290,852	140,338,580	80,058,778	14,283,190	38,700	12,600	-	-	350,104,343	-
CAPX2020 - Brookings	Sub	Jan-14	2,474,275	23,981,514	20,769,557	23,667,698	130,600	-	-	-	-	71,023,644	465,455,236
CAPX2020 - Fargo	Line	Jan-14	8,916,596	63,591,084	70,145,899	49,109,121	8,657,857	-	-	-	-	200,420,557	-
CAPX2020 - Fargo	Sub	Jan-14	1,644,925	22,467,658	7,674,224	6,322,194	860,580	-	-	-	-	38,969,581	239,390,138
CAPX2020 - La Crosse Local	Land	Jan-14	-	1,336,265	1,387,200	795,294	-	-	-	-	-	3,720,759	-
CAPX2020 - La Crosse Local	Line	Jan-14	1,975,328	545,153	33,580,536	22,841,559	3,882,000	-	-	-	-	62,824,576	-
CAPX2020 - La Crosse Local	Sub	Jan-14	60,257	89,595	3,020,987	1,263,619	-	-	-	-	-	4,434,458	70,979,793
CAPX2020 - La Crosse MISO	Land	Jan-14	-	-	15,269	823,643	614,000	-	-	-	-	1,452,912	-
CAPX2020 - La Crosse MISO	Line	Jan-14	2,553,627	12,198,197	3,796,021	8,032,929	51,594,000	3,122,000	-	-	-	81,296,773	-
CAPX2020 - La Crosse MISO	Sub	Jan-14	412,096	2,215,605	12,561,924	3,352,101	-	-	-	-	-	18,541,726	101,291,412
CAPX2020 - La Crosse MISO - WI	Land	Jan-14	-	33,597	2,928,185	3,829,317	609,000	-	-	-	-	7,400,099	-
CAPX2020 - La Crosse MISO - WI	Line	Jan-14	607,046	6,528,746	10,535,635	53,502,830	38,534,000	-	-	-	-	109,708,256	-
CAPX2020 - La Crosse MISO - WI	Sub	Jan-14	180,638	58,372	12,512,642	10,454,631	4,767,010	-	-	-	-	27,973,293	145,081,649
Sioux Falls Northern	Land	Jan-14	-	-	188,682	194,729	-	-	-	-	-	383,411	-
Sioux Falls Northern	Line	Jan-14	44,098	158,169	1,439,889	12,165,924	9,259,034	-	-	-	-	23,067,113	-
Sioux Falls Northern	Sub	Jan-14	57,484	81,852	3,886,337	5,002,879	1,430,827	-	-	-	-	10,459,380	33,909,904
Chaska - Hwy 212 Conversion	Land	Jan-14	-	91,988	523,610	493,661	49,000	-	-	-	-	1,158,259	-
Chaska - Hwy 212 Conversion	Line	Jan-14	73,049	1,520,320	865,959	5,301,507	2,039,380	-	-	-	-	9,800,215	-
Chaska - Hwy 212 Conversion	Sub	Jan-14	108,350	2,028,425	1,061,185	2,846,250	1,156,400	-	-	-	-	7,200,610	18,159,084
Minn Valley	Line	Jan-14	73,012	1,270	4,449,404	9,037,228	337,681	-	-	-	-	13,898,596	-
Minn Valley	Sub	Jan-14	3,965	-	139,970	57,285	12,642	-	-	-	-	213,863	14,112,459
Maple River - Red River	Land	Jan-14	-	-	-	2,420,244	2,420,244	-	-	-	-	4,840,488	-
Maple River - Red River	Line	Jan-14	1,254	-	42,281	561,942	4,768,585	99,663	-	-	-	5,473,725	-
Maple River - Red River	Sub	Jan-14	-	-	-	-	2,738,198	86,802	-	-	-	2,825,000	13,139,213
Big Stone - Brookings	Land	Jan-14	(0)	2,239,046	(2,239,046)	1,380,000	265,200	390,300	-	-	-	2,035,500	-
Big Stone - Brookings	Line	Jan-14	202,520	223,994	2,941,649	1,056,889	6,725,350	45,268,455	21,300,000	-	-	77,719,857	-
Big Stone - Brookings	Sub	Jan-14	139	1,495	27,857	364	-	2,845,200	3,709,400	-	-	6,584,455	86,338,812
Lake Marion - Burnsville	Land	Jan-14	-	-	8,661	-	-	-	-	-	-	8,661	-
Lake Marion - Burnsville	Line	Jan-14	100,700	233,585	6,395,911	6,168,355	-	-	-	-	-	12,898,551	-
Lake Marion - Burnsville	Sub	Jan-14	630	7,260	584	148,956	-	-	-	-	-	157,400	13,064,643
Maple Lake - Annandale	Line	Jan-14	1,169	-	78,940	106,372	2,734,845	-	-	-	-	2,921,326	2,921,326
Glencoe - Waconia	Land	Jan-14	-	348,712	130,860	975	-	-	-	-	-	480,547	-
Glencoe - Waconia	Line	Jan-14	661,082	10,025,391	7,402,771	126,508	-	-	-	-	-	18,215,751	-
Glencoe - Waconia	Sub	Jan-14	222,526	2,635,487	1,570,134	(294,360)	-	-	-	-	-	4,133,787	22,830,084
Bluff Creek - Westgate	Land	Jan-14	-	-	-	296,000	100,000	-	-	-	-	396,000	-
Bluff Creek - Westgate	Line	Jan-14	-	708,533	259,801	769,866	775,180	-	-	-	-	2,513,380	-
Bluff Creek - Westgate	Sub	Jan-14	-	-	-	5,224,512	17,121,580	-	-	-	-	22,346,092	25,255,472
Scott Cty 345 kV Expansion	Line	Jan-14	1,033	-	71,965	1,235,610	3,600,500	-	-	-	-	4,909,108	-
Scott Cty 345 kV Expansion	Sub	Jan-14	195	-	17,999	8,449,972	15,814,500	-	-	-	-	24,282,666	29,191,774
Wilson Substation Conversion	Line	Jan-14	-	-	-	-	-	1,246,070	2,757,720	-	-	4,003,790	-
Wilson Substation Conversion	Sub	Jan-14	-	-	-	182,280	-	8,262,674	5,094,922	-	-	13,539,876	17,543,666
Kohlman Lake-Goose Lake 2nd ckt	Land	Jan-14	-	47,572	34,077	2,316	-	-	-	-	-	83,966	-
Kohlman Lake-Goose Lake 2nd ckt	Line	Jan-14	13,818	110,247	183,147	2,585,361	2,520,190	-	-	-	-	5,412,763	-
Kohlman Lake-Goose Lake 2nd ckt	Sub	Jan-14	104,926	621,422	2,690,418	5,004,103	1,999,886	-	-	-	-	10,420,755	15,917,483
Prairie Sub Expansion	Line	Jan-14	1,071	314,269	-	-	-	-	-	-	-	315,340	-
Prairie Sub Expansion	Sub	Jan-14	942	-	37,448	2,872,915	2,645,706	6,350,400	-	-	-	11,907,412	12,222,751
Black Dog - Savage	Line	Jan-14	77,764	103,749	6,630,228	2,637,927	-	-	-	-	-	9,449,667	9,449,667
Chisago 2nd Transformer Addition	Sub	Jan-14	4,862	29,709	129,982	4,310,969	3,401,384	-	-	-	-	7,876,906	7,876,906
Franklin Transformer	Sub	Jan-14	443,324	4,123,622	3,251,152	287,739	-	-	-	-	-	8,105,837	8,105,837
Cass County SUB Expansion	Line	Jan-14	14,403	45,479	454,747	5,896	-	-	-	-	-	520,525	-
Cass County SUB Expansion	Sub	Jan-14	247,026	693,028	4,861,919	32,409	-	-	-	-	-	5,834,383	6,354,907
New Prague Area	Line	Jan-14	-	-	-	340,955	989,800	-	-	-	-	1,330,755	-
New Prague Area	Sub	Jan-14	-	-	-	551,403	4,028,780	-	-	-	-	4,580,183	5,910,938
ELR - Breakers - NSPM	Sub	Jan-14	9,433	32,395	199,756	175,451	-	-	336,140	-	-	753,176	753,176
ELR - Relay - NSPM	Sub	Jan-14	31,389	756,541	510,564	210,014	-	-	-	-	-	1,508,508	-

Annual Tracker Summary						
	2014	2015	2016	2017	2018	2019
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Legacy Projects	-	-	-	-	-	-
CAPX2020 - Brookings	2,854,437	3,048,976	3,198,045	3,116,331	3,041,596	2,953,281
CAPX2020 - Fargo	1,355,577	1,550,298	1,729,727	1,670,876	1,616,854	1,560,798
CAPX2020 - La Crosse Local	250,745	355,259	435,233	419,630	405,330	390,730
CAPX2020 - La Crosse MISO	290,703	479,245	747,497	727,600	703,283	678,354
CAPX2020 - La Crosse MISO - WI	318,857	813,407	1,123,261	1,081,882	1,043,970	1,005,394
Sioux Falls Northern	52,433	157,576	211,599	203,496	196,066	188,529
Chaska - Hwy 212 Conversion	48,545	93,243	107,381	103,720	100,372	96,940
Minn Valley	59,583	102,128	100,846	97,428	94,278	91,033
Maple River - Red River	4,849	34,035	77,212	75,562	73,819	71,961
Big Stone - Brookings	22,697	44,865	181,419	466,610	675,931	648,204
Lake Marion - Burnsville	67,445	73,066	71,918	69,632	67,520	65,323
Maple Lake - Annandale	736	8,251	18,195	17,498	16,859	16,211
Glencoe - Waconia	147,448	143,589	142,414	138,917	135,656	132,249
Bluff Creek - Westgate	12,681	115,119	157,450	151,466	145,967	140,373
Scott Cty 345 kV Expansion	19,813	136,858	183,790	176,631	170,054	163,384
Wilson Substation Conversion	126	786	16,080	81,520	111,482	106,776
Kohlman Lake-Goose Lake 2nd ckt	50,777	100,650	119,137	114,824	110,852	106,787
Prairie Sub Expansion	6,630	19,329	43,459	77,804	74,791	71,752
Black Dog - Savage	52,121	51,562	50,845	49,316	47,902	46,418
Chisago 2nd Transformer Addition	6,010	38,171	49,831	47,881	46,089	44,271
Franklin Transformer	52,437	43,097	42,605	41,435	40,341	39,171
Cass County SUB Expansion	33,752	32,964	32,620	31,755	30,945	30,105
New Prague Area	556	19,229	37,311	35,864	34,534	33,186
ELR - Breakers - NSPM	1,388	2,599	2,544	3,084	4,507	4,328
ELR - Relay - NSPM	7,859	8,626	8,464	8,178	7,915	7,635
RECB - 26 & 26(a)	(1,850,392)	(2,018,878)	(1,750,830)	(992,716)	(958,698)	(1,752,639)
Transmission Projects	3,867,811	5,454,048	7,138,054	8,016,223	8,038,213	6,940,555
Revenue Requirement in Base Rates	(1,800,376)	(1,800,376)	(1,800,376)	(1,800,376)	(1,800,376)	(1,800,376)
TCR True-up Carryover	-	-	(1,347)	2,460	-	-
Revenue Requirement (RR)	2,067,435	3,653,672	5,336,331	6,218,307	6,237,837	5,144,013
Revenue Collections (RC)	1,167,762	4,554,693	5,333,871	6,218,307	6,237,837	5,144,013
RR - RC	899,673	(901,020)	2,460	-	-	-
Balance	899,673	(1,347)	2,460	-	-	-

2014 Tracker													
Carryover	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Annual Total
	Mixed	Mixed	Mixed	Mixed	Mixed	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Legacy Projects	-	-	-	-	-	-	-	-	-	-	-	-	-
CAPX2020 - Brookings	157,802	165,864	173,537	217,244	258,252	264,974	267,566	268,021	268,726	269,966	270,336	272,148	2,854,437
CAPX2020 - Fargo	89,716	91,776	93,601	104,713	116,413	118,764	120,552	122,262	123,118	124,080	124,989	125,594	1,355,577
CAPX2020 - La Crosse Local	15,660	16,730	17,493	18,241	19,761	21,169	21,939	22,695	23,286	23,883	24,620	25,267	250,745
CAPX2020 - La Crosse MISO	15,809	16,241	16,698	17,407	22,451	27,713	28,418	28,549	29,101	29,527	29,412	29,377	290,703
CAPX2020 - La Crosse MISO - WI	15,314	15,773	17,117	18,731	19,771	21,837	25,719	29,706	33,136	36,881	40,700	44,171	318,857
Sioux Falls Northern	2,200	2,591	2,968	3,250	3,528	3,799	4,063	4,360	5,047	5,905	6,833	7,888	52,433
Chaska - Hwy 212 Conversion	2,767	2,912	3,070	3,270	3,575	3,981	4,329	4,483	4,543	4,691	5,143	5,780	48,545
Minn Valley	2,127	2,274	2,428	2,669	3,058	3,522	3,955	4,551	5,067	5,370	5,692	18,871	59,583
Maple River - Red River	16	16	17	74	186	299	411	524	636	756	888	1,025	4,849
Big Stone - Brookings	1,516	1,534	1,560	1,597	1,647	1,898	1,947	1,861	2,028	2,195	2,368	2,546	22,697
Lake Marion - Burnsville	2,956	3,049	3,366	3,852	4,414	5,829	7,162	7,414	7,448	7,407	7,318	7,228	67,445
Maple Lake - Annandale	37	46	56	66	66	66	66	66	66	66	67	67	736
Glencoe - Waconia	12,561	12,478	12,361	12,342	12,312	12,282	12,255	12,227	12,199	12,171	12,144	12,116	147,448
Bluff Creek - Westgate	447	460	469	471	491	647	833	930	1,244	1,704	2,124	2,860	12,681
Scott Cty 345 kV Expansion	46	55	62	193	572	1,230	1,713	2,154	2,762	3,253	3,678	4,095	19,813
Wilson Substation Conversion	-	-	-	-	-	1	3	6	12	19	32	53	126
Kohlman Lake-Goose Lake 2nd ckt	1,861	2,265	2,651	2,930	3,113	3,236	4,418	5,664	5,869	6,010	6,160	6,599	50,777
Prairie Sub Expansion	162	162	162	316	488	544	637	739	795	809	817	999	6,630
Black Dog - Savage	2,465	2,598	2,795	3,072	3,280	3,354	3,358	3,363	5,514	7,589	7,441	7,293	52,121
Chisago 2nd Transformer Addition	59	65	77	90	99	114	199	450	810	1,148	1,379	1,521	6,010
Franklin Transformer	2,784	2,811	3,918	5,003	4,960	4,898	4,835	4,772	4,709	4,646	4,583	4,520	52,437
Cass County SUB Expansion	2,837	2,835	2,835	2,832	2,825	2,819	2,812	2,805	2,798	2,792	2,785	2,778	33,752
New Prague Area	-	0	4	9	9	13	19	30	53	81	113	224	556
ELR - Breakers - NSPM	86	86	87	88	88	89	89	98	117	136	190	234	1,388
ELR - Relay - NSPM	586	643	660	662	661	660	659	657	659	665	672	675	7,859
RECB - 26 & 26(a)	(181,517)	(166,210)	(175,414)	(152,455)	(111,143)	(103,360)	(181,567)	(186,766)	(134,440)	(154,507)	(151,105)	(151,908)	(1,850,392)
Transmission Projects	148,297	177,057	182,577	266,667	370,879	400,376	336,390	341,621	405,305	397,245	409,377	432,020	3,867,811
Revenue Requirement in Base Rates	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(1,800,376)
TCR True-up Carryover	-	-	-	-	-	-	-	-	-	-	-	-	-
Revenue Requirement (RR)	(1,734)	27,026	32,546	116,635	220,848	250,345	186,359	191,590	255,273	247,213	259,346	281,989	2,067,435
Revenue Collections (RC)	-	-	-	-	-	-	-	-	-	346,659	380,433	440,671	1,167,762
Monthly RR - RC	(1,734)	27,026	32,546	116,635	220,848	250,345	186,359	191,590	255,273	(99,445)	(121,087)	(158,682)	
Balance (RR - RC + Cumulative CC)	(1,734)	25,292	57,837	174,472	395,320	645,665	832,024	1,023,614	1,278,888	1,179,442	1,058,355	899,673	

2015 Tracker													
Carryover	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Annual Total
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Legacy Projects	-	-	-	-	-	-	-	-	-	-	-	-	-
CAPX2020 - Brookings	244,869	251,624	253,789	256,313	256,912	256,403	255,896	255,425	255,002	254,642	254,270	253,832	3,048,976
CAPX2020 - Fargo	118,885	119,418	120,172	120,938	128,182	135,191	135,188	135,112	134,857	134,488	134,119	133,749	1,550,298
CAPX2020 - La Crosse Local	25,434	25,841	26,163	26,414	26,563	29,719	32,766	32,673	32,572	32,472	32,371	32,271	355,259
CAPX2020 - La Crosse MISO	26,827	28,390	31,010	34,207	37,068	39,796	41,981	44,248	46,273	47,529	48,310	53,606	479,245
CAPX2020 - La Crosse MISO - WI	48,185	50,906	53,086	55,285	57,622	66,291	75,239	77,849	79,112	81,774	84,174	83,883	813,407
Sioux Falls Northern	8,902	9,493	10,119	11,329	12,614	13,401	14,384	15,300	15,550	15,501	15,452	15,531	157,576
Chaska - Hwy 212 Conversion	6,398	6,633	7,085	7,499	7,673	8,067	8,372	8,349	8,326	8,303	8,280	8,257	93,243
Minn Valley	8,549	8,624	8,605	8,581	8,556	8,532	8,508	8,483	8,459	8,435	8,410	8,386	102,128
Maple River - Red River	1,325	1,461	1,593	1,729	1,869	2,078	2,425	2,980	3,519	3,930	4,906	6,220	34,035
Big Stone - Brookings	2,848	2,962	3,074	3,159	3,219	3,370	3,611	3,852	4,093	4,335	4,802	5,540	44,865
Lake Marion - Burnsville	6,180	6,163	6,147	6,130	6,114	6,097	6,081	6,064	6,047	6,031	6,014	5,998	73,066
Maple Lake - Annandale	71	78	175	336	510	658	741	817	906	1,003	1,337	1,618	8,251
Glencoe - Waconia	12,109	12,083	12,057	12,031	12,005	11,979	11,953	11,927	11,900	11,874	11,848	11,822	143,589
Bluff Creek - Westgate	3,869	5,082	6,633	8,708	10,444	10,867	11,629	11,650	11,614	11,577	11,541	11,505	115,119
Scott Cty 345 kV Expansion	5,180	6,713	8,584	10,647	11,959	12,852	13,455	13,573	13,541	13,496	13,450	13,405	136,858
Wilson Substation Conversion	65	65	65	65	65	65	66	66	66	66	66	66	786
Kohlman Lake-Goose Lake 2nd ckt	6,440	6,912	7,343	7,712	8,016	8,734	9,308	9,290	9,266	9,238	9,210	9,181	100,650
Prairie Sub Expansion	1,191	1,199	1,209	1,242	1,334	1,431	1,495	1,777	2,070	2,117	2,127	2,137	19,329
Black Dog - Savage	4,358	4,347	4,336	4,325	4,314	4,302	4,291	4,280	4,269	4,258	4,247	4,236	51,562
Chisago 2nd Transformer Addition	2,061	2,568	2,674	2,762	2,808	3,264	3,701	3,691	3,679	3,667	3,654	3,642	38,171
Franklin Transformer	3,639	3,630	3,622	3,613	3,604	3,596	3,587	3,578	3,570	3,561	3,553	3,544	43,097
Cass County SUB Expansion	2,782	2,776	2,769	2,763	2,757	2,750	2,744	2,737	2,731	2,725	2,718	2,712	32,964
New Prague Area	333	370	416	702	1,210	1,620	1,877	2,012	2,079	2,571	3,030	3,009	19,229
ELR - Breakers - NSPM	220	220	219	218	218	217	216	216	215	214	214	213	2,599
ELR - Relay - NSPM	730	728	726	724	722	720	718	716	714	711	709	707	8,626
RECB - 26 & 26(a)	(150,292)	(151,345)	(198,152)	(156,026)	(143,785)	(119,940)	(199,057)	(204,852)	(164,131)	(185,712)	(171,408)	(174,178)	(2,018,878)
Transmission Projects	391,160	406,943	373,520	431,407	462,572	512,062	451,172	451,813	496,300	478,805	497,404	500,891	5,454,048
Revenue Requirement in Base Rates	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(150,031)	(1,800,376)
TCR True-up Carryover	899,673	-	-	-	-	-	-	-	-	-	-	-	-
Revenue Requirement (RR)	241,128	256,911	223,489	281,375	312,541	362,031	301,140	301,782	346,269	328,774	347,373	350,860	3,653,672
Revenue Collections (RC)	448,989	391,159	399,581	337,979	340,144	336,458	387,891	387,308	348,547	349,626	383,344	443,666	4,554,693
Monthly RR - RC	(207,861)	(134,248)	(176,092)	(56,603)	(27,604)	25,573	(86,751)	(85,527)	(2,279)	(20,852)	(35,971)	(92,806)	
Balance (RR - RC + Cumulative CC)	691,812	557,564	381,473	324,869	297,266	322,838	236,087	150,561	148,282	127,430	91,459	(1,347)	

Universal Inputs											
Dates						Jan-14	Jan-15	Jan-16	Jan-17	Jan-18	Jan-19
						Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Depreciation											
Current											
	2014	Book Depreciation Life (yrs)	Land	Line	Sub						
	2014	Net Salvage %	0.00	57.72	42.52						
Net Salvage %											
	Land		0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Line		-17.20%	-17.20%		-17.20%	-17.20%	-17.20%	-17.20%	-17.20%	-17.20%
	Sub		0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Book Depreciation Lives											
	Land		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
	Line		57.72	57.72		57.72	57.72	57.72	57.72	57.72	57.72
	Sub		42.52	42.52		42.52	42.52	42.52	42.52	42.52	42.52
Book Depreciation Rates											
	Land		0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Line		2.03%	2.03%		2.03%	2.03%	2.03%	2.03%	2.03%	2.03%
	Sub		2.35%	2.35%		2.35%	2.35%	2.35%	2.35%	2.35%	2.35%
Book Depreciation Rate: Final Period											
	Land		0%								
	Line		100%								
	Sub		100%								
Tax Rates											
Income Tax Rates											
	State Income Tax Rate					4.5300%	4.5300%	4.5300%	4.5300%	4.5300%	4.5300%
	Federal Income Tax Rate					35.0000%	35.0000%	35.0000%	35.0000%	35.0000%	35.0000%
Composite Income Tax Rate											
	State Composite Income Tax Rate					35.0000%	35.0000%	35.0000%	35.0000%	35.0000%	35.0000%
	Company Composite Income Tax Rate					40.8549%	40.8549%	40.8549%	40.8549%	40.8549%	40.8549%
Tax Depreciation Schedule: MACRS											
	Annual		0	0.00%							
			1	5.00%							
			2	9.50%							
			3	8.55%							
			4	7.70%							
			5	6.93%							
			6	6.23%							
			7	5.90%							
			8	5.90%							
			9	5.91%							
			10	5.90%							
			11	5.91%							
			12	5.90%							
			13	5.91%							
			14	5.90%							
			15	5.91%							
			16	2.95%							
Tax Depreciation Schedule: MACRS											
	Mid-Quarter										
	Year	Q1	Q2	2010	Q3	Q4					
	1	8.75%		6.25%	3.75%	1.25%					
	2	9.13%		9.38%	9.63%	9.88%					
	3	8.21%		8.44%	8.66%	8.89%					
	4	7.39%		7.59%	7.80%	8.00%					
	5	6.65%		6.83%	7.02%	7.20%					
	6	5.99%		6.15%	6.31%	6.48%					
	7	5.90%		5.91%	5.90%	5.90%					
	8	5.91%		5.90%	5.90%	5.90%					
	9	5.90%		5.91%	5.91%	5.90%					
	10	5.91%		5.90%	5.90%	5.91%					
	11	5.90%		5.91%	5.91%	5.90%					
	12	5.91%		5.90%	5.90%	5.91%					
	13	5.90%		5.91%	5.91%	5.90%					
	14	5.91%		5.90%	5.90%	5.91%					
	15	5.90%		5.91%	5.91%	5.90%					
	16	0.74%		2.21%	3.69%	5.17%					
Bonus Depreciation Rate											
			2014	50.00%							
			2015	50.00%							
Cap Structure (Based on Previous Year's Actual Structure)											
	Long Term Debt %					44.9600%	44.9600%	44.9600%	44.9600%	44.9600%	44.9600%
	Long Term Debt Cost (\$s as a % of total)					5.1400%	5.1400%	5.1400%	5.1400%	5.1400%	5.1400%
	Short Term Debt %					2.4800%	2.4800%	2.4800%	2.4800%	2.4800%	2.4800%
	Short Term Debt Cost (\$s as a % of total)					0.7500%	0.7500%	0.7500%	0.7500%	0.7500%	0.7500%
	Weighted Cost of Debt					2.33%	2.33%	2.33%	2.33%	2.33%	2.33%
	Common Stock %					52.56%	52.56%	52.56%	52.56%	52.56%	52.56%
	Common Stock Cost (\$s as a % of total)					10.00%	10.00%	10.25%	10.25%	10.25%	10.25%
	Preferred Stock %					0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Preferred Stock Cost (\$s as a % of total)					0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Weighted Cost of Equity					5.26%	5.26%	5.39%	5.39%	5.39%	5.39%
	Rate of Return					7.59%	7.59%	7.72%	7.72%	7.72%	7.72%
Property Tax Rates											
	Percent Taxable					100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
	Asset Rate					1.811%	1.811%	1.811%	1.811%	1.811%	1.811%
	Property Tax Rate					1.811%	1.811%	1.811%	1.811%	1.811%	1.811%
OATT											
	Total Cost of Capital					7.5900%	7.5900%	7.7200%	7.7200%	7.7200%	7.7200%
	Equity Gross-Up Rate					53.8462%	53.8462%	53.8462%	53.8462%	53.8462%	53.8462%
	Equity Gross-Up					2.8323%	2.8323%	2.9023%	2.9023%	2.9023%	2.9023%
	Total Cost of Capital incl Gross-Up for Taxes - Annual Rate					10.4223%	10.4223%	10.6223%	10.6223%	10.6223%	10.6223%
	Rate for Carrying Charge					0.8296%	0.8296%	0.8448%	0.8448%	0.8448%	0.8448%
	Annual OATT Credit Factor					19.90%	19.90%	19.90%	19.90%	19.90%	19.90%
Allocators											
	ND 12-month CP demand (Electric Demand)					6.1453%	6.2114%	6.2643%	6.2855%	6.3078%	6.3078%
	NSPM 36-month CP demand (Interchange Electric)					84.7923%	84.4416%	84.4416%	84.4416%	84.4416%	84.4416%
	Jurisdictional Allocator					5.2107%	5.2450%	5.2897%	5.3076%	5.3264%	5.3264%

NSP Revenue Credits for FERC Account 456			
Description	Total 2014	Revenues Included in OATT credit	Revenues Excluded from OATT Credit
PTP - Firm	8,637,794		8,637,794
PTP - Non Firm	758,682		758,682
Network	20,108,468	20,108,468	
Network - Whls	0	0	
Sch 1 - Sch, Sys Ctrl & D	896,679	896,679	
Sch 1 - Sch, Sys Ctrl & D - Whls	0	0	
Sch 2 - Reactive Supply	8,902,392	8,902,392	
Sch 2 - Reactive Supply - Whls	0	0	
Sch 24 - Bal Auth	1,746,037	1,746,037	
Other RTO GFA Revenue	134,889	134,889	
Trans Expansion Plan Att GG	62,606,771		62,606,771
Trans Expansion Plan Att MM Brookings	52,936,599		52,936,599
Trans Expansion Plan Att MM Big Stone	0		0
Joint Pricing Zone - GRE	33,159,403	33,159,403	
Joint Pricing Zone - SMMPA	6,030,827	6,030,827	
Sch 2 - Reactive Supply	126,983	126,983	
Firm Transmission	9,697,117		9,697,117
Sch 1-Sch, Sys Ctrl & D	213,071	213,071	
Sch 2 - Reactive Supply	135,646	135,646	
MISO Schedule 10 Passthrough	305,800		305,800
Facilities	46,866		46,866
Facilities	185,827		185,827
Contracts - WPPI	37,440		37,440
Contracts - UPA	8,040,000		8,040,000
Contracts - UND	56,816		56,816
Contracts - Granite Falls	15,223		15,223
Contracts - EGF	46,268		46,268
GRE Cr Lk Facilities	212,410		212,410
GRE 500kV tsmn O&M	37,801		37,801
Marshall TOPS	99,284		99,284
Totals	215,175,093	71,454,395	143,720,698
		Revenues Included in OATT Credit	71,454,395
		Total Gross (Attachment O) Tran Rev Req	359,014,933
		2014 OATT Adjustment Factor	19.90%

Regional Expansion Criteria and Benefits (RECB)	Jan-14 Actual	Feb-14 Actual	Mar-14 Actual	Apr-14 Actual	May-14 Actual	Jun-14 Forecast	Jul-14 Forecast	Aug-14 Forecast	Sep-14 Forecast	Oct-14 Forecast	Nov-14 Forecast	Dec-14 Forecast	2014 Forecast
Revenue													
Schedule 26	5,545,835	4,889,369	5,120,435	4,514,251	4,754,659	5,469,008	6,829,964	6,908,386	5,899,372	4,961,753	4,892,921	5,011,856	64,797,808
Schedule 26(a)	4,435,941	3,908,064	4,152,363	3,719,190	3,899,844	4,657,164	5,603,277	5,027,229	4,181,389	4,061,409	4,115,373	4,405,288	52,166,533
Total Revenue	9,981,776	8,797,433	9,272,798	8,233,441	8,654,503	10,126,172	12,433,242	11,935,615	10,080,761	9,023,162	9,008,294	9,417,145	116,964,341
Expense													
Schedule 26	4,966,410	4,255,830	4,440,339	3,932,451	5,113,258	6,719,767	7,236,908	6,815,487	6,223,243	4,817,203	4,851,138	5,155,999	64,528,034
Schedule 26(a)	1,531,859	1,351,839	1,466,063	1,375,206	1,408,286	1,422,810	1,711,857	1,535,869	1,277,456	1,240,801	1,257,288	1,345,860	16,925,195
Total Expense	6,498,269	5,607,670	5,906,402	5,307,656	6,521,544	8,142,578	8,948,766	8,351,356	7,500,700	6,058,004	6,108,425	6,501,859	81,453,228
Total	(3,483,507)	(3,189,763)	(3,366,396)	(2,925,785)	(2,132,959)	(1,983,594)	(3,484,476)	(3,584,259)	(2,580,061)	(2,965,158)	(2,899,869)	(2,915,286)	(35,511,112)
Demand Allocator - State of ND Jur.	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%
RECB Revenue Requirement	(181,517)	(166,210)	(175,414)	(152,455)	(111,143)	(103,360)	(181,567)	(186,766)	(134,440)	(154,507)	(151,105)	(151,908)	(1,850,392)
RECB in Base Rates													
Net RECB Revenue Requirements	(181,517)	(166,210)	(175,414)	(152,455)	(111,143)	(103,360)	(181,567)	(186,766)	(134,440)	(154,507)	(151,105)	(151,908)	(1,850,392)

Regional Expansion Criteria and Benefits (RECB)	Jan-15 Forecast	Feb-15 Forecast	Mar-15 Forecast	Apr-15 Forecast	May-15 Forecast	Jun-15 Forecast	Jul-15 Forecast	Aug-15 Forecast	Sep-15 Forecast	Oct-15 Forecast	Nov-15 Forecast	Dec-15 Forecast	2015 Forecast
Revenue													
Schedule 26	5,354,998	5,506,508	5,916,808	5,460,780	6,177,553	6,742,247	8,262,144	8,234,177	7,299,044	5,961,571	5,863,783	6,219,099	76,998,712
Schedule 26(a)	5,248,910	4,678,496	4,788,925	4,350,945	4,677,178	5,071,421	5,980,374	5,543,478	4,698,282	4,568,105	4,617,016	4,654,519	58,877,650
Total Revenue	10,603,909	10,185,004	10,705,732	9,811,725	10,854,731	11,813,669	14,242,518	13,777,654	11,997,327	10,529,676	10,480,799	10,873,619	135,876,362
Expense													
Schedule 26	5,455,199	5,264,353	4,844,627	4,944,306	6,078,787	7,320,862	7,845,878	7,460,583	6,824,301	5,001,807	5,204,378	5,528,068	71,773,149
Schedule 26(a)	2,283,274	2,035,144	2,083,180	1,892,660	2,034,571	2,206,066	2,601,461	2,411,411	2,043,751	1,987,124	2,008,400	2,024,714	25,611,756
Total Expense	7,738,473	7,299,497	6,927,808	6,836,966	8,113,357	9,526,929	10,447,339	9,871,994	8,868,052	6,988,931	7,212,778	7,552,782	97,384,905
Total	(2,865,435)	(2,885,507)	(3,777,925)	(2,974,759)	(2,741,374)	(2,286,740)	(3,795,179)	(3,905,661)	(3,129,275)	(3,540,746)	(3,268,021)	(3,320,836)	(38,491,457)
Demand Allocator - State of ND Jur.	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%
RECB Revenue Requirement	(150,292)	(151,345)	(198,152)	(156,026)	(143,785)	(119,940)	(199,057)	(204,852)	(164,131)	(185,712)	(171,408)	(174,178)	(2,018,878)
RECB in Base Rates													
Net RECB Revenue Requirements	(150,292)	(151,345)	(198,152)	(156,026)	(143,785)	(119,940)	(199,057)	(204,852)	(164,131)	(185,712)	(171,408)	(174,178)	(2,018,878)

Regional Expansion Criteria and Benefits (RECB)	Jan-16 Forecast	Feb-16 Forecast	Mar-16 Forecast	Apr-16 Forecast	May-16 Forecast	Jun-16 Forecast	Jul-16 Forecast	Aug-16 Forecast	Sep-16 Forecast	Oct-16 Forecast	Nov-16 Forecast	Dec-16 Forecast	2016 Forecast
Revenue													
Schedule 26	6,308,985	6,487,486	6,970,880	6,433,611	7,278,077	7,943,371	9,734,035	9,701,085	8,599,361	7,023,618	6,908,409	7,327,025	90,715,943
Schedule 26(a)	5,477,658	4,882,385	4,997,626	4,540,560	4,881,010	5,292,434	6,241,000	5,785,063	4,903,034	4,767,183	4,818,226	4,857,363	61,443,542
Total Revenue	11,786,643	11,369,871	11,968,506	10,974,171	12,159,087	13,235,805	15,975,034	15,486,148	13,502,394	11,790,801	11,726,635	12,184,388	152,159,485
Expense													
Schedule 26	6,275,877	6,059,834	5,572,905	5,687,656	7,038,054	8,462,561	9,059,396	8,596,678	7,870,829	5,745,596	5,983,573	6,362,563	82,715,521
Schedule 26(a)	3,240,131	2,888,017	2,956,184	2,685,821	2,887,203	3,130,568	3,691,661	3,421,967	2,900,231	2,819,873	2,850,066	2,873,216	36,344,939
Total Expense	9,516,009	8,947,851	8,529,089	8,373,477	9,925,257	11,593,129	12,751,057	12,018,645	10,771,060	8,565,469	8,833,638	9,235,779	119,060,460
Total	(2,270,634)	(2,422,020)	(3,439,417)	(2,600,694)	(2,233,830)	(1,642,676)	(3,223,977)	(3,467,504)	(2,731,335)	(3,225,332)	(2,892,996)	(2,948,609)	(33,099,025)
Demand Allocator - State of ND Jur.	5.29%	5.29%	5.29%	5.29%	5.29%	5.29%	5.29%	5.29%	5.29%	5.29%	5.29%	5.29%	5.29%
RECB Revenue Requirement	(120,109)	(128,117)	(181,934)	(137,568)	(118,162)	(86,892)	(170,538)	(183,420)	(144,479)	(170,610)	(153,030)	(155,972)	(1,750,830)
RECB in Base Rates													
Net RECB Revenue Requirements	(120,109)	(128,117)	(181,934)	(137,568)	(118,162)	(86,892)	(170,538)	(183,420)	(144,479)	(170,610)	(153,030)	(155,972)	(1,750,830)

Regional Expansion Criteria and Benefits (RECB)	Jan-17 Forecast	Feb-17 Forecast	Mar-17 Forecast	Apr-17 Forecast	May-17 Forecast	Jun-17 Forecast	Jul-17 Forecast	Aug-17 Forecast	Sep-17 Forecast	Oct-17 Forecast	Nov-17 Forecast	Dec-17 Forecast	2017 Forecast
Revenue													
Schedule 26	6,395,525	6,576,474	7,066,499	6,521,860	7,377,910	8,052,329	9,867,556	9,834,154	8,717,317	7,119,960	7,003,171	7,427,529	91,960,284
Schedule 26(a)	5,662,212	5,046,883	5,166,007	4,693,541	5,045,461	5,470,748	6,451,272	5,979,974	5,068,228	4,927,800	4,980,562	5,021,018	63,513,706
Total Revenue	12,057,737	11,623,357	12,232,506	11,215,402	12,423,371	13,523,077	16,318,828	15,814,128	13,785,545	12,047,760	11,983,733	12,448,547	155,473,989
Expense													
Schedule 26	6,336,939	6,108,890	5,617,513	5,734,046	7,147,640	8,585,401	9,183,157	8,696,140	7,972,852	5,802,802	6,051,501	6,444,032	83,680,914
Schedule 26(a)	4,732,883	4,218,547	4,318,119	3,923,198	4,217,358	4,572,843	5,392,436	4,998,491	4,236,388	4,119,009	4,163,111	4,196,927	53,089,312
Total Expense	11,069,822	10,327,437	9,935,632	9,657,245	11,364,999	13,158,244	14,575,593	13,694,631	12,209,240	9,921,811	10,214,612	10,640,959	136,770,225
Total	(987,915)	(1,295,920)	(2,296,873)	(1,558,157)	(1,058,372)	(364,833)	(1,743,235)	(2,119,497)	(1,576,304)	(2,125,949)	(1,769,121)	(1,807,588)	(18,703,764)
Demand Allocator - State of ND Jur.	5.31%	5.31%	5.31%	5.31%	5.31%	5.31%	5.31%	5.31%	5.31%	5.31%	5.31%	5.31%	5.31%
RECB Revenue Requirement	(52,434)	(68,782)	(121,908)	(82,700)	(56,174)	(19,364)	(92,524)	(112,494)	(83,664)	(112,836)	(93,897)	(95,939)	(992,716)
RECB in Base Rates													
Net RECB Revenue Requirements	(52,434)	(68,782)	(121,908)	(82,700)	(56,174)	(19,364)	(92,524)	(112,494)	(83,664)	(112,836)	(93,897)	(95,939)	(992,716)

Regional Expansion Criteria and Benefits (RECB)	Jan-18 Forecast	Feb-18 Forecast	Mar-18 Forecast	Apr-18 Forecast	May-18 Forecast	Jun-18 Forecast	Jul-18 Forecast	Aug-18 Forecast	Sep-18 Forecast	Oct-18 Forecast	Nov-18 Forecast	Dec-18 Forecast	2018 Forecast
Revenue													
Schedule 26	6,314,209	6,492,857	6,976,652	6,438,938	7,284,103	7,949,948	9,742,094	9,709,117	8,606,480	7,029,433	6,914,129	7,333,091	90,791,052
Schedule 26(a)	6,533,529	5,823,511	5,960,966	5,415,796	5,821,871	6,312,601	7,444,012	6,900,189	5,848,140	5,686,103	5,746,985	5,793,667	73,287,372
Total Revenue	12,847,738	12,316,368	12,937,618	11,854,734	13,105,974	14,262,549	17,186,106	16,609,307	14,454,621	12,715,537	12,661,114	13,126,758	164,078,423
Expense													
Schedule 26	6,262,367	6,039,956	5,550,118	5,662,992	7,097,538	8,510,718	9,090,094	8,588,430	7,877,672	5,710,602	5,958,883	6,350,765	82,700,136
Schedule 26(a)	5,650,231	5,036,204	5,155,076	4,683,610	5,034,786	5,459,172	6,437,622	5,967,321	5,057,504	4,917,373	4,970,024	5,010,395	63,379,320
Total Expense	11,912,599	11,076,160	10,705,194	10,346,602	12,132,324	13,969,891	15,527,716	14,555,751	12,935,176	10,627,975	10,928,907	11,361,159	146,079,455
Total	(935,139)	(1,240,208)	(2,232,424)	(1,508,132)	(973,650)	(292,658)	(1,658,390)	(2,053,555)	(1,519,445)	(2,087,561)	(1,732,207)	(1,765,598)	(17,998,968)
Demand Allocator - State of ND Jur.	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%
RECB Revenue Requirement	(49,809)	(66,059)	(118,908)	(80,329)	(51,861)	(15,588)	(88,333)	(109,381)	(80,932)	(111,192)	(92,264)	(94,043)	(958,698)
RECB in Base Rates													
Net RECB Revenue Requirements	(49,809)	(66,059)	(118,908)	(80,329)	(51,861)	(15,588)	(88,333)	(109,381)	(80,932)	(111,192)	(92,264)	(94,043)	(958,698)

Regional Expansion Criteria and Benefits (RECB)	Jan-19 Forecast	Feb-19 Forecast	Mar-19 Forecast	Apr-19 Forecast	May-19 Forecast	Jun-19 Forecast	Jul-19 Forecast	Aug-19 Forecast	Sep-19 Forecast	Oct-19 Forecast	Nov-19 Forecast	Dec-19 Forecast	2019 Forecast
Revenue													
Schedule 26	6,314,209	6,492,857	6,976,652	6,438,938	7,284,103	7,949,948	9,742,094	9,709,117	8,606,480	7,029,433	6,914,129	7,333,091	90,791,052
Schedule 26(a)	8,925,729	7,955,744	8,143,528	7,398,748	7,953,503	8,623,911	10,169,579	9,426,640	7,989,391	7,768,026	7,851,198	7,914,973	100,120,970
Total Revenue	15,239,938	14,448,601	15,120,179	13,837,686	15,237,607	16,573,859	19,911,673	19,135,757	16,595,872	14,797,459	14,765,327	15,248,064	190,912,022
Expense													
Schedule 26	6,177,099	5,956,721	5,472,263	5,581,175	7,040,562	8,433,211	8,999,210	8,482,644	7,788,277	5,625,708	5,877,825	6,273,570	81,708,266
Schedule 26(a)	6,802,017	6,062,822	6,205,926	5,638,353	6,061,114	6,572,011	7,749,916	7,183,745	6,088,464	5,919,768	5,983,151	6,031,751	76,299,038
Total Expense	12,979,116	12,019,543	11,678,189	11,219,527	13,101,677	15,005,222	16,749,126	15,666,389	13,876,741	11,545,476	11,860,976	12,305,322	158,007,304
Total	(2,260,822)	(2,429,058)	(3,441,990)	(2,618,159)	(2,135,930)	(1,568,637)	(3,162,547)	(3,469,368)	(2,719,131)	(3,251,983)	(2,904,351)	(2,942,742)	(32,904,717)
Demand Allocator - State of ND Jur.	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%	5.33%
RECB Revenue Requirement	(120,421)	(129,381)	(183,334)	(139,454)	(113,768)	(83,552)	(168,450)	(184,793)	(144,832)	(173,214)	(154,698)	(156,742)	(1,752,639)
RECB in Base Rates													
Net RECB Revenue Requirements	(120,421)	(129,381)	(183,334)	(139,454)	(113,768)	(83,552)	(168,450)	(184,793)	(144,832)	(173,214)	(154,698)	(156,742)	(1,752,639)

Legislative

NORTH DAKOTA ELECTRIC RATE BOOK - NDPSR NO. 2

TRANSMISSION COST RECOVERY RIDER

Section No. 5

~~2nd~~^{3rd} Revised Sheet No. 86

APPLICATION

Applicable to bills for electric service provided under the Company's retail rate schedules.

RIDER

There will be included on each customer's monthly bill a Transmission Cost Recovery (TCR) charge for purposes of recovering transmission capital and operating costs not presently reflected in base retail rates. The TCR charge shall be determined by multiplying a customer's monthly billed kWh for electric service by the current TCR rate. The TCR charge shall be calculated prior to the application of any city surcharges and/or sales tax.

DETERMINATION OF TCR RATE

The TCR rate is calculated by dividing the forecasted balance of the TCR Tracker Account by the forecasted retail sales. The TCR rate shall be rounded to the nearest \$0.000001 per kWh.

Transmission costs recoverable under this Rider include (i) the annual revenue requirements associated with electric transmission facilities eligible for recovery under NDCC 49.05.04.1, and (ii) federally regulated costs charged to or incurred by the Company to increase regional transmission capacity or reliability. A standardized forecast model will be used to calculate the total revenue requirements for eligible transmission facilities affecting the recovery period. Forecasted retail sales shall be the estimated total retail electric sales for the applicable recovery period.

The TCR rate will be determined annually for each upcoming calendar year recovery period through a TCR rate adjustment application to the North Dakota Public Service Commission.

The TCR rate will apply to monthly billed kWh rendered on and after January 1st of the recovery year. The present TCR rate is:

All Customer Classes	\$0.000000 ^{\$0.001994} per kWh
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All approved costs appropriately charged to the TCR Tracker Account shall be eligible for recovery through this Rider, and all revenues recovered through the Rider shall be credited to the TCR Tracker Account.

TRUE-UP

For each 12-month period ending December 31, a true-up adjustment to the Tracker Account will be calculated reflecting the difference between actual TCR Rider revenue and the corresponding transmission costs (revenue requirements) for the recovery period. The true-up amount shall be recorded by May 1 of the following calendar year and will be included in the calculation of the TCR rate effective for the next calendar year recovery period.

For example, Year 1 actual Rider revenue will be compared to actual revenue requirements for the same period and the difference recorded as an adjustment to the Tracker Account on or before May 1 of Year 2. This difference would then be included in the calculation of the new TCR rate (application to be filed in Year 2) effective January 1 of Year 3.

Date Filed:	12-18-12 ⁰⁷⁻²²⁻¹⁴	By: David M. Sparby	Effective Date:	05-01-14
Case No.	PU-12-81314-	President and CEO of Northern States Power Company, a Minnesota corporation	Order Date:	02-26-14

Non-Legislative

NORTH DAKOTA ELECTRIC RATE BOOK - NDPSR NO. 2

TRANSMISSION COST RECOVERY RIDER

Section No. 5
3rd Revised Sheet No. 86

APPLICATION

Applicable to bills for electric service provided under the Company's retail rate schedules.

RIDER

There will be included on each customer's monthly bill a Transmission Cost Recovery (TCR) charge for purposes of recovering transmission capital and operating costs not presently reflected in base retail rates. The TCR charge shall be determined by multiplying a customer's monthly billed kWh for electric service by the current TCR rate. The TCR charge shall be calculated prior to the application of any city surcharges and/or sales tax.

DETERMINATION OF TCR RATE

The TCR rate is calculated by dividing the forecasted balance of the TCR Tracker Account by the forecasted retail sales. The TCR rate shall be rounded to the nearest \$0.000001 per kWh.

Transmission costs recoverable under this Rider include (i) the annual revenue requirements associated with electric transmission facilities eligible for recovery under NDCC 49.05.04.1, and (ii) federally regulated costs charged to or incurred by the Company to increase regional transmission capacity or reliability. A standardized forecast model will be used to calculate the total revenue requirements for eligible transmission facilities affecting the recovery period. Forecasted retail sales shall be the estimated total retail electric sales for the applicable recovery period.

The TCR rate will be determined annually for each upcoming calendar year recovery period through a TCR rate adjustment application to the North Dakota Public Service Commission.

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All Customer Classes	\$0.001994 per kWh
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TRUE-UP

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For example, Year 1 actual Rider revenue will be compared to actual revenue requirements for the same period and the difference recorded as an adjustment to the Tracker Account on or before May 1 of Year 2. This difference would then be included in the calculation of the new TCR rate (application to be filed in Year 2) effective January 1 of Year 3.

Date Filed: 07-22-14

By: David M. Sparby

Effective Date:

President and CEO of Northern States Power Company, a Minnesota corporation

Case No. PU-14-

Order Date:

Northern States Power Company
Electric Utility - State of North Dakota
ND TCR Projects in the 2013 Test Year
(000's)

<u>Rate Analysis</u>	<u>CAPX2020 ONLY</u>		<u>TCR Qualifying Projects</u>	
	Total Company	ND Jurisdiction	Total Company	ND Jurisdiction
Plant Investment	139,764	7,145	165,189	8,445
Depreciation Reserve	1,607	82	1,839	94
CWIP	311,950	15,947	340,922	17,428
Remove CWIP	(311,950)	(15,947)	(340,922)	(17,428)
Accumulated Deferred Taxes	19,709	1,008	24,038	1,229
Average Rate Base	118,448	6,055	139,312	7,122
Debt Return	2,760	141	3,246	166
Equity Return	6,065	310	7,133	365
Current Income Tax Requirement	(12,878)	(658)	(18,415)	(941)
Book Depreciation	1,329	68	1,695	87
Annual Deferred Tax	23,973	1,226	31,436	1,607
ITC Flow Thru	-	-	-	-
Tax Depreciation & Removal Expense	70,098	3,584	89,783	4,590
AFUDC Expenditure	24,570	1,256	27,144	1,388
Remove AFUDC	(24,570)	(1,256)	(27,144)	(1,388)
Avoided Tax Interest	18,028	922	19,913	1,018
Capital Revenue Requirements	21,249	1,086	25,095	1,283
Property Taxes	1,123	57	1,196	61
MISO Shared Expenses		456		456
Total Revenue Requirements	22,372	1,600	26,291	1,800

Annual

<u>Capital Structure</u>	<u>Rate</u>	<u>Ratio</u>	<u>Weighted Cost</u>
Long Term Debt	5.1400%	44.9600%	2.3100%
Short Term Debt	0.7500%	2.4800%	0.0200%
Preferred Stock	0.0000%	0.0000%	0.0000%
Common Equity	9.7500%	52.5600%	5.1200%
Required Rate of Return			7.4500%
PT Rate		1.8590%	
Tax Rate (ND)	38.3480%		
ND Jur Demand after IA		5.1121%	

150

Monthly